HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	St. Clair County [115]	Riverside [64920]	@ ST CLAIR/TALLADEGA CL	33-36-06.78 = 33.601883	086-11-47.82 = -86.196617

10641	Highway agency district: 3	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 78		US 78	Toll: On free road [3]	Features intersected: COOSA RIVER	

Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 22289.4 km = 13819.4 mi	
4	Truss - Thru [10]	12	Stringer/Multi-beam or girder [02]	Year built: 1930	Year reconstructed: 1972
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 279.5 m = 917.0 ft	Length of maximum span: 70.7 m = 232.0 ft	Deck width, out-to-out: 7.1 m = 23.3 ft	Bridge roadway width, curb-to-curb: 6 m = 19.7 ft		
Inventory Route, Total Horizontal Clearance: 6.4 m = 21.0 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 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: Load Factor(LF) [1]		Inventory rating: 28.6 metric ton = 31.5 tons		
0.2 km = 0.1 mi	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 47.6 metric ton = 52.4 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 13.5 / H 15 [2]		

Functional Details

Average Daily Traffic	5883	Average daily truck traffi	3 %	Year	2019	Future average daily traffic	9635
Year	2039						

Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median	
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	7.3 m = 24.0 ft	Navigation horizontal clearance	30.5 m = 100.1 ft		
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	4.19 m = 13.7 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	4408000	Roadway improvement cost	441000
Length of structure improvement	279.5 m = 917.0 ft	Total project cost	4849000
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	47.2

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	February 1999 [299]	Designated inspection frequency	24	Months

Underwater inspection	Every year [Y12]	Underwater inspection date	August 2018 [0818]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	February 1999 [299]
Other special inspection	Every year [Y12]	Other special inspection date	February 1999 [299]