

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

| | | | | | |
|---|--|---------------------------------|----------------------------|---|--|
| Wisconsin [55] | Richland County [103] | Buena Vista [10950] | 0.6M N JCT STH 133 TO S | 43-10-20.70 = 43.172417 | 090-11-32.85 = -90.192458 |
| B52085700000000 | Highway agency district: 5 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 130 | North [1] | STH 130-STH 133 | Toll On free road [3] | Features intersected WISCONSIN RIVER 05 | |
| Design - main | Steel [3] | Design - approach | | Kilometerpoint | 0 km = 0.0 mi |
| 1 | Truss - Thru [10] | 0 | Other [00] | Year built | 1932 |
| | | | | Year reconstructed | 1989 |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |
| Total length | 25.5 m = 83.7 ft | Length of maximum span | 24.4 m = 80.1 ft | Deck width, out-to-out | 6.4 m = 21.0 ft |
| Inventory Route, Total Horizontal Clearance | 8.5 m = 27.9 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 | Monolithic Concrete (concurrently placed with structural deck) [1] | | | | |
| Deck protection | Epoxy Coated Reinforcing [1] | | | | |
| Type of membrane/wearing surface | Unknown [8] | | | | |

Weight Limits

| | | | | |
|-----------------------|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 16.2 metric ton = 17.8 tons |
| 5.1 km = 3.2 mi | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 31 metric ton = 34.1 tons |
| Bridge posting | Equal to or above legal loads [5] | | 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 | <input type="text" value="Open, no restriction [A]"/> | Appraisal ratings - structural | <input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/> |
| Condition ratings - superstructure | <input type="text" value="Poor [4]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present desirable criteria [8]"/> |
| Condition ratings - substructure | <input type="text" value="Poor [4]"/> | Appraisal ratings - deck geometry | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/> |
| Condition ratings - deck | <input type="text" value="Good [7]"/> | | |
| Scour | <input type="text" value="Countermeasures have been installed to mitigate an existing problem with scour. [7]"/> | | |
| Channel and channel protection | <input type="text" value="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 | <input type="text" value="Equal to present desirable criteria [8]"/> | Status evaluation | <input type="text" value="Structurally deficient [1]"/> |
| Pier or abutment protection | <input type="text"/> | Sufficiency rating | <input type="text" value="17.8"/> |
| Culverts | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/> | | |
| Traffic safety features - railings | <input type="text"/> | | |
| Traffic safety features - transitions | <input type="text"/> | | |
| Traffic safety features - approach guardrail | <input type="text"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text"/> | | |
| Inspection date | <input type="text" value="June 2018 [0618]"/> | Designated inspection frequency | <input type="text" value="12"/> Months |
| Underwater inspection | <input type="text" value="Not needed [N]"/> | Underwater inspection date | <input type="text"/> |
| Fracture critical inspection | <input type="text" value="Every two years [Y24]"/> | Fracture critical inspection date | <input type="text" value="June 2018 [0618]"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |