

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

| | | | | | |
|---|---|--|---|---------------------------------------|------------------------------|
| Rhode Island [44] | Providence County [007] | Pawtucket [54640] | 0.1 Mi N of George St | 41-52-21.46 = 41.872628 | 071-23-04.26 = -71.384517 |
| 9650 | Highway agency district: 3 | Owner City or Municipal Highway Agency [04] | Maintenance responsibility | City or Municipal Highway Agency [04] | |
| Route 0 | DIVISION ST | Toll On free road [3] | Features intersected | SEEKONK RVR TAFT S | |
| Design - main Masonry [8] | Design - approach Other [00] | Kilometerpoint 19.8 km = 12.3 mi | Year built 1877 | Year reconstructed 1985 | |
| 9 | Arch - Deck [11] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Bridge is eligible for the NRHP. [2] | | |
| Total length 136.2 m = 446.9 ft | Length of maximum span 16.5 m = 54.1 ft | Deck width, out-to-out 9 m = 29.5 ft | Bridge roadway width, curb-to-curb 7.9 m = 25.9 ft | | |
| Inventory Route, Total Horizontal Clearance 1.1 m = 3.6 ft | Curb or sidewalk width - left 1.7 m = 5.6 ft | Curb or sidewalk width - right 1.7 m = 5.6 ft | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | Bituminous [6] | | | | |
| Deck protection | Unknown [8] | | | | |
| Type of membrane/wearing surface | Unknown [8] | | | | |

Weight Limits

| | | | | |
|--|--------------------------------------|--------------------------|-------------------|-----------------------------|
| Bypass, detour length 0.1 km = 0.1 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 40.6 metric ton = 44.7 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 40.6 metric ton = 44.7 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | MS 18 / HS 20 [5] | |

Functional Details

| | | | | | | | | | | |
|---|---|----------------------------|---|-------------------------------|------|--|------------------------------|-------|------|------|
| Average Daily Traffic | 14948 | Average daily truck traffi | 10 | % | Year | 2014 | Future average daily traffic | 17938 | Year | 2036 |
| Road classification | Minor Arterial (Urban) [16] | | Lanes on structure | 2 | | Approach roadway width | 7.9 m = 25.9 ft | | | |
| Type of service on bridge | Highway-pedestrian [5] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Highway-waterway [6] | | Lanes under structure | 2 | | Navigation control | | | | |
| Navigation vertical clearanc | 0 = N/A | | Navigation horizontal clearance | 0 = N/A | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | | | Minimum vertical clearance over bridge roadway | 99.99 m = 328.1 ft | | | |
| Minimum lateral underclearance reference feature | Highway beneath structure [H] | | | | | | | | | |
| Minimum lateral underclearance on right | 2.7 m = 8.9 ft | | | | | Minimum lateral underclearance on left | 1.1 m = 3.6 ft | | | |
| Minimum Vertical Underclearance | 7.21 m = 23.7 ft | | Minimum vertical underclearance reference feature | Highway beneath structure [H] | | | | | | |
| Appraisal ratings - underclearances | Somewhat better than minimum adequacy to tolerate being left in place as is [5] | | | | | | | | | |

Repair and Replacement Plans

| | | | | | | | | | | |
|---|-----------------------------------|---------------------------------|--------------------------|--------------------|---------|---|--|--|--|--|
| Type of work to be performed | Work done by | Work to be done by contract [1] | | | | | | | | |
| Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] | Bridge improvement cost | 6556000 | Roadway improvement cost | 656000 | | | | | | |
| | Length of structure improvement | 136.2 m = 446.9 ft | | Total project cost | 9834000 | | | | | |
| | Year of improvement cost estimate | | | | | | | | | |
| | Border bridge - state | | | | | Border bridge - percent responsibility of other state | | | | |
| | Border bridge - structure number | | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | <input type="text" value="Open, no restriction [A]"/> | Appraisal ratings - structural | <input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/> |
| Condition ratings - superstructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present minimum criteria [6]"/> |
| Condition ratings - substructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - deck geometry | <input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/> |
| Condition ratings - deck | <input type="text" value="Fair [5]"/> | | |
| Scour | <input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/> | | |
| Channel and channel protection | <input type="text" value="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 | <input type="text" value="Equal to present desirable criteria [8]"/> | Status evaluation | <input type="text" value="Functionally obsolete [2]"/> |
| Pier or abutment protection | <input type="text" value="None present but re-evaluation suggested [5]"/> | Sufficiency rating | <input type="text" value="63.9"/> |
| Culverts | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/> | | |
| Traffic safety features - railings | <input type="text"/> | | |
| Traffic safety features - transitions | <input type="text"/> | | |
| Traffic safety features - approach guardrail | <input type="text"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text"/> | | |
| Inspection date | <input type="text" value="April 2016 [0416]"/> | Designated inspection frequency | <input type="text" value="24"/> Months |
| Underwater inspection | <input type="text" value="Unknown [Y48]"/> | Underwater inspection date | <input type="text" value="March 2015 [0315]"/> |
| Fracture critical inspection | <input type="text" value="Not needed [N]"/> | Fracture critical inspection date | <input type="text"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |