



# MONTAGUE TOWN BRIDGES

## Structure Number Last 3 Characters

BRI=Less than NBI length, usually between 10 and 20' span - meets state definition of bridge, inspected by MassDOT

CLO=Bridge is Closed, No longer Inspected as required of NBI Bridges

CUL=Culvert, less than 10' span

DUM=Dummy entry - town-line bridge is inventoried under the number for the other town in this case Erving E-10-005

NBI=National Bridge Inventory bridge - meets fed definition of bridge >20' span, requires inspection at least every 2 years (inspected by MassDOT)

PED=Pedestrian bridge, not covered by law requiring inspection of highway bridges

## Open Status

A=Open

D=Open with Temporary Shoring in Place

K=Closed

P=Posted for reduced load capacity

## Fracture Critical Inspection

Additional inspection focused on bridges with members that the failure of a single major tension member or member element will cause a significant portion or the entire bridge to collapse due to a lack of redundancy

Generally this applies to truss bridges

## Special Member Inspection

Once the condition of the deck, superstructure, or substructure falls to a condition rating of 4 (poor) or below, that part gets inspected more frequently, every 12 months for a 4, every 6 months for a 3

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## Bridge Condition Ratings

- N NOT APPLICABLE
- 9 EXCELLENT CONDITION
- 8 VERY GOOD CONDITION - no problems noted.
- 7 GOOD CONDITION - some minor problems.
- 6 SATISFACTORY CONDITION - structural elements show some minor deterioration.
- 5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 POOR CONDITION - advanced section loss, deterioration, spalling or scour.
- 3 SERIOUS CONDITION - loss of section, deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present.
- 2 CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
- 1 "IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
- 0 FAILED CONDITION - out of service; beyond corrective action.