

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**

West Virginia [54]	Preston County [077]	Unknown [00000]	0.17 MI NORTH CO RT 8	39-40-18 = 39.671667	079-37-36 = - 79.626667
00000000039A033	Highway agency district 4	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 804	PRESTON CO RT 8/4	Toll On free road [3]	Features intersected BIG SANDY CREEK		
Design - main Steel [3]	Design - approach	Kilometerpoint 27.4 km = 17.0 mi	Year built 1884	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	0	Other [00]	Skew angle 0	Structure Flared
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 31.4 m = 103.0 ft	Length of maximum span 31.1 m = 102.0 ft	Deck width, out-to-out 3.7 m = 12.1 ft	Bridge roadway width, curb-to-curb 3.1 m = 10.2 ft		
Inventory Route, Total Horizontal Clearance 3.1 m = 10.2 ft	Curb or sidewalk width - left 0.2 m = 0.7 ft	Curb or sidewalk width - right 0.2 m = 0.7 ft			
Deck structure type	Wood or Timber [8]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	5.4 metric ton = 5.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	7.2 metric ton = 7.9 tons
Bridge posting			Design Load	

### 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

Serious [3]

Appraisal ratings -  
roadway alignment

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - substructure

Poor [4]

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

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

17

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 2010 [0910]

Designated inspection frequency

12

Months

Underwater inspection

Unknown [N00]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

September 2010 [0910]

Other special inspection

Unknown [N00]

Other special inspection date