HistoricBridges.org - National Bridge Inventory Data Sheet

2013 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

Montana [30]	Lincoln County [053]	Unknown [00000]	NW EDGE OF TROY	48-28-12.11 = 48.470031	115-53-14.93 = -115.887481

L27411000+01001	Highway agency district	1	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	27071		COUNTY ROAD 071	Toll	On free road [3]	Features intersected	KOOTENAI RIVER 070

Design - main	Steel [3]	Design - approach		Kilometerpoint	1.6 km = 1.0 mi		
2	Truss - Thru [10]	0	Other [00]	Year built	1912	Year reconstructed	1992
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	135.6 m = 444.9 ft	Length of maximum span	67.4 m = 221.1 ft	Deck width, out-to-out	5.3 m = 17.4 ft	Bridge roadway width, curb-to-curb	3 m = 9.8 ft
Inventory Route, Total Horizontal Clearance	5 m = 16.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Wood or Timber [8]
Type of wearing surface	Wood or Timber [7]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	18.1 metric ton = 19.9 tons	
1.1 km = 0.7 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	27.2 metric ton = 29.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	100	Average daily truck traffi	3 %	Year	2002	Future average daily traffic	100
Year	2026						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	6.1 m = 20.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	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		Minimum vertical clearance over bridge roadway	3.38 m = 11.1 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	659000	Roadway improvement cost	3295000
Length of structure improvement	144 m = 472.5 ft	Total project cost	9885000
Year of improvement cost estimate	2009		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	49.3

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

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
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	August 2012 [0812]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2012 [0812]
Other special inspection	Not needed [N]	Other special inspection date	