HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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

Wisconsin [55]	Chippewa County [017]	Chippewa Falls [14575]	0.1 M E STH 124	44-56-13.50 = 44.937083	091-23-28.30 = -91.391194

P09071500000000 | Highway agency district: 6 | Owner: City or Municipal Highway Agency [04] | Maintenance responsibility: City or Municipal Highway Agency [04]

Route: 0 | North [1] | LRD CENTRAL STREET | Toll: On free road [3] | Features intersected: DUNCAN CREEK

Design - main	Steel [3]	Design - approach	
1	Truss - Thru [10]	0	Other [00]

Kilometerpoint: 0 km = 0.0 mi

Year built: 1934 | Year reconstructed: #Num!

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is eligible for the NRHP. [2]

Total length: 41.1 m = 134.8 ft | Length of maximum span: 39.7 m = 130.3 ft | Deck width, out-to-out: 14.8 m = 48.6 ft | Bridge roadway width, curb-to-curb: 9.1 m = 29.9 ft

Inventory Route, Total Horizontal Clearance: 12.8 m = 42.0 ft | Curb or sidewalk width - left: 2.9 m = 9.5 ft | Curb or sidewalk width - right: 2.7 m = 8.9 ft

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection:

Type of membrane/wearing surface: Unknown [8]

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 29.2 metric ton = 32.1 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 44.1 metric ton = 48.5 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	3180	Average daily truck traffi	0 %	Year	2015	Future average daily traffic	3498
Year	2035						
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	12.8 m = 42.0 ft		
Type of service on bridge	Highway-pedestrian [5]	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	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	4.19 m = 13.7 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 owner's forces [2]		
Bridge improvement cost	567000	Roadway improvement cost	56000
Length of structure improvement	45.7 m = 149.9 ft	Total project cost	850000
Year of improvement cost estimate	2018		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
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	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	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	53.3
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	Not applicable or a safety feature is not required. [N]
Traffic safety features - approach guardrail	Not applicable or a safety feature is not required. [N]
Traffic safety features - approach guardrail ends	Not applicable or a safety feature is not required. [N]

Inspection date	February 1999 [299]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	February 1999 [299]
Other special inspection	Not needed [N]	Other special inspection date	