

The National Bridge Inventory contains data submitted by state transportation 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

Massachusetts [25] Franklin County [011] Conway [15200] @ SHELBURNE BORDER 42-33-19 = 42.555278 072-40-40 = - 72.677778

C200170H6MUNNBI Highway agency district 1 Owner Town or Township Highway Agency [03] Maintenance responsibility Town or Township Highway Agency [03]

Route 0 HWY BRDWL FER RD Toll On free road [3] Features intersected WATER DEERFIELD RIVER

Design - main Aluminum, Wrought Iron or Cast Iron [9] Design - approach Steel [3] Kilometerpoint 1.6 km = 1.0 mi

1 Truss - Thru [10] 1 Stringer/Multi-beam or girder [02] Year built 1882 Year reconstructed 1995

Skew angle 0 Structure Flared

Historical significance Bridge is on the NRHP. [1]

Total length 70.1 m = 230.0 ft Length of maximum span 58.8 m = 192.9 ft Deck width, out-to-out 5 m = 16.4 ft Bridge roadway width, curb-to-curb 4.3 m = 14.1 ft

Inventory Route, Total Horizontal Clearance 4.5 m = 14.8 ft Curb or sidewalk width - left 0.1 m = 0.3 ft Curb or sidewalk width - right 0.1 m = 0.3 ft

Deck structure type Wood or Timber [8]

Type of wearing surface Wood or Timber [7]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 1.6 km = 1.0 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 10.4 metric ton = 11.4 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 14.2 metric ton = 15.6 tons

Bridge posting Design Load M 9 / H 10 [1]

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|--|--|-----------------|------------------------------|-----|------|------|
| Average Daily Traffic | 400 | Average daily truck traffi | 3 | % | Year | 2009 | Future average daily traffic | 632 | Year | 2030 |
| Road classification | Minor Collector (Rural) [08] | Lanes on structure | 1 | | Approach roadway width | 6.1 m = 20.0 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 | 3.73 m = 12.2 ft | | | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 0 = N/A | | | | 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 | Work done by | Work to be done by contract [1] | | | | | | | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 3127000 | Roadway improvement cost | 313000 | | | | | | |
| | Length of structure improvement | 81 m = 265.8 ft | | Total project cost | 4691000 | | | | | |
| | Year of improvement cost estimate | 2011 | | | | | | | | |
| | Border bridge - state | | Border bridge - percent responsibility of other state | | | | | | | |
| | Border bridge - structure number | | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | Posted for load [P] | Appraisal ratings - structural | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Good [7] | | |
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] | | |
| Channel and channel protection | Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8] | | |
| Appraisal ratings - water adequacy | Superior to present desirable criteria [9] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 36.3 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - transitions | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | Inspected feature meets currently acceptable standards. [1] | | |
| Inspection date | July 2009 [0709] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | July 2009 [0709] |
| Other special inspection | Not needed [N] | Other special inspection date | |