

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

Virginia [51]	Alleghany County [005]	Unknown [00000]	0.08 TO END & 0.10 TO 159	37-48-25.00 = 37.806944	080-03-44.52 = -80.062367
1199	Highway agency district: 8	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 710	STONEWALL LANE	Toll On free road [3]	Features intersected	DUNLAP CREEK	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 16.1 km = 10.0 mi	Year built 1934	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	1	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 60 m = 196.9 ft	Length of maximum span 46.3 m = 151.9 ft	Deck width, out-to-out 7.3 m = 24.0 ft	Bridge roadway width, curb-to-curb 4 m = 13.1 ft		
Inventory Route, Total Horizontal Clearance 3.9 m = 12.8 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi	Method to determine inventory rating Allowable Stress(AS) [2]	Inventory rating 32.4 metric ton = 35.6 tons
	Method to determine operating rating Allowable Stress(AS) [2]	Operating rating 53.1 metric ton = 58.4 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	12	Average daily truck traffi	0	%	Year	2014	Future average daily traffic	80	Year	2035
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 ft			
Type of service on bridge	Highway [1]		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						Minimum vertical clearance over bridge roadway	3.5 m = 11.5 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	880000	Roadway improvement cost	90000						
	Length of structure improvement	75.3 m = 247.1 ft		Total project cost	1400000					
	Year of improvement cost estimate	2015								
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	37.2
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	March 2015 [0315]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	March 2015 [0315]
Other special inspection	Not needed [N]	Other special inspection date	