HistoricBridges.org - National Bridge Inventory Data Sheet


<table>
<thead>
<tr>
<th>Basic Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>5623040</td>
</tr>
<tr>
<td>Highway agency district</td>
</tr>
<tr>
<td>440</td>
</tr>
<tr>
<td>Route</td>
</tr>
<tr>
<td>440</td>
</tr>
<tr>
<td>Design - main</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>Arch - Thru [12]</td>
</tr>
<tr>
<td>Kilometerpoint</td>
</tr>
<tr>
<td>2024.9 km = 1255.4 mi</td>
</tr>
<tr>
<td>Skew angle</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>Historical significance</td>
</tr>
<tr>
<td>Total length</td>
</tr>
<tr>
<td>2024.1 m = 6641.1 ft</td>
</tr>
<tr>
<td>Inventory Route, Total Horizontal Clearance</td>
</tr>
<tr>
<td>12.1 m = 39.7 ft</td>
</tr>
<tr>
<td>Deck structure type</td>
</tr>
</tbody>
</table>

Weight Limits

<table>
<thead>
<tr>
<th>Bypass, detour length</th>
<th>Method to determine inventory rating</th>
<th>Inventory rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5 km = 1.6 mi</td>
<td>No rating analysis performed [5]</td>
<td>29.3 metric ton = 32.2 tons</td>
</tr>
<tr>
<td>Method to determine operating rating</td>
<td>Operating rating</td>
<td>73.7 metric ton = 81.1 tons</td>
</tr>
<tr>
<td>Bridge posting</td>
<td>Design Load</td>
<td></td>
</tr>
<tr>
<td>Equal to or above legal loads [5]</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Functional Details

<table>
<thead>
<tr>
<th>Road classification: Principal Arterial - Other Freeways or Exp</th>
<th>Lanes on structure</th>
<th>Approach roadway width</th>
<th>Approach roadway width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway-pedestrian [5]</td>
<td>4</td>
<td>12.1 m = 39.7 ft</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Average daily truck traffic</th>
<th>%</th>
<th>Year</th>
<th>Future average daily traffic</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>18252</td>
<td>7</td>
<td></td>
<td>2009</td>
<td>25553</td>
<td>2029</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of service on bridge</th>
<th>Lanes under structure</th>
<th>Navigation control</th>
<th>Navigation vertical clearance, vertical lift bridge</th>
<th>Navigation horizontal clearance</th>
<th>Minimum vertical clearance over bridge roadway</th>
<th>Minimum lateral underclearance reference feature</th>
<th>Minimum lateral underclearance on right</th>
<th>Minimum lateral underclearance on left</th>
<th>Appraisal ratings - underclearances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway-waterway-railroad</td>
<td>4</td>
<td></td>
<td>41.1 m = 134.8 ft</td>
<td>243.8 m = 799.9 ft</td>
<td>6.09 m = 20.0 ft</td>
<td>Highway beneath structure [H]</td>
<td>4.1 m = 13.5 ft</td>
<td>0 = N/A</td>
<td>Somewhat better than minimum adequacy to tolerate being left in place as is [5]</td>
</tr>
</tbody>
</table>

### Repair and Replacement Plans

<table>
<thead>
<tr>
<th>Type of work to be performed</th>
<th>Work done by</th>
<th>Bridge improvement cost</th>
<th>Roadway improvement cost</th>
<th>Length of structure improvement</th>
<th>Total project cost</th>
<th>Year of improvement cost estimate</th>
<th>Border bridge - state</th>
<th>Border bridge - percent responsibility of other state</th>
<th>Border bridge - structure number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening of existing bridge with deck rehabilitation or replacement. [34]</td>
<td>Work to be done by contract [1]</td>
<td>5834000</td>
<td>3424000</td>
<td>2024.1 m = 6641.1 ft</td>
<td>9258000</td>
<td>2009</td>
<td>Unknown [342]</td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>
### Traffic safety features - railings

- Inspected feature meets currently acceptable standards. [1]

### Traffic safety features - transitions

- Not applicable or a safety feature is not required. [N]

### Traffic safety features - approach guardrail

### Traffic safety features - approach guardrail ends

### Structure status

- Open, no restriction [A]

### Condition ratings - superstructure

- Fair [5]

### Condition ratings - substructure

- Fair [5]

### Condition ratings - deck

- Good [7]

### 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 - structural

- Somewhat better than minimum adequacy to tolerate being left in place as is [5]

### Appraisal ratings - roadway alignment

- Equal to present desirable criteria [8]

### Appraisal ratings - deck geometry

- Basically intolerable requiring high priority of replacement [2]

### Scour

- Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

### 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

- Equal to present minimum criteria [6]

### Appraisal ratings - roadway alignment

- Equal to present desirable criteria [8]

### Pier or abutment protection

- Navigation protection not required [1]

### Culverts

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

### Scour

- Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

### 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

- Equal to present minimum criteria [6]

### Appraisal ratings - roadway alignment

- Equal to present desirable criteria [8]

### Pier or abutment protection

- Navigation protection not required [1]

### Culverts

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

### Traffic safety features - railings

- Inspected feature meets currently acceptable standards. [1]

### Traffic safety features - transitions

- Not applicable or a safety feature is not required. [N]

### Traffic safety features - approach guardrail

### Traffic safety features - approach guardrail ends

### Appraisal ratings - structural

- Somewhat better than minimum adequacy to tolerate being left in place as is [5]

### Appraisal ratings - roadway alignment

- Equal to present desirable criteria [8]

### Appraisal ratings - deck geometry

- Basically intolerable requiring high priority of replacement [2]

### Scour

- Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

### 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

- Equal to present minimum criteria [6]

### Appraisal ratings - roadway alignment

- Equal to present desirable criteria [8]

### Pier or abutment protection

- Navigation protection not required [1]

### Culverts

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

### Traffic safety features - railings

- Inspected feature meets currently acceptable standards. [1]

### Traffic safety features - transitions

- Not applicable or a safety feature is not required. [N]

### Traffic safety features - approach guardrail

### Traffic safety features - approach guardrail ends

### Inspected date

- September 2009 [0909]

### Designated inspection frequency

- 24 Months

### Underwater inspection

- Unknown [Y60]

### Underwater inspection date

- August 1993 [0893]

### Fracture critical inspection

- Every two years [Y24]

### Fracture critical inspection date

- September 2009 [0909]

### Other special inspection

- Not needed [N]

### Other special inspection date

-