

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]	3 MI S OF STEVENSON	34-49-56.31 = 34.832308	085-47-58.82 = -85.799672
6378	Highway agency district: 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 117	SR 117	Toll On free road [3]	Features intersected	TENNESSEE RIVER	
Design - main Steel [3]	Design - approach Concrete [1]	Kilometerpoint 5614.5 km = 3481.0 mi	Year built 1958	Year reconstructed N/A [0000]	
3	Truss - Thru [10]	5	Tee beam [04]	Skew angle 0	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 427 m = 1401.0 ft	Length of maximum span 152.4 m = 500.0 ft	Deck width, out-to-out 9.5 m = 31.2 ft	Bridge roadway width, curb-to-curb	7.8 m = 25.6 ft	
Inventory Route, Total Horizontal Clearance 7.8 m = 25.6 ft	Curb or sidewalk width - left 0.5 m = 1.6 ft	Curb or sidewalk width - right	0.5 m = 1.6 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 8.9 km = 5.5 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20 metric ton = 22.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	33.6 metric ton = 37.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 13.5 / HS 15 [3]	

Functional Details

Average Daily Traffic	3440	Average daily truck traffi	13	%	Year	2017	Future average daily traffic	4816	Year	2037
Road classification	Minor Arterial (Rural) [06]		Lanes on structure	2		Approach roadway width	9.8 m = 32.2 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	14.3 m = 46.9 ft			Navigation horizontal clearance	150 m = 492.2 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft				Minimum vertical clearance over bridge roadway	4.57 m = 15.0 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	9076000	Roadway improvement cost	908000						
	Length of structure improvement	427 m = 1401.0 ft		Total project cost	9984000					
	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	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
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 assessed or calculated scour condition. [5]		
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	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	40.8
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	August 2018 [0818]	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	August 2018 [0818]
Other special inspection	Not needed [N]	Other special inspection date	