Ross did the metalwork on this, Jim Barker was the engineer on the project (same core team members). This one was restored in 2007. Note: the paint has faded but there are no other issues. The 122' long bridge remains open to traffic with a 14 ton rating.

https://www.clrconstruction.org/iron-bridges/wilsons-bridge/

https://www.clrconstruction.org/iron-bridges/wilsons-bridge/wilson-bridge-gallery/

Before:

During:

After:

Bridge rail continues smoothly beyond bridge to protect end posts.

This summer:

WEIGHT
LIMIT
14
TONS
EMERGENCY
VEHICLES
SINGLE AXLE 16T
TANDEM 22T
GROSS 31T
.5 MILE

The intent is to show that this is a long term solution and with the upgraded paint spec, there will be very little maintenance for the first few decades.

Also note, this bridge was (and remains) rated at 14 tons, with higher emergency loads. I believe if we do this in a two step process (passive + emergency first, followed by vehicular later - note, the vehicular upgrades can then be funded separately).

Regards,

Art S.

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