

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Alabama [01]	Jackson County [071]	Unknown [00000]	0.5 MI N JCT SR40 & SR35	34-38-04 = 34.634444	085-58-18 = - 85.971667
784	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 35	SR 35	Toll On free road [3]	Features intersected TENNESSEE RIVER		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 7502.9 km = 4651.8 mi	Year built 1930	Year reconstructed N/A [0000]	
7	Truss - Thru [10]	14	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
			Historical significance Bridge is not eligible for the NRHP. [5]		
Total length 653.2 m = 2143.1 ft	Length of maximum span 94.5 m = 310.1 ft	Deck width, out-to-out 6.4 m = 21.0 ft	Bridge roadway width, curb-to-curb 6 m = 19.7 ft		
Inventory Route, Total Horizontal Clearance 6 m = 19.7 ft	Curb or sidewalk width - left 0.2 m = 0.7 ft	Curb or sidewalk width - right 0.2 m = 0.7 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	6.8 metric ton = 7.5 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating	9 metric ton = 9.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	8150	Average daily truck traffi	8 %	Year	2009	Future average daily traffic	13355	Year	2029
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	6.4 m = 21.0 ft		
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		Bridge median			
Parallel structure designation	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]								
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	16.8 m = 55.1 ft		Navigation horizontal clearance	93.3 m = 306.1 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.3 m = 14.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]								
Minimum lateral underclearance on right	99.9 = Unlimited				Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]					
Appraisal ratings - underclearances	N/A [N]								

Repair and Replacement Plans

Type of work to be performed	Work done by			Work to be done by contract [1]		
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	9404000	Roadway improvement cost	940000		
	Length of structure improvement	653.1 m = 2142.8 ft		Total project cost	14106000	
	Year of improvement cost estimate	2012				
	Border bridge - state		Border bridge - percent responsibility of other state			
	Border bridge - structure number					

Inspection and Sufficiency

Structure status	Open, would be posted or closed except for temporary shoring [D]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	10.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	April 2011 [0411]	Designated inspection frequency	12 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	June 2010 [0610]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	April 2011 [0411]
Other special inspection	Not needed [N]	Other special inspection date	