

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

| | | | | | |
|---|--|---------------------------------|----------------------------|------------------------------------|--|
| Alabama [01] | Colbert County [033] | Sheffield [69648] | COLBERT-LAUDERDALE CO. | 34-46-48.67 = 34.780186 | 087-40-12.17 = -87.670047 |
| 1901 | Highway agency district: 2 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 43 | SR-2 | Toll On free road [3] | Features intersected | TENNESSEE RIVER | |
| Design - main | Steel continuous [4] | Design - approach | Steel [3] | Kilometerpoint | 4994.6 km = 3096.7 mi |
| 3 | Truss - Thru [10] | 11 | Truss - Deck [09] | Year built | 1939 |
| | | | | Year reconstructed | N/A [0000] |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |
| Total length | 631.2 m = 2071.0 ft | Length of maximum span | 128 m = 420.0 ft | Deck width, out-to-out | 14.9 m = 48.9 ft |
| | | | | Bridge roadway width, curb-to-curb | 14.2 m = 46.6 ft |
| Inventory Route, Total Horizontal Clearance | 6.8 m = 22.3 ft | Curb or sidewalk width - left | 0.4 m = 1.3 ft | Curb or sidewalk width - right | 0.4 m = 1.3 ft |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | Monolithic Concrete (concurrently placed with structural deck) [1] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|-----------------------|--------------------------------------|-----------------------------------|------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 21.4 metric ton = 23.5 tons |
| 1.3 km = 0.8 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 33 metric ton = 36.3 tons |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | M 18 / H 20 [4] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|--|------------------------|--|-------|------|------|
| Average Daily Traffic | 27850 | Average daily truck traffi | 5 | % | Year | 2017 | Future average daily traffic | 33848 | Year | 2033 |
| Road classification | Other Principal Arterial (Urban) [14] | | Lanes on structure | 4 | | Approach roadway width | 18.3 m = 60.0 ft | | | |
| Type of service on bridge | Highway [1] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | Closed median (no barriers) [2] | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Waterway [5] | | Lanes under structure | 0 | | Navigation control | Navigation control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 12.2 m = 40.0 ft | | | Navigation horizontal clearance | 106.7 m = 350.1 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | 0 m = 0.0 ft | | | | Minimum vertical clearance over bridge roadway | 4.37 m = 14.3 ft | | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 0 = N/A | | | | 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 | 20775000 | Roadway improvement cost | 2078000 | | | | | | |
| | Length of structure improvement | 631.2 m = 2071.0 ft | | Total project cost | 22853000 | | | | | |
| | Year of improvement cost estimate | 2019 | | | | | | | | |
| | 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 | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Condition ratings - substructure | Satisfactory [6] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Superior to present desirable criteria [9] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | None present but re-evaluation suggested [5] | Sufficiency rating | 45.1 |
| 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 | September 2017 [0917] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | August 2017 [0817] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | September 2017 [0917] |
| Other special inspection | Not needed [N] | Other special inspection date | |