

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

Virginia [51]	Richmond city [760]	Unknown [10350]	.25 NEW KENT .78 SHIRLEY		37-31-46.90 = 37.529694	077-29-06.72 = -77.485200
21528	Highway agency district: 4	Owner Local Toll Authority [32]	Maintenance responsibility	Local Toll Authority [32]		
Route 161	WESTOVER HILLS BLV	Toll Toll bridge [1]	Features intersected JAMES RV,NS RWY,CSX RWY			
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 1097.3 km = 680.3 mi	Year built 1924	Year reconstructed N/A [0000]		
11 Truss - Deck [09]	20 Girder and floorbeam system [03]	Skew angle 0	Structure Flared			
		Historical significance Bridge is not eligible for the NRHP. [5]				
Total length 619.4 m = 2032.3 ft	Length of maximum span 39.3 m = 128.9 ft	Deck width, out-to-out 8.5 m = 27.9 ft	Bridge roadway width, curb-to-curb 6.9 m = 22.6 ft			
Inventory Route, Total Horizontal Clearance 6.8 m = 22.3 ft	Curb or sidewalk width - left 1.2 m = 3.9 ft	Curb or sidewalk width - right 0.9 m = 3.0 ft				
Deck structure type	Concrete Cast-in-Place [1]					
Type of wearing surface						
Deck protection	Epoxy Coated Reinforcing [1]					
Type of membrane/wearing surface						

Weight Limits

Bypass, detour length 1.6 km = 1.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	10.8 metric ton = 11.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	18.9 metric ton = 20.8 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	M 13.5 / H 15 [2]

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 load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	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 the assessed or calculated scour condition. [8]		
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 minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	15.3
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	Inspected feature meets currently acceptable standards. [1]		
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	September 2015 [0915]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	September 2014 [0914]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	September 2015 [0915]
Other special inspection	Not needed [N]	Other special inspection date	