HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Connecticut [09]	Tolland County [013]	Vernon [78250]	300 FT FR JCT ROUTE 83	41-49-20 = 41.822222	072-29-53 = -72.498056

4575	Highway agency district: 1	Owner: Town or Township Highway Agency [03]	Maintenance responsibility: Town or Township Highway Agency [03]		
Route: 0		MAIN STREET	Toll: On free road [3]	Features intersected: TANKERHOOSEN RIVER	

Design - main	Steel [3]	Design - approach		Kilometerpoint: 8 km = 5.0 mi	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1885	Year reconstructed: 1995
				Skew angle: 16	Structure Flared:
				Historical significance: Bridge is on the NRHP. [1]	

Total length: 21 m = 68.9 ft	Length of maximum span: 20.7 m = 67.9 ft	Deck width, out-to-out: 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 ft				
Inventory Route, Total Horizontal Clearance: 4.9 m = 16.1 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft					
Deck structure type: Corrugated Steel [6]							
Type of wearing surface: Bituminous [6]							
Deck protection: Galvanized Reinforcing [2]							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 36 metric ton = 39.6 tons		
15.9 km = 9.9 mi	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 60 metric ton = 66.0 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: MS 22.5 / HS 25 [9]		

Functional Details

Average Daily Traffic	20	Average daily truck traffi	1 %	Year	2009	Future average daily traffic	10
Year	2029						
Road classification	Local (Urban) [19]	Lanes on structure	1	Approach roadway width	7.6 m = 24.9 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control			
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A				
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	99.9 = Unlimited	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A	Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]				
Appraisal ratings - underclearances	N/A [N]						

Repair and Replacement Plans

Type of work to be performed

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	1000	Roadway improvement cost	1000
Length of structure improvement	0.1 m = 0.3 ft	Total project cost	2000
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	48.2

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	October 2009 [1009]	Designated inspection frequency	24	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	October 2009 [1009]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	