

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

Vermont [50]	Windsor County [027]	Woodstock [85975]	0.2 MI JCT TH 50 + US4	43-36-51.36 = 43.614267	072-32-34.19 = -72.542831
101424003014241	Highway agency district: 4	Owner: Town or Township Highway Agency [03]	Maintenance responsibility: Town or Township Highway Agency [03]		
Route #Num!	C3050	Toll: On free road [3]	Features intersected: OTTAUQUECHEE RIVER		
Design - main: Steel [3]	Design - approach: Other [00]	Kilometerpoint: 0 km = 0.0 mi	Year built: #Num!	Year reconstructed: 2002	
1	Arch - Thru [12]	0	Skew angle: 0	Structure Flared:	
		Historical significance: Bridge is eligible for the NRHP. [2]			
Total length: 54.3 m = 178.2 ft	Length of maximum span: 52.7 m = 172.9 ft	Deck width, out-to-out: 4.2 m = 13.8 ft	Bridge roadway width, curb-to-curb: 4.1 m = 13.5 ft		
Inventory Route, Total Horizontal Clearance: 4.1 m = 13.5 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: Open Grating [3]					
Type of wearing surface: Other [9]					
Deck protection:					
Type of membrane/wearing surface:					

Weight Limits

Bypass, detour length: 0.5 km = 0.3 mi	Method to determine inventory rating: Allowable Stress(AS) [2]	Inventory rating: 28.8 metric ton = 31.7 tons
	Method to determine operating rating: Allowable Stress(AS) [2]	Operating rating: 60.3 metric ton = 66.3 tons
Bridge posting: Equal to or above legal loads [5]	Design Load: M 18 / H 20 [4]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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	Better than present minimum criteria [7]
Condition ratings - superstructure	Very Good [8]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Very Good [8]		
Scour	Bridge with "unknown" foundation that has not been evaluated for scour. [U]		
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	71.7
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	September 2018 [0918]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2018 [0918]
Other special inspection	Not needed [N]	Other special inspection date	