HistoricBridges.org - National Bridge Inventory Data Sheet

2016 Inventor

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

Virginia [51]	Dinwiddie County [053]	Unknown [00000]	0.11 Fr 656 & 0.82 To 647	37-04-01.42 = 37.067061	077-36-09.79 = -77.602719

5909	Highway agency district: 4	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 1		BOYDTON PLANK SBL	Toll: On free road [3]	Features intersected: STONY CREEK	

Design - main: Concrete [1]	Design - approach: Concrete [1]	Kilometerpoint: 8698.1 km = 5392.8 mi			
1	Arch - Thru [12]	2	Tee beam [04]	Year built: 1926	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 50.9 m = 167.0 ft	Length of maximum span: 27.4 m = 89.9 ft	Deck width, out-to-out: 7.8 m = 25.6 ft	Bridge roadway width, curb-to-curb: 7 m = 23.0 ft				
Inventory Route, Total Horizontal Clearance: 7 m = 23.0 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	Concrete Cast-in-Place [1]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 16.1 metric ton = 17.7 tons		
0.2 km = 0.1 mi	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 26.8 metric ton = 29.5 tons		
	Bridge posting: 00.1 - 09.9 % below [4]		Design Load: M 13.5 / H 15 [2]		

Functional Details

Average Daily Traffic	1172	Average daily truck traffi	3 %	Year	2014	Future average daily traffic	3024
Year	2030						
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	1 - way traffic [1]	Bridge median			
Parallel structure designatio	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]						
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	4.54 m = 14.9 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	200000	Roadway improvement cost	40000
Length of structure improvement	61 m = 200.1 ft	Total project cost	265000
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Fair [5]	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	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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	46.3

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	September 2015 [0915]	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	Not needed [N]	Other special inspection date	