HistoricBridges.org - National Bridge Inventory Data Sheet

2013 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

West Virginia [54]	Raleigh County [081]	Unknown [00000]	0.01 MI N OF CR 19/42	03-74-52.55 = 4.247931	081-09-24.26 = -81.156739

00000000041A082 | Highway agency district: 10 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 1900 | | US 19 & WV 3 | Toll: On free road [3] | Features intersected: PINEY CREEK

Design - main	Steel continuous [4]	Design - approach		Kilometerpoint	2308.9 km = 1431.5 mi
2	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1954	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length: 31.9 m = 104.7 ft | Length of maximum span: 15.3 m = 50.2 ft | Deck width, out-to-out: 11 m = 36.1 ft | Bridge roadway width, curb-to-curb: 8.6 m = 28.2 ft

Inventory Route, Total Horizontal Clearance: 8.6 m = 28.2 ft | Curb or sidewalk width - left: 0.9 m = 3.0 ft | Curb or sidewalk width - right: 0.9 m = 3.0 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: 0.8 km = 0.5 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 20 metric ton = 22.0 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 33.6 metric ton = 37.0 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: MS 13.5 / HS 15 [3]

Functional Details

Average Daily Traffic	14100	Average daily truck traffi	8 %	Year	2009	Future average daily traffic	22278
Year	2029						
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2	Approach roadway width	11.6 m = 38.1 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		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	99.9 = Unlimited	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 contract [1]		
Bridge improvement cost	750000	Roadway improvement cost	50000
Length of structure improvement	32 m = 105.0 ft	Total project cost	800000
Year of improvement cost estimate	2012		
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	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	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 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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	43.5

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	August 2012 [0812]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every year [Y12]	Other special inspection date	August 2012 [0812]