

AYER

Contract No. 27DPW01

Bridge No. A-19-011 (25M), Barnum Road Bridge Rehabilitation

Response to Bidder's Questions

Addendum No. 1, July 29, 2026

The Pre-Bid Meeting took place at the Ayer Department of Public Works on July 29, 2026, at 10 a.m. Enclosed with this addendum is the Sign-In Sheet for reference.

NEI has the following questions about Barnum Road over Bowers Brook:

Question 1: Is there access to the underside of the bridge?

Response 1: Below is the response:

- There is no constructed access to the underside of the bridge. Access to the underside will be determined by the contractor's means and methods. Access via the southeast corner that is to be repaired can be considered an access point.
- The work on the underside must be carried out in accordance with environmental permitting requirements. The slope restoration measures will not extend below elevation 220' (NAVD 88). The project shall not have any work or equipment access within the water. Please see attached signed Determination of Applicability.

Question 2: What is the clearance between the slope and the underside of the slab at the southeast corner?

Response 2: The southeast corner has erosion. There is currently a minimum of 3' clearance from the underside of the slab to grade. Attached are also the existing plans and the latest inspection report.

Dan Van Schalkwyk, P.E., Director
Kimberly Abraham, Water and Sewer Superintendent
Matt Hernon, P.E., Town Engineer
Lora Prescott, Business Manager



25 BROOK STREET
AYER, MASSACHUSETTS 01432
T: (978) 772-8240

Location: Ayer DPW

[illegible]

DETERMINATION OF APPLICABILITY



Massachusetts Department of Environmental Protection

Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. General Information

Important:

When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



From:

Ayer
Conservation Commission

To: Applicant

Ayer Dept. of Public Works

Name

25 Brook St.

Mailing Address

Ayer

City/Town

MA

State

01432

Zip Code

Property Owner (if different from applicant):

Name

Mailing Address

City/Town

State

Zip Code

1. Title and Date (or Revised Date if applicable) of Final Plans and Other Documents:

Bridge A-19-011 Rehabilitation, Barnum Road

Title

3/22/2024

Date

Title

Date

Title

Date

2. Date Request Filed:

July 13, 2026

B. Determination

Pursuant to the authority of M.G.L. c. 131, § 40, the Conservation Commission considered your Request for Determination of Applicability, with its supporting documentation, and made the following Determination.

Project Description (if applicable):

Repair to existing bridge deck slab, sidewalk beam and sidewalk slab to an existing bridge along Barnum Road over Bowers Brook. The project will also stabilize to permanently improve observed erosion at the southeast corner of bridge. The proposed work is minor in nature and is therefore exempt from Riverfront Area requirements as stated in the WPA.

Project Location:

Barnum Road over Bowers Brook

Street Address

Ayer

City/Town

Assessors Map/Plat Number

Parcel/Lot Number



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

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B. Determination (cont.)

The following Determination(s) is/are applicable to the proposed site and/or project relative to the Wetlands Protection Act and regulations:

Positive Determination

Note: No work within the jurisdiction of the Wetlands Protection Act may proceed until a final Order of Conditions (issued following submittal of a Notice of Intent or Abbreviated Notice of Intent) or Order of Resource Area Delineation (issued following submittal of Simplified Review ANRAD) has been received from the issuing authority (i.e., Conservation Commission or the Department of Environmental Protection).

- ☐ 1. The area described on the referenced plan(s) is an area subject to protection under the Act. Removing, filling, dredging, or altering of the area requires the filing of a Notice of Intent.
- ☐ 2a. The boundary delineations of the following resource areas described on the referenced plan(s) are confirmed as accurate. Therefore, the resource area boundaries confirmed in this Determination are binding as to all decisions rendered pursuant to the Wetlands Protection Act and its regulations regarding such boundaries for as long as this Determination is valid.

- ☐ 2b. The boundaries of resource areas listed below are not confirmed by this Determination, regardless of whether such boundaries are contained on the plans attached to this Determination or to the Request for Determination.

- ☐ 3. The work described on referenced plan(s) and document(s) is within an area subject to protection under the Act and will remove, fill, dredge, or alter that area. Therefore, said work requires the filing of a Notice of Intent.
- ☐ 4. The work described on referenced plan(s) and document(s) is within the Buffer Zone and will alter an Area subject to protection under the Act. Therefore, said work requires the filing of a Notice of Intent or ANRAD Simplified Review (if work is limited to the Buffer Zone).
- ☐ 5. The area and/or work described on referenced plan(s) and document(s) is subject to review and approval by:

Ayer

Name of Municipality

Pursuant to the following municipal wetland ordinance or bylaw:

Name

Ordinance or Bylaw Citation



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

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Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Determination (cont.)

- ☐ 6. The following area and/or work, if any, is subject to a municipal ordinance or bylaw but not subject to the Massachusetts Wetlands Protection Act:

- ☐ 7. If a Notice of Intent is filed for the work in the Riverfront Area described on referenced plan(s) and document(s), which includes all or part of the work described in the Request, the applicant must consider the following alternatives. (Refer to the wetland regulations at 10.58(4)c. for more information about the scope of alternatives requirements):

- ☐ Alternatives limited to the lot on which the project is located.
- ☐ Alternatives limited to the lot on which the project is located, the subdivided lots, and any adjacent lots formerly or presently owned by the same owner.
- ☐ Alternatives limited to the original parcel on which the project is located, the subdivided parcels, any adjacent parcels, and any other land which can reasonably be obtained within the municipality.
- ☐ Alternatives extend to any sites which can reasonably be obtained within the appropriate region of the state.

Negative Determination

Note: No further action under the Wetlands Protection Act is required by the applicant. However, if the Department is requested to issue a Superseding Determination of Applicability, work may not proceed on this project unless the Department fails to act on such request within 35 days of the date the request is post-marked for certified mail or hand delivered to the Department. Work may then proceed at the owner's risk only upon notice to the Department and to the Conservation Commission. Requirements for requests for Superseding Determinations are listed at the end of this document.

- ☐ 1. The area described in the Request is not an area subject to protection under the Act or the Buffer Zone.
- ☐ 2. The work described in the Request is within an area subject to protection under the Act, but will not remove, fill, dredge, or alter that area. Therefore, said work does not require the filing of a Notice of Intent.
- ☒ 3. The work described in the Request is within the Buffer Zone, as defined in the regulations, but will not alter an Area subject to protection under the Act. Therefore, said work does not require the filing of a Notice of Intent, subject to the following conditions (if any).

- ☐ 4. The work described in the Request is not within an Area subject to protection under the Act (including the Buffer Zone). Therefore, said work does not require the filing of a Notice of Intent, unless and until said work alters an Area subject to protection under the Act.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Determination (cont.)

- ☒ 5. The area described in the Request is subject to protection under the Act. Since the work described therein meets the requirements for the following exemption, as specified in the Act and the regulations, no Notice of Intent is required:

Exempt Activity (site applicable statutory/regulatory provisions)

- ☐ 6. The area and/or work described in the Request is not subject to review and approval by:

Name of Municipality

Pursuant to a municipal wetlands ordinance or bylaw.

Name

Ordinance or Bylaw Citation

C. Authorization

This Determination is issued to the applicant and delivered as follows:

☐ by hand delivery on

☐ by certified mail, return receipt requested on

Date

Date

This Determination is valid for **three years** from the date of issuance (except Determinations for Vegetation Management Plans which are valid for the duration of the Plan). This Determination does not relieve the applicant from complying with all other applicable federal, state, or local statutes, ordinances, bylaws, or regulations.

This Determination must be signed by a majority of the Conservation Commission. A copy must be sent to the appropriate DEP Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>) and the property owner (if different from the applicant).



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

C. Authorization (cont.)

Signatures:

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Jess Gugino, Chair

Printed Name

George Bacon

Printed Name

Jon Schamalenberger

Printed Name

Jen Amaya

Printed Name

Andy MacGregor

Printed Name

Printed Name

Printed Name

Printed Name

D. Appeals

The applicant, owner, any person aggrieved by this Determination, any owner of land abutting the land upon which the proposed work is to be done, or any ten residents of the city or town in which such land is located, are hereby notified of their right to request the appropriate Department of Environmental Protection Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>) to issue a Superseding Determination of Applicability. The request must be made by certified mail or hand delivery to the Department, with the appropriate filing fee and Fee Transmittal Form (see Request for Departmental Action Fee Transmittal Form) as provided in 310 CMR 10.03(7) within ten business days from the date of issuance of this Determination. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and to the applicant if he/she is not the appellant. The request shall state clearly and concisely the objections to the Determination which is being appealed. To the extent that the Determination is based on a municipal ordinance or bylaw and not on the Massachusetts Wetlands Protection Act or regulations, the Department of Environmental Protection has no appellate jurisdiction.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands
**Request for Departmental Action Fee
Transmittal Form**

DEP File Number: _____

Provided by DEP _____

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. Request Information

1. Location of Project

a. Street Address _____

b. City/Town, Zip _____

c. Check number _____

d. Fee amount _____

2. Person or party making request (if appropriate, name the citizen group's representative):

Name _____

Mailing Address _____

City/Town _____

State _____

Zip Code _____

Phone Number _____

Fax Number (if applicable) _____

3. Applicant (as shown on Determination of Applicability (Form 2), Order of Resource Area Delineation (Form 4B), Order of Conditions (Form 5), Restoration Order of Conditions (Form 5A), or Notice of Non-Significance (Form 6)):

Name _____

Mailing Address _____

City/Town _____

State _____

Zip Code _____

Phone Number _____

Fax Number (if applicable) _____

4. DEP File Number: _____

B. Instructions

1. When the Departmental action request is for (check one):

- ☐ Superseding Order of Conditions – Fee: \$120.00 (single family house projects) or \$245 (all other projects)
- ☐ Superseding Determination of Applicability – Fee: \$120
- ☐ Superseding Order of Resource Area Delineation – Fee: \$120

Send this form and check or money order, payable to the *Commonwealth of Massachusetts*, to:

Department of Environmental Protection
Box 4062
Boston, MA 02211

Important:
When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.





Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands
**Request for Departmental Action Fee
Transmittal Form**

DEP File Number: _____

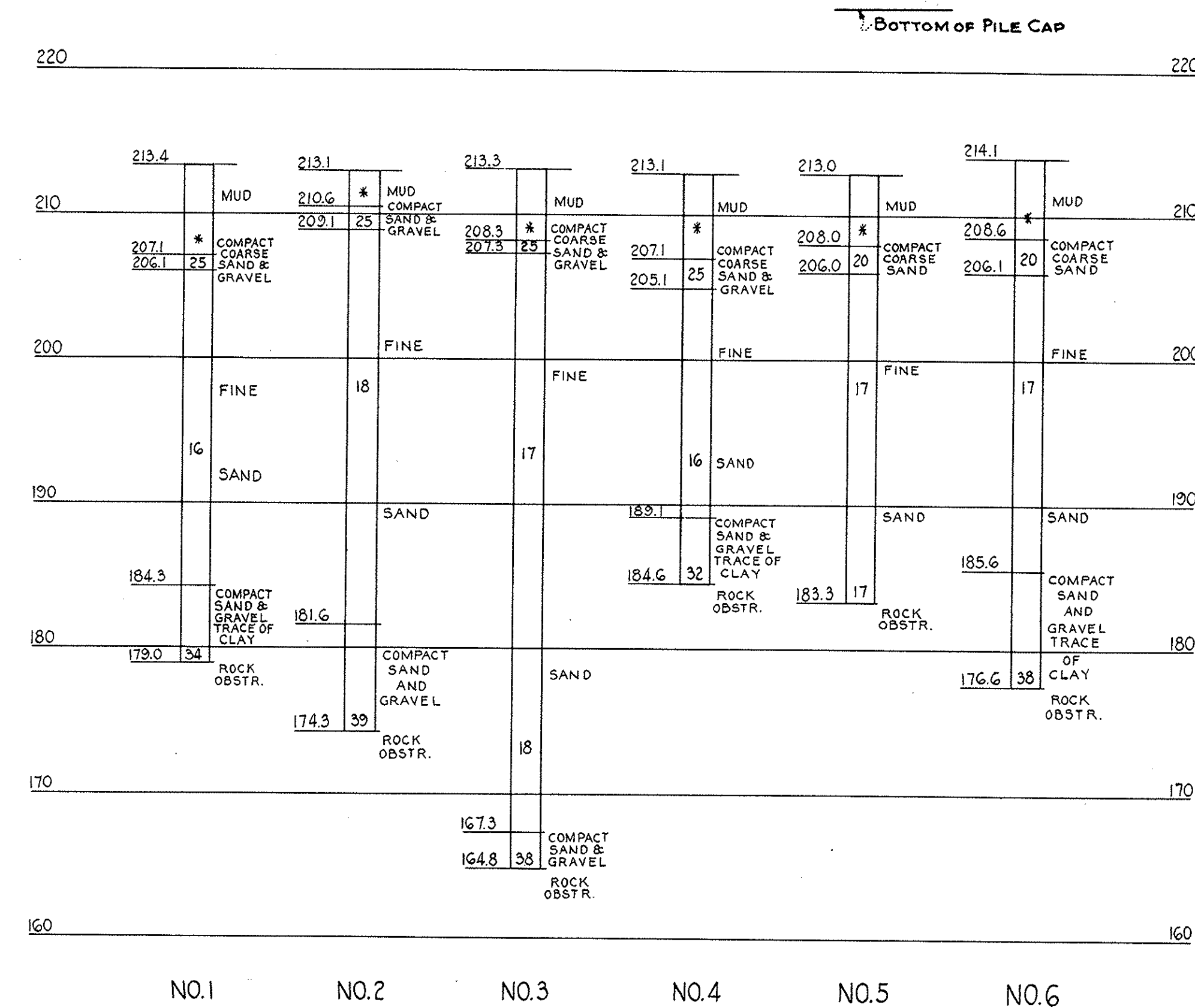
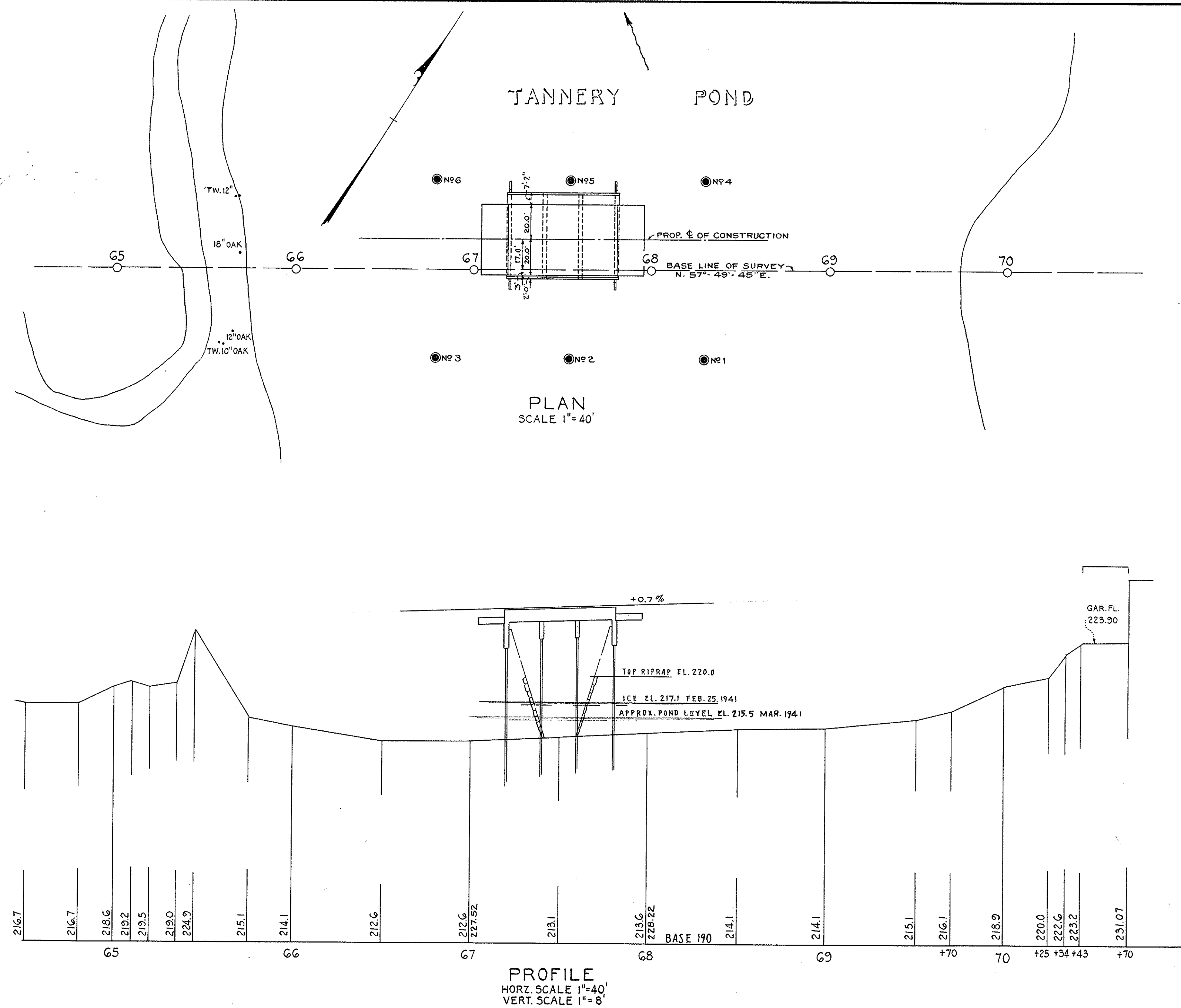
Provided by DEP _____

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Instructions (cont.)

2. On a separate sheet attached to this form, state clearly and concisely the objections to the Determination or Order which is being appealed. To the extent that the Determination or Order is based on a municipal bylaw, and not on the Massachusetts Wetlands Protection Act or regulations, the Department has no appellate jurisdiction.
3. Send a **copy** of this form and a **copy** of the check or money order with the Request for a Superseding Determination or Order by certified mail or hand delivery to the appropriate DEP Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>).
4. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and to the applicant, if he/she is not the appellant.

EXISTING BRIDGE PLANS



BORING NOTES:-
LOCATION OF BORINGS SHOWN ON KEY PLAN THUS
BORINGS TAKEN FOR PURPOSE OF DESIGN AND SHOW CONDITIONS AT BORING POINTS ONLY
BUT DO NOT NECESSARILY SHOW NATURE OF MATERIAL TO BE ENCOUNTERED IN CONNECTION
WITH THE CONSTRUCTION OF THE BRIDGE.
FIGURES IN COLUMNS INDICATE BLOWS PER FOOT ON SPOON.
SAMPLES FROM TEST BORINGS ARE AVAILABLE AND MAY BE SEEN AT THE OFFICE OF THE BRIDGE
ENGINEER, ROOM 609.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	MASS				

GENERAL NOTES

FOUNDATIONS:
MAY BE ALTERED IF NECESSARY, TO SUIT CONDITIONS OF CONSTRUCTION.
DATE:
TO BE PLACED IN CENTER OF INSIDE FACE OF NORTHWESTERLY AND SOUTH-EASTERLY END POSTS.
FOR SIZE AND CHARACTER OF NUMERALS, SEE DETAILS ON ANOTHER SHEET.
DESIGN:
IN ACCORDANCE WITH SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS (1935 ED.) FOR H-20 LOADING.
BENCH MARK:
STA. 65+48 - 99' RT. R.R. SPIKE IN 14" OAK EL. 231.44 DATUM U.S.C. & G.S., M.S.L. - 0.0

ESTIMATED QUANTITIES (NOT GUARANTEED)

ITEM	QUANTITY	UNIT
TRENCH EXCAVATION	250	CU. YDS.
GRAVEL BORROW	250	CU. YDS.
CLASS I BIT. CONC. PAVEMENT	20	TONS
TIMBER PILE LOADING TESTS	2	EACH
TREATED TIMBER PILES	2800	LIN. FT.
CEM. CONC. MASONRY - CLASS A	215	CU. YDS.
CEM. CONC. MASONRY - CLASS D	5.2	CU. YDS.
STEEL REINF. FOR STRUCTURES	64500	POUNDS
BITUMINOUS DAMP-PROOFING	270	SQ. YDS.
RIPRAP	130	CU. YDS.
HIGHWAY GUARD BRIDGE ANCHORS	4	EACH
TREATED LUMBER	0.5	M. FT. B.M.
SPECIAL CURING FOR CONCRETE	75	SQ. FT.
STRIPPING GRAVEL PITS	10	CU. YDS.
GRANITE CURB TYPE VA5 STRAIGHT (6"x11")	125	LIN. FT.

6-20-41	SHEET 2	DIMENSION 49'-2" REVISED ON CROSS SECT.
6-20-41	SHEET 2	STEEL MARKINGS ADDED
DATE	SHEET NOS.	DESCRIPTION
LIST OF REVISIONS-USE ONLY PRINTS OF LATEST DATE		
THE COMMONWEALTH OF MASSACHUSETTS PROPOSED BRIDGE AYER DAVIS GATE RD.-PRIORITY NO.1 OVER TANNERY POND SCALES AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS 100 NASHUA ST., BOSTON, MASS. MAY 1941		
DESIGNED BY P.C.M. TRACED BY J.F.G. J.E.M. CHECKED BY E.A.R.		
DATE OF ISSUE		
ADVERTISING	CONSTRUCTION	
6-2-41		

2025 BRIDGE INSPECTION REPORT

A-19-011

RETN(1)7-88

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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ITEM 61 CHANNEL & CHANNEL PROTECTION <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>Dive</th> <th>Cur</th> <th>DEF</th> </tr> <tr> <td>1.Channel Scour</td> <td>7</td> <td>7</td> <td>-</td> </tr> <tr> <td>2.Embankment Erosion</td> <td>5</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>3.Debris</td> <td>5</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>4.Vegetation</td> <td>7</td> <td>6</td> <td>M-P</td> </tr> <tr> <td>5.Utilities</td> <td>N</td> <td>N</td> <td>-</td> </tr> <tr> <td>6.Rip-Rap/Slope Protection</td> <td>7</td> <td>7</td> <td>-</td> </tr> <tr> <td>7.Aggradation</td> <td>7</td> <td>6</td> <td>M-P</td> </tr> <tr> <td>8.Fender System</td> <td>N</td> <td>N</td> <td>-</td> </tr> </table> STREAM FLOW VELOCITY: Tidal () High () Moderate () Low (X) None ()		Dive	Cur	DEF	1.Channel Scour	7	7	-	2.Embankment Erosion	5	4	S-A	3.Debris	5	4	S-A	4.Vegetation	7	6	M-P	5.Utilities	N	N	-	6.Rip-Rap/Slope Protection	7	7	-	7.Aggradation	7	6	M-P	8.Fender System	N	N	-	4	ITEM 36 TRAFFIC SAFETY <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>36</th> <th>COND</th> <th>DEF</th> </tr> <tr> <td>A. Bridge Railing</td> <td>0</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>B. Transitions</td> <td>0</td> <td>N</td> <td>-</td> </tr> <tr> <td>C. Approach Guardrail</td> <td>0</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>D. Approach Guardrail Ends</td> <td>0</td> <td>6</td> <td>M-P</td> </tr> </table> WEIGHT POSTING Not Applicable ☒ <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>H</th> <th>3</th> <th>3S2</th> <th>Single</th> </tr> <tr> <td>Actual Posting</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> <tr> <td>Recommended Posting</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> </table> Waived Date: 00/00/0000 EJDMT Date: 00/00/0000 <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th colspan="2">At bridge</th> <th colspan="2">Other Advance</th> </tr> <tr> <td>Signs In Place (Y=Yes, N=No, NR=Not Required)</td> <td>E</td> <td>W</td> <td>E</td> <td>W</td> </tr> <tr> <td>Legibility/Visibility</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> CLEARANCE POSTING <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th colspan="2">N</th> <th colspan="2">S</th> <th></th> </tr> <tr> <td>Actual Field Measurement</td> <td>ft</td> <td>in</td> <td>ft</td> <td>in</td> <td>meter</td> </tr> <tr> <td>Posted Clearance</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> </tr> </table> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th colspan="2">At bridge</th> <th colspan="2">Advance</th> </tr> <tr> <td>Signs In Place (Y=Yes, N=No, NR=Not Required)</td> <td>N</td> <td>S</td> <td>N</td> <td>S</td> </tr> <tr> <td>Legibility/Visibility</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		36	COND	DEF	A. Bridge Railing	0	4	S-A	B. Transitions	0	N	-	C. Approach Guardrail	0	4	S-A	D. Approach Guardrail Ends	0	6	M-P		H	3	3S2	Single	Actual Posting	N	N	N	N	Recommended Posting	N	N	N	N		At bridge		Other Advance		Signs In Place (Y=Yes, N=No, NR=Not Required)	E	W	E	W	Legibility/Visibility						N		S			Actual Field Measurement	ft	in	ft	in	meter	Posted Clearance	0	0	0	0			At bridge		Advance		Signs In Place (Y=Yes, N=No, NR=Not Required)	N	S	N	S	Legibility/Visibility					ACCESSIBILITY (Y/N/P) <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>Needed</th> <th>Used</th> </tr> <tr> <td>Lift Bucket</td> <td>N</td> <td>N</td> </tr> <tr> <td>Ladder</td> <td>N</td> <td>N</td> </tr> <tr> <td>Boat</td> <td>N</td> <td>N</td> </tr> <tr> <td>Waders</td> <td>Y</td> <td>Y</td> </tr> <tr> <td>Inspector 50</td> <td>N</td> <td>N</td> </tr> <tr> <td>Rigging</td> <td>N</td> <td>N</td> </tr> <tr> <td>Staging</td> <td>N</td> <td>N</td> </tr> <tr> <td>Traffic Control</td> <td>N</td> <td>N</td> </tr> <tr> <td>RR Flagger</td> <td>N</td> <td>N</td> </tr> <tr> <td>Police</td> <td>N</td> <td>N</td> </tr> <tr> <td>Other:</td> <td></td> <td></td> </tr> <tr> <td></td> <td>N</td> <td>N</td> </tr> </table> TOTAL HOURS 8 PLANS (Y/N): Y (V.C.R.) (Y/N): N TAPE#: List of field tests performed:		Needed	Used	Lift Bucket	N	N	Ladder	N	N	Boat	N	N	Waders	Y	Y	Inspector 50	N	N	Rigging	N	N	Staging	N	N	Traffic Control	N	N	RR Flagger	N	N	Police	N	N	Other:				N	N
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RATING Rating Report (Y/N): ☒ Y Date: 10/01/2014 Inspection data at time of existing rating 158: 5 159: 5 160: 6 Date: 12/11/2013	Recommend for Rating or Rerating (Y/N): ☒ N REASON: If YES please give priority: HIGH () MEDIUM () LOW ()
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CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)		
CODE	CONDITION	DEFECTS
N	NOT APPLICABLE	
G 9	EXCELLENT	Excellent condition.
G 8	VERY GOOD	No problem noted.
G 7	GOOD	Some minor problems.
F 6	SATISFACTORY	Structural elements show some minor deterioration.
F 5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P 4	POOR	Advanced section loss, deterioration, spalling or scour.
P 3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C 2	CRITICAL	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.
C 1	"IMMINENT" FAILURE	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	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE	
DEFICIENCY: A defect in a structure that requires corrective action.	
CATEGORIES OF DEFICIENCIES:	
M= Minor Deficiency - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.	
S= Severe/Major Deficiency - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.	
C-S= Critical Structural Deficiency - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.	
C-H= Critical Hazard Deficiency - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.	
URGENCY OF REPAIR:	
I = Immediate-	(Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her).
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CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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REMARKS

BRIDGE ORIENTATION

According to the plans, the approaches are east and west and the elevations are north and south. **See Sketch 1.** This is a 3 span continuous reinforced concrete deck slab bridge with spans and 4 timber pile bents numbered west to east. Pier 1 and 4 bents have 14 piles and bents 3 and 4 have 16 piles numbered south to north. Pier 3 and 4 bents have a battered pile at each end. The north side has a cast-in-place concrete sidewalk beam. The brook flows south to north.

GENERAL REMARKS

The wearing surface and approaches have been repaved since the previous inspection. Curb reveal could not be verified due to heavy build up of snow and ice. **See photo 1.** Item 58.4 comments were retained in Italics.

ITEM 58 - DECK

Item 58.2 - Deck Condition

South fascia has minor hairline cracking with efflorescence, several minor delaminations, and efflorescence from the rail base interface. **See photo 2.**

North fascia at sidewalk slab interface has intermittent minor horizontal cracking with heavy efflorescence. **See photo 3.**

Span 1:

Southwest corner has two spalls with exposed rebar up to 2' Ø x 1.5" deep and an adjacent 2' Ø delamination. **See photo 4.**

Center longitudinal construction joint has a 20' long (full span) x up to 4' wide x up to 1.5" deep delamination/spall with exposed rebar and rust/efflorescence. **See photo 5.**

Northwest corner has an 8' long x 10' wide x up to 2.5" deep spall with exposed rebar. **See photo 6.**

Span 2:

South half center has a 3' Ø x up to 4" deep spall with exposed rebar. **See photo 7.**

Center longitudinal construction joint has a 17' x up to 5' wide x up to 3" deep delamination/spall with exposed rebar. **See photo 8.**

Northeast corner has several spalls up to 18" long x 8" wide x 2" deep with exposed rebar.

Span 3:

Center longitudinal construction joint has a 12' long x up to 5' wide x up to 4.5" deep delamination/spall with exposed rebar. **See photo 9.**

South end has a 13.5' long x up to 1' wide x 1" deep spall with exposed rebar. **See photo 10.**

Northeast corner has a 1' Ø x 1.5" deep spall.

Item 58.4 - Curbs

South granite curb east end 2' is broken/dislodged.

Item 58.6 - Sidewalks

The North concrete sidewalk has been paved over since the previous inspection. **See photo 11.**

Item 58.8 - Railing

South rail base south face has a full height (~12") x near full length (~60') x up to 4" deep spall/delamination with exposed rebar. **See photo 2.**

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REMARKS

Item 58.16 - Deck Drains

Many deck drain pipe bottoms have moderate to heavy rust flaking.
Northeast corner has one drain pipe missing.

APPROACHES

Approaches a - Appr. pavement condition

The east approach has minor transverse cracking at the transition area in the westbound lane. **See photo 12.**

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

North sidewalk beam:

Span 1 west end bottom has a 2' long x 14" wide x 2" deep spall that extends 8" up the north face with exposed rebar and several stirrups with 100% section loss. **See photo 13.**

Span 2 & 3 bottoms have many near-full width shallow delaminations and spalls with exposed stirrups. **See photos 14 and 15.** Span 2 north face has one full height shallow spall.

Span 3 east end bottom has a 15" long x 14" wide x up to 3" deep spall that extends 4" up the north face with exposed rebar. **See photo 16.**

Item 59.15 - Concrete Deck Slab

See Item 58.2.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.d - Breastwalls

Bent 1 cap (west abutment):

North half bottom corner has a 25' long x up to 6" high x 3" deep spall with exposed/debonded rebar. **See photo 17.**

Bent 4 cap (east abutment):

Bottom corner under sidewalk has a 5' long x 6" high x 3" deep spall with exposed rebar. **See photo 18.**

Item 60.1.e - Wingwalls

See Item 60.1.l.

Item 60.1.f - Slope Paving/Rip-Rap

See Item 60.1.l.

Item 60.1.i - Piles

North halves of both abutment bents have between 1" to 8" timber pile exposure. **See photo 17.**

Item 60.1.l - Erosion

Southeast embankment has heavy erosion. Southeast stub wingwall is fully undermined and bent 4 pile 1 is partially exposed. **See photo 19.**

Northeast embankment adjacent to wingwall has minor erosion.

See Item 60.1.i.

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REMARKS

Item 60.3 - Pile Bents

Item 60.3.a - Pile Caps

Both pier bent caps have a vertical hairline crack below the deck longitudinal cold joint.

Item 60.3.b - Piles

Most piles have minor checks and splits and up to 0.5" penetration throughout.

Bent 2:

Pile 1 south face bottom at diagonal brace connection has a 3" Ø x 8" deep hole. **See photo 20.**

Pile 2 south face bottom has a 6" Ø x 5.5" deep hole. **See photo 21.**

Piles 3, 4 and 16 have moderate decay and delamination at the waterline.

Bent 3:

Piles 1, 2, 4, 7, 11 & 14 have minor decay 1' high with up to 1.5" penetration at waterline. **See photo 22.**

All batter piles have heavy decay at and above waterline. **See photo 22.**

Item 60.3.c - Diagonal Bracing

Diagonal braces (3x8 timber) are connected only at the ends and have minor to moderate weathering/decay throughout.

Bent 3 south end west side diagonal brace top is not flush with pile 1.

See Item 60.3.e.

Item 60.3.e - Fasteners

Lower diagonal bracing bolts (below waterline) have heavy surface rust with minor flaking. **See photo 23.**

SubStructure Undermining Notes

See Item 60.1.i.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.2 - Embankment Erosion

See Item 60.1.i.

Item 61.3 - Debris

Upstream channel has a beaver dam with vegetation growth. **See photo 24.**

Item 61.4 - Vegetation

See Item 61.3.

Item 61.7 - Aggradation

See Item 61.3.

TRAFFIC SAFETY

Item 36a - Bridge Railing

Both bridge railings are reinforced concrete posts with two reinforced concrete rails. See Item 58.8.

Item 36c - Approach Guardrail

Southeast corner has no approach traffic safety features.

Southwest rail is W-beam guardrail.

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REMARKS

Both north approach traffic safety features consist of reinforced concrete posts with two steel cables. Many posts throughout have delaminations/shallow spalls with exposed rebar. Northeast feature has one concrete post with 100% deterioration. **See photo 25.**

Item 36d - Approach Guardrail Ends

See Item 36c.

Sketch / Photo Log

- Sketch 1 : Location map.
- Photo 1 : View of the wearing surface and approach pavement.
- Photo 2 : South fascia and railing base deterioration.
- Photo 3 : North deck fascia in span 3.
- Photo 4 : Span 1 spalls and delamination at the southwest corner.
- Photo 5 : Span 1 deterioration at the center construction joint.
- Photo 6 : Span 1 deterioration at the northwest corner.
- Photo 7 : Span 2 deterioration to the south half at center.
- Photo 8 : Span 2 deterioration at the center construction joint.
- Photo 9 : Span 3 deterioration at the center construction joint.
- Photo 10 : Span 3 deterioration at the south end.
- Photo 11 : New north sidewalk pavement.
- Photo 12 : Transverse cracking in the westbound lane at the east deck transition.
- Photo 13 : North sidewalk beam deterioration at the west end in span 1.
- Photo 14 : Span 2 sidewalk beam deterioration.
- Photo 15 : Span 3 sidewalk beam deterioration.
- Photo 16 : Span 3 sidewalk beam deterioration at the east end.
- Photo 17 : West abutment bent deterioration. Note the embankment erosion exposing the piles.
- Photo 18 : East abutment bent deterioration under the north sidewalk.
- Photo 19 : Embankment erosion at the southeast wingwall.
- Photo 20 : Bent 2 pile 1 deterioration.
- Photo 21 : Bent 2 pile 2 deterioration.
- Photo 22 : Bent 3 pile deterioration at the waterline.
- Photo 23 : Typical condition of the bents 2 and 3 fasteners at the waterline.
- Photo 24 : Beaver dam upstream.
- Photo 25 : Southwest approach traffic safety feature missing post.

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ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

North sidewalk beam:

Span 1 west end bottom has a 2' long x 14" wide x 2" deep spall that extends 8" up the north face with exposed rebar and several stirrups with 100% section loss. **See photo 13.**

Span 2 & 3 bottoms have many near-full width shallow delaminations and spalls with exposed stirrups. **See photos 14 and 15.** Span 2 north face has one full height shallow spall.

Span 3 east end bottom has a 15" long x 14" wide x up to 3" deep spall that extends 4" up the north face with exposed rebar. **See photo 16.**

Item 59.15 - Concrete Deck Slab

See Item 58.2.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.d - Breastwalls

Bent 1 cap (west abutment):

North half bottom corner has a 25' long x up to 6" high x 3" deep spall with exposed/debonded rebar. **See photo 17.**

Bent 4 cap (east abutment):

Bottom corner under sidewalk has a 5' long x 6" high x 3" deep spall with exposed rebar. **See photo 18.**

Item 60.1.e - Wingwalls

See Item 60.1.i.

Item 60.1.f - Slope Paving/Rip-Rap

See Item 60.1.i.

Item 60.1.i - Piles

North halves of both abutment bents have between 1" to 8" timber pile exposure. **See photo 17.**

Item 60.1.l - Erosion

Southeast embankment has heavy erosion. Southeast stub wingwall is fully undermined and bent 4 pile 1 is partially exposed. **See photo 19.**

Northeast embankment adjacent to wingwall has minor erosion.

See Item 60.1.i.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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REMARKS

Item 60.3 - Pile Bents

Item 60.3.a - Pile Caps

Both pier bent caps have a vertical hairline crack below the deck longitudinal cold joint.

Item 60.3.b - Piles

Most piles have minor checks and splits and up to 0.5" penetration throughout.

Bent 2:

Pile 1 south face bottom at diagonal brace connection has a 3" Ø x 8" deep hole. **See photo 20.**

Pile 2 south face bottom has a 6" Ø x 5.5" deep hole. **See photo 21.**

Piles 3, 4 and 16 have moderate decay and delamination at the waterline.

Bent 3:

Piles 1, 2, 4, 7, 11 & 14 have minor decay 1' high with up to 1.5" penetration at waterline. **See photo 22.**

All batter piles have heavy decay at and above waterline. **See photo 22.**

Item 60.3.c - Diagonal Bracing

Diagonal braces (3x8 timber) are connected only at the ends and have minor to moderate weathering/decay throughout.

Bent 3 south end west side diagonal brace top is not flush with pile 1.

See Item 60.3.e.

Item 60.3.e - Fasteners

Lower diagonal bracing bolts (below waterline) have heavy surface rust with minor flaking. **See photo 23.**

SubStructure Undermining Notes

See Item 60.1.i.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.2 - Embankment Erosion

See Item 60.1.i.

Item 61.3 - Debris

Upstream channel has a beaver dam with vegetation growth. **See photo 24.**

Item 61.4 - Vegetation

See Item 61.3.

Item 61.7 - Aggradation

See Item 61.3.

TRAFFIC SAFETY

Item 36a - Bridge Railing

Both bridge railings are reinforced concrete posts with two reinforced concrete rails. See Item 58.8.

Item 36c - Approach Guardrail

Southeast corner has no approach traffic safety features.

Southwest rail is W-beam guardrail.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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REMARKS

Both north approach traffic safety features consist of reinforced concrete posts with two steel cables. Many posts throughout have delaminations/shallow spalls with exposed rebar. Northeast feature has one concrete post with 100% deterioration. **See photo 25.**

Item 36d - Approach Guardrail Ends

See Item 36c.

Sketch / Photo Log

- Sketch 1 : Location map.
- Photo 1 : View of the wearing surface and approach pavement.
- Photo 2 : South fascia and railing base deterioration.
- Photo 3 : North deck fascia in span 3.
- Photo 4 : Span 1 spalls and delamination at the southwest corner.
- Photo 5 : Span 1 deterioration at the center construction joint.
- Photo 6 : Span 1 deterioration at the northwest corner.
- Photo 7 : Span 2 deterioration to the south half at center.
- Photo 8 : Span 2 deterioration at the center construction joint.
- Photo 9 : Span 3 deterioration at the center construction joint.
- Photo 10 : Span 3 deterioration at the south end.
- Photo 11 : New north sidewalk pavement.
- Photo 12 : Transverse cracking in the westbound lane at the east deck transition.
- Photo 13 : North sidewalk beam deterioration at the west end in span 1.
- Photo 14 : Span 2 sidewalk beam deterioration.
- Photo 15 : Span 3 sidewalk beam deterioration.
- Photo 16 : Span 3 sidewalk beam deterioration at the east end.
- Photo 17 : West abutment bent deterioration. Note the embankment erosion exposing the piles.
- Photo 18 : East abutment bent deterioration under the north sidewalk.
- Photo 19 : Embankment erosion at the southeast wingwall.
- Photo 20 : Bent 1 pile 1 deterioration.
- Photo 21 : Bent 1 pile 2 deterioration.
- Photo 22 : Bent 2 pile deterioration at the waterline.
- Photo 23 : Typical condition of the bents 2 and 3 fasteners at the waterline.
- Photo 24 : Beaver dam upstream.
- Photo 25 : Southwest approach traffic safety feature missing post.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	S.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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SKETCHES



Sketch 1: Location map.

CITY/TOWN
AYERB.I.N.
25MBR. DEPT. NO.
A-19-011S.-STRUCTURE NO.
A19011-25M-MUN-NBIINSPECTION DATE
DEC 9, 2025**PHOTOS**

Photo 1: View of the wearing surface and approach pavement.



Photo 2: South fascia and railing base deterioration.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 3: North deck fascia in span 3.



Photo 4: Span 1 spalls and delamination at the southwest corner.

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PHOTOS

Photo 5: Span 1 deterioration at the center construction joint.



Photo 6: Span 1 deterioration at the northwest corner.

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PHOTOS

Photo 7: Span 2 deterioration to the south half at center.



Photo 8: Span 2 deterioration at the center construction joint.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 9: Span 3 deterioration at the center construction joint.



Photo 10: Span 3 deterioration at the south end.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 11: New north sidewalk pavement.



Photo 12: Transverse cracking in the westbound lane at the east deck transition.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 13: North sidewalk beam deterioration at the west end in span 1.



Photo 14: Span 2 sidewalk beam deterioration.

CITY/TOWN
AYERB.I.N.
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A19011-25M-MUN-NBIINSPECTION DATE
DEC 9, 2025**PHOTOS**

Photo 15: Span 3 sidewalk beam deterioration.



Photo 16: Span 3 sidewalk beam deterioration at the east end.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 17: West abutment bent deterioration. Note the embankment erosion exposing the piles.



Photo 18: East abutment bent deterioration under the north sidewalk.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 19: Embankment erosion at the southeast wingwall.



Photo 20: Bent 2 pile 1 deterioration.

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PHOTOS

Photo 21: Bent 2 pile 2 deterioration.



Photo 22: Bent 3 pile deterioration at the waterline.

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PHOTOS

Photo 23: Typical condition of the bents 2 and 3 fasteners at the waterline.



Photo 24: Beaver dam upstream.

CITY/TOWN AYER	B.I.N. 25M	BR. DEPT. NO. A-19-011	8.-STRUCTURE NO. A19011-25M-MUN-NBI	INSPECTION DATE DEC 9, 2025
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PHOTOS

Photo 25: Southwest approach traffic safety feature missing post.

National Bridge Element Inspection

BDEPT# A-19-011

Date 12/09/2025

B.I.N. 25M

District Bridge Inspection Eng'r Mahmood Azizi

Item 8 A19011-25M-MUN-NBI

Inspecting Agency Mass. Highway Dept.

Span Group 1

Team Leader Dennis Simkhovich

Town Ayer

Team Member(s) Vaughn E. Slack

District 3

El #	Element Name	Units	Env.	Total Q.	% or Q	State 1	State 2	State 3	State 4
12	Re Concrete Deck	sq feet	2	366.000	☐ %	230.000	54.000	82.000	
Notes :									
> 1080	Delamination/Spall/Patched Area	sq feet	2	136.000	☐ %		54.000	82.000	
Notes :									
38	Re Concrete Slab	sq feet	2	2,695.900	☐ %	2,345.900	5.000	345.000	
Notes :									
> 1080	Delamination/Spall/Patched Area	sq feet	2	350.000	☐ %		5.000	345.000	
Notes :									
> 510	Wearing Surfaces	sq feet	2	2,480.000	☐ %	2,480.000			
Notes :									
> > 3230	Effectiveness (Wearing Surface)	sq feet	2	2,480.000	☐ %	2,480.000			
Notes :									
110	Re Conc Opn Girder/Beam	feet	2	62.000	☐ %		58.000	4.000	
Notes :									
> 1080	Delamination/Spall/Patched Area	feet	2	62.000	☐ %		58.000	4.000	
Notes :									
215	Re Conc Abutment	feet	2	127.000	☐ %	112.000		15.000	
Notes :									
> 1080	Delamination/Spall/Patched Area	feet	2	15.000	☐ %			15.000	
Notes :									
228	Timber Pile	each	2	64	☐ %	28	29	5	2
Notes :									
> 1140	Decay/Section Loss	each	2	36	☐ %		29	5	2
Notes :									

National Bridge Element Inspection

BDEPT# A-19-011

Date 12/09/2025

B.I.N. 25M

District Bridge Inspection Eng'r Mahmood Azizi

Item 8 A19011-25M-MUN-NBI

Inspecting Agency Mass. Highway Dept.

Span Group 1

Team Leader Dennis Simkhovich

Town Ayer

Team Vaughn E. Slack

District 3

Member(s)

El #	Element Name	Units	Env.	Total Q.	% or Q	State 1	State 2	State 3	State 4
234	Re Conc Pier Cap	feet	2	100.000	☐ %	97.000	3.000		
Notes :									
> 1130	Cracking (RC and Other)	feet	2	3.000	☐ %		3.000		
Notes :									
331	Re Conc Bridge Railing	feet	2	125.000	☐ %	63.000	3.000	59.000	
Notes :									
> 1080	Delamination/Spall/Patched Area	feet	2	62.000	☐ %		3.000	59.000	
Notes :									

Report Date: November 24, 2025

State Information				Classification		Code	
BDEPT# A19011		Agency Br.No.		(112) NBIS Bridge Length		Y	
Town= Ayer		L.O.		(104) Highway System		N	
B.I.N= 25M		AASHTO= 082.1		(26) Functional Class - Urban Local		19	
RANK= 2524 H.I.= 83.8 %		FHWA Select List= N (6/21/2017)		(100) Defense Highway		0	
(8) Structure Number A1901125MMUNNBI				(101) Parallel Structure		N	
(5) Inventory Route 151000000				(102) Direction of Traffic - 2-way traffic		2	
(2) State Highway Department District 03				(103) Temporary Structure		N	
(3) County Code 017 (4) Place code 03005				(105) Federal Lands Highways		0	
(6) Features Intersected WATER BOWERS BROOK				(110) Designated National Network		N	
(7) Facility Carried HWY BARNUM RD				(20) Toll - On free road		3	
(9) Location 0.1MI S OF ST-110 ROTARY				(21) Maintain - Town Agency		03	
(11) Kilometerpoint 0000.483				(22) Owner - Town Agency		03	
(12) Base Highway Network N				(37) Historical Significance undetermined			
(13) LRS Inventory Route & Subroute 000000000000				Condition		Code	
(16) Latitude 42 DEG 33 MIN 06.46 SEC				(58) Deck		5	
(17) Longitude 71 DEG 34 MIN 27.16 SEC				(59) Superstructure		5	
(98) Border Bridge State Code Share %				(60) Substructure		5	
(99) Border Bridge Structure No. #				(61) Channel & Channel Protection		4	
				(62) Culverts		N	
Structure Type and Material				Load Rating and Posting		Code	
(43) Structure Type Main: Concrete continuous Code 201				(31) Design Load - H 20=M 18		4	
Slab Jointless bridge type: INTEGRAL (timber)				(63) Operating Rating Method - Load Factor (LF)		1	
(44) Structure Type Appr: Other Code 000				(64) Operating Rating		51.1	
(45) Number of spans in main unit 003				(65) Inventory Rating Method - Load Factor (LF)		1	
(46) Number of approach spans 0000				(66) Inventory Rating		30.6	
(107) Deck Structure Type - Concrete Cast-in-Place Code 1				(70) Bridge Posting		5	
(108) Wearing Surface / Protective System:				(41) Structure - Open		A	
A) Type of wearing surface - Bituminous Code 6				Appraisal		Code	
B) Type of membrane - Other Code 9				(67) Structural Evaluation		5	
C) Type of deck protection - None Code 0				(68) Deck Geometry		6	
Age and Service				(69) Underclearances, vert. and horiz.		N	
(27) Year Built 1941				(71) Waterway adequacy		7	
(106) Year Reconstructed 0000				(72) Approach Roadway Alignment		7	
(42) Type of Service: On - Highway-Ped				(36) Traffic Safety Features		0 0 0 0	
Under - Waterway Code 55				(113) Scour Critical Bridges		5	
(28) Lanes: On Structure 02 Under structure 00				Inspections			
(29) Average Daily Traffic 2022 109 Truck ADT 004620				(90) Inspection Date 12/05/23		(91) Frequency 24 MO	
(30) Year of ADT 2022				(92) Critical Feature Inspection: 12/9/25		(93) CFI DATE	
(18) Bypass, detour length 008 KM				(A) Fracture Critical Detail N 00 MO A)		00/00/00	
Geometric Data				(B) Underwater Inspection Y 36 MO B)		10/02/24	
(48) Length of maximum span 0006.1 M				(C) Other Special Inspection N 00 MO C)		00/00/00	
(49) Structure Length 00018.9 M				(*) Other Inspection (pile inspection) N 00 MO *)		07/16/20	
(50) Curb or sidewalk: Left 00.0 M Right 01.9 M				(*) Closed Bridge N 00 MO *)		00/00/00	
(51) Bridge Roadway Width Curb to Curb 012.2 M				(*) UW Special Inspection N 00 MO *)		00/00/00	
(52) Deck Width Out to Out 015.0 M				(*) Damage Inspection MO *)		00/00/00	
(32) Approach Roadway Width (w/shoulders) 012.2 M				Rating Loads			
(33) Bridge Median - No median Code 0				Report Date 10/01/14		H20 Type 3 Type 3S2 Type HS	
(34) Skew 00 DEG (35) Structure Flared N				Operating 34.0		50.0 79.0 61.0	
(10) Inventory Route MIN Vert Clear 99.99 M				Inventory 21.0		32.0 50.0 38.0	
(47) Inventory Route Total Horiz Clear 12.2 M				Field Posting			
(53) Min Vert Clear Over Bridge Rdwy 99.99 M				Status LEGAL		Posting Date 12/03/19	
(54) Min Vert Underclear ref N 00.00 M				2 Axle 3 Axle 5 Axle Single			
(55) Min Lat Underclear RT ref N 00.00 M				Actual			
(56) Min Lat Underclear LT 00.00 M				Recommended			
Navigation Data				Missing Signs N			
(38) Navigation Control - No navigation control on waterway Code 0				Misc.			
(111) Pier Protection Code				Bridge Name			
(39) Navigation Vertical Clearance 000.0 M				N Anti-missile fence N Arrow Panel Y Jointless Bridge			
(116) Vert-lift Bridge Nav Min Vert Clear M				Freeze/Thaw N: Not Applicable			
(40) Navigation Horizontal Clearance 0000.0 M				# Stairs On/Adjacent 0 Stair Owner(s)			
				Accessibility (Needed/Used)			
				N / N Liftbucket N / N Rigging N / N Other			
				N / N Ladder N / N Staging			
				N / N Boat N / N Traffic Control			
				Y / Y Wader N / N RR Flagperson		Inspection	
				N / N Inspector 50 N / N Police		Hours: 008	

Report Date: December 22, 2025

State Information				Classification				Code				
BDEPT# A19011				Agency Br.No.				(112) NBIS Bridge Length				Y
Town= Ayer				L.O.				(104) Highway System				N
B.I.N= 25M				AASHTO= 082.0				(26) Functional Class - Urban Local				19
RANK= 2524 H.I.= 83.8 %				FHWA Select List= N (6/21/2017)				(100) Defense Highway				0
(8) Structure Number				A1901125MMUNNBI				(101) Parallel Structure				N
(5) Inventory Route				151000000				(102) Direction of Traffic - 2-way traffic				2
(2) State Highway Department District				03				(103) Temporary Structure				N
(3) County Code 017 (4) Place code				03005				(105) Federal Lands Highways				0
(6) Features Intersected				WATER BOWERS BROOK				(110) Designated National Network				N
(7) Facility Carried				HWY BARNUM RD				(20) Toll - On free road				3
(9) Location				0.1MI S OF ST-110 ROTARY				(21) Maintain - Town Agency				03
(11) Kilometerpoint				0000.483				(22) Owner - Town Agency				03
(12) Base Highway Network				N				(37) Historical Significance undetermined				
(13) LRS Inventory Route & Subroute				000000000000				Condition				Code
(16) Latitude				42 DEG 33MIN 06.46 SEC				(58) Deck				5
(17) Longitude				71 DEG 34MIN 27.16 SEC				(59) Superstructure				5
(98) Border Bridge State Code				Share %				(60) Substructure				5
(99) Border Bridge Structure No. #								(61) Channel & Channel Protection				4
(62) Culverts												N
Structure Type and Material								Load Rating and Posting				Code
(43) Structure Type Main: Concrete continuous				Code 201				(31) Design Load - H 20=M 18				4
Slab				Jointless bridge type: INTEGRAL (timber)				(63) Operating Rating Method - Load Factor (LF)				1
(44) Structure Type Appr: Other				Code 000				(64) Operating Rating				51.1
(45) Number of spans in main unit				003				(65) Inventory Rating Method - Load Factor (LF)				1
(46) Number of approach spans				0000				(66) Inventory Rating				30.6
(107) Deck Structure Type - Concrete Cast-in-Place				Code 1				(70) Bridge Posting				5
(108) Wearing Surface / Protective System:								(41) Structure - Open				A
A) Type of wearing surface - Bituminous				Code 8				(67) Structural Evaluation				5
B) Type of membrane - Other				Code 9				(68) Deck Geometry				6
C) Type of deck protection - None				Code 0				(69) Underclearances, vert. and horiz.				N
(27) Year Built				1941				(71) Waterway adequacy				7
(106) Year Reconstructed				0000				(72) Approach Roadway Alignment				7
(42) Type of Service: On - Highway-Ped								(36) Traffic Safety Features				0 0 0 0
Under - Waterway				Code 55				(113) Scour Critical Bridges				5
(28) Lanes: On Structure 02 Under structure 00								Inspections				
(29) Average Daily Traffic 004956								(90) Inspection Date 12/09/25 (91) Frequency 24 MO				
(30) Year of ADT 2024 (108) Truck ADT 06 %								(92) Critical Feature Inspection: (93) CFI DATE				
(19) Bypass, detour length 008 KM								(A) Fracture Critical Detail N 00 MO A) 00/00/00				
Geometric Data								(B) Underwater Inspection Y 36 MO B) 10/02/24				
(48) Length of maximum span 0006.1 M								(C) Other Special Inspection N 00 MO C) 00/00/00				
(49) Structure Length 00018.9 M								(*) Other Inspection (pile inspection) N 00 MO *) 07/16/20				
(50) Curb or sidewalk: Left 00.0 M Right 01.9 M								(*) Closed Bridge N 00 MO *) 00/00/00				
(51) Bridge Roadway Width Curb to Curb 012.2 M								(*) UW Special Inspection N 00 MO *) 00/00/00				
(52) Deck Width Out to Out 015.0 M								(*) Damage Inspection N 00 MO *) 00/00/00				
(32) Approach Roadway Width (w/shoulders) 012.2 M								Rating Loads				
(33) Bridge Median - No median Code 0								Report Date 10/01/14 H20 Type 3 Type 3S2 Type HS				
(34) Skew 00 DEG (35) Structure Flared N								Operating 34.0 50.0 79.0 61.0				
(10) Inventory Route MIN Vert Clear 99.99 M								Inventory 21.0 32.0 50.0 38.0				
(47) Inventory Route Total Horiz Clear 12.2 M								Field Posting				
(53) Min Vert Clear Over Bridge Rdwy 99.99 M								Status LEGAL Posting Date 12/03/19				
(54) Min Vert Underclear ref N 00.00 M								2 Axle 3 Axle 5 Axle Single				
(55) Min Lat Underclear RT ref N 00.0 M								Actual				
(56) Min Lat Underclear LT 00.0 M								Recommended				
Navigation Data								Missing Signs N				
(38) Navigation Control - No navigation control on waterway Code 0								Bridge Name				
(111) Pier Protection Code								N Anti-missile fence N Acrow Panel Y Jointless Bridge				
(39) Navigation Vertical Clearance 000.0 M								Freeze/Thaw N : Not Applicable				
(116) Vert-lift Bridge Nav Min Vert Clear M								# Stairs On/Adjacent 0 Stair Owner(s)				
(40) Navigation Horizontal Clearance 0000.0 M								Accessibility (Needed/Used)				
								N / N Liftbucket N / N Rigging N / N Other				
								N / N Ladder N / N Staging				
								N / N Boat N / N Traffic Control				
								Y / Y Wader N / N RR Flagperson Inspection Hours: 008				
								N / N Inspector 50 N / N Police				