

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

Rhode Island [44]	Newport County [005]	Jamestown [36820]	Betwn Jamestown NEWPORT	41-30-13.23 = 41.503675	071-20-34.41 = -71.342892
9000	Highway agency district: 6	Owner State Toll Authority [31]	Maintenance responsibility	State Toll Authority [31]	
Route 138	RI 138	Toll Toll bridge [1]	Features intersected	EAST PASSAGE NARR BAY	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 4823.8 km = 2990.8 mi	Year built 1969	Year reconstructed N/A [0000]	
3	Suspension [13]	52	Mixed types [20]	Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length 3428.4 m = 11248.6 ft	Length of maximum span 487.7 m = 1600.1 ft	Deck width, out-to-out 16.5 m = 54.1 ft	Bridge roadway width, curb-to-curb 14.6 m = 47.9 ft		
Inventory Route, Total Horizontal Clearance 14.6 m = 47.9 ft	Curb or sidewalk width - left 0.9 m = 3.0 ft	Curb or sidewalk width - right 0.9 m = 3.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 9.2 km = 5.7 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	30.2 metric ton = 33.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	51.3 metric ton = 56.4 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	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	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	47.4
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			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2016 [1116]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	June 2012 [0612]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2016 [1116]
Other special inspection	Not needed [N]	Other special inspection date	