

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] | Elmore County [051] | Wetumpka [81720] | IN CITY OF WETUMPKA | 32-32-18.00 = 32.538333 | 086-12-24.00 = -86.206667 |
| 928 | Highway agency district: 6 | Owner State Highway Agency [01] | Maintenance responsibility State Highway Agency [01] | | |
| Route 212 | AL.212 | Toll On free road [3] | Features intersected COOSA RIVER | | |
| Design - main Concrete [1] | Design - approach Concrete [1] | Kilometerpoint 121.8 km = 75.5 mi | Year built 1931 | Year reconstructed N/A [0000] | |
| 5 Arch - Thru [12] | 2 Arch - Deck [11] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Historical significance is not determinable at this time. [4] | | |
| Total length 239.9 m = 787.1 ft | Length of maximum span 42.7 m = 140.1 ft | Deck width, out-to-out 13.4 m = 44.0 ft | Bridge roadway width, curb-to-curb 8.1 m = 26.6 ft | | |
| Inventory Route, Total Horizontal Clearance 8.1 m = 26.6 ft | Curb or sidewalk width - left 2.3 m = 7.5 ft | Curb or sidewalk width - right 2.3 m = 7.5 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 0.5 km = 0.3 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 | 27.2 metric ton = 29.9 tons |
| Bridge posting | 20.0 - 29.9 % below [2] | | Design Load | M 13.5 / H 15 [2] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|--|--|------------------------|------------------------------|-------|------|------|
| Average Daily Traffic | 9080 | Average daily truck traffi | 2 | % | Year | 2013 | Future average daily traffic | 11873 | Year | 2033 |
| Road classification | Minor Arterial (Urban) [16] | | Lanes on structure | 2 | | Approach roadway width | 13.1 m = 43.0 ft | | | |
| Type of service on bridge | Highway-pedestrian [5] | | 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 vertical clearanc | 0 = N/A | | Navigation horizontal clearance | 0 = N/A | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | 0 m = 0.0 ft | | | Minimum vertical clearance over bridge roadway | 3.81 m = 12.5 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 | 7238000 | Roadway improvement cost | 724000 | | | | | | |
| | Length of structure improvement | 239.9 m = 787.1 ft | | Total project cost | 7962000 | | | | | |
| | 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 | Posted for load [P] | 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 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 | | Sufficiency rating | 49.1 |
| 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 | August 2018 [0818] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | November 2017 [1117] |
| Fracture critical inspection | Not needed [N] | Fracture critical inspection date | |
| Other special inspection | Every year [Y12] | Other special inspection date | August 2018 [0818] |