FINAL REPORT

A SURVEY OF NON-ARCHED HISTORIC CONCRETE BRIDGES IN VIRGINIA CONSTRUCTED PRIOR TO 1950



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VIRGINIA TRANSPORTATION RESEARCH COUNCIL

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Virginia Transportation Research Council (A Cooperative Organization Sponsored Jointly by the Virginia Department of Transportation and the University of Virginia)

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The input of the multidisciplinary State Historic Structures Task Group was extremely useful. Members of the VDOT Environmental Division, both in the Central Office and the construction districts, produced insights and helpful suggestions for this report. District Bridge engineering personnel provided valuable information on the early concrete bridges in their districts, as well as the identification and dating of the changes commonly made to VDOT's older bridges. The VDOT Structure & Bridge Division, particularly Thomas F. Lester and John E. Coleman, never failed to respond to our inquiries, locate elusive archival material, and provide encouragement and suggestions; they, along with the district bridge engineers and Claude Napier of the Federal Highway Administration, also performed the invaluable task of bringing engineering perspectives to a historical project.

At the Virginia Transportation Research Council, Michael Fitch, Research Scientist, and David C. Wyant, Jr., Thomas L. Samuel, and Gavin R. Harper, Research Assistants, worked with us in the field survey of the bridges. Howard H. Newlon, Jr., former director of the Research Council, shared his extensive knowledge of the history and development of concrete and concrete bridge construction. Gary Allen and Michael Sprinkel provided administrative and technical direction.

Lastly, and sadly, this report marks one of the final projects of Nathaniel Mason Pawlett, longtime Faculty Research Historian for the Virginia Transportation Research Council. His death in the spring of 1995 deprived the Research Council, and VDOT, of our greatest resource for Virginia transportation history. He will be sincerely missed.

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ABSTRACT

Bridges are among the cultural resources that must be considered for historic significance under the Historic Preservation Act of 1966. The Virginia Transportation Research Council conducted pioneering studies of Virginia's early metal truss bridges and concrete and masonry arch bridges during the 1970s and 1980s, but no comprehensive evaluation of non-arched concrete bridges was undertaken. The lack of information on non-arched concrete bridges made the case-by-case evaluation of these bridges in construction or maintenance projects a standard practice. Most of these studies were done by outside consultants, a time-consuming and expensive method which yielded only information about particular bridges, not comparative or contextual data on non-arched bridges as a whole.

This study rectifies this lack of information and analysis of non-arched concrete bridges built before 1950 (a cut-off date chosen because, in general, a structure must be 50 years of age or older to be considered historically significant under National Register criteria). Given the average monetary cost of \$10,000 per consultants' study, and an average time frame of 90 to 120 days, it is estimated that this project has already saved the Virginia Department of Transportation more than \$500,000 and eliminated a typical three to four month delay for each project. Projected savings from this project are estimated at approximately \$2.5 million over the next ten years. As construction and maintenance projects are initiated on older non-arched concrete bridges, the benefits from this survey in costs and time saved will continue to accumulate.

The project consisted of field survey, data tabulation, documentary research into historic non-arched concrete bridge types, and comparison of the resulting information on bridge chronology, technology and usage during the first half of the 20th century. Criteria for the evaluation of historic significance were developed and applied, and a final review of the results was done with the Historic Structures Task Group (an interdisciplinary historic transportation study committee) and the State Historic Preservation Officer. Out of 1,420 non-arched concrete bridges built before 1950, fewer than a dozen were found individually eligible for the National Register of Historic Places. This project identified Virginia's few significant bridges of this type for appropriate management, and cleared over 1,400 bridges, the great majority of Virginia's non-arched concrete bridges, for necessary maintenance and upgrade.

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INTRODUCTION

Reliable bridges are essential to a safe transportation system. However, as our transportation system ages, many bridges are becoming obsolete. This obsolescence is a product of natural deterioration, of the materials used in construction, and of earlier design standards that no longer accommodate the speed, dimensions and volume of modern traffic.

In addition to safety, another factor must be considered in the case of older bridges. Bridges are among the types of cultural resources that must be considered for historic significance under the National Historic Preservation Act. Numerous bridges have been, and more will be, identified as historically significant structures. To upgrade an historic bridge to modern use and safety standards while leaving it in place and in service often presents a considerable challenge. Several options are open to the Virginia Department of Transportation (VDOT) for mitigating the impacts on these structures, including preservation in place, preservation by avoidance, removal with documentation, relocation, and replacement with a sympathetic structure.

Action which serves and protects the highway user, while complying with the spirit of the National Historic Preservation Act of 1966, requires advance planning. If it is known well in advance that a bridge is historically significant, plans for mitigation can be efficiently implemented. The obvious solution is to devise an "early warning" procedure by which all historically significant bridges can be identified and included in a bridge management system plan well before the planning and design phase.

While the National Register program (created under the National Historic Preservation Act) is recognized as the general basis for making decisions concerning historical significance, there is no precise formula for the factors relating to the evaluation of a bridge for historic significance. Even the factors to be considered are not always agreed upon. Opinions differ about which structures provide valuable information about our cultural heritage, in terms of aesthetics, uniqueness, innovations in engineering, and the evolution of the transportation

system. Basically, the question is which bridges are "historically significant" and which bridges are just "old."

The problem, in this case, is to gather the data and to develop the criteria by which concrete bridges can be evaluated. Those that are identified as historically significant can then be incorporated into a historic bridge management system that preserves some and documents others, thus conscientiously managing our historic resources.

PURPOSE AND SCOPE

The purpose of this project was to identify and categorize historically significant nonarched concrete bridge structures within the VDOT transportation system. (Surveys of pre-1932 metal truss bridges and concrete/masonry arch bridges were completed in the 1970s and 1980s.)

To obtain full data on concrete non-arched bridge types in the state, a complete survey of bridges in each VDOT construction district was undertaken. The resulting data is contained in this report, which includes an introduction to the project and to the history of non-arched concrete bridges in Virginia, historic context, survey data (including the types and numbers of non-arched concrete bridges in Virginia), comparative analysis of bridges, criteria for evaluation, and determination of historical significance.

RESEARCH DESIGN

An inventory of all concrete bridges in Virginia constructed prior to 1950 was obtained from the VDOT bridge files, using "Supernatural" to query the HTRIS database. The inventory was broken down by construction district and, more minutely, by county within each construction district. Bridges were located on county maps, and each bridge was field-surveyed. All data deemed necessary to describe the bridge and evaluate its historic significance were collected and collated for presentation to an interdisciplinary study committee, which reviewed and evaluated information from this survey to determine the historically significant non-arched concrete bridges in Virginia.

METHODOLOGY

The research design included 10 tasks:

- 1. Organize an interdisciplinary group to help conduct the study.
- 2. Establish the historical period of bridge construction to be studied.
- 3. Select the geographic area to be studied.

- 4. Generate an inventory of all concrete bridges constructed within the period chosen.
- 5. Decide upon the data to be obtained on each site.
- 6. Organize the study teams and conduct the survey.
- 7. Organize and review field data.
- 8. Publish an Interim Report.
- 9. Determine Historical Significance.
- 10. Publish a Final Report.

These tasks are explained more fully below.

1. Organize an Interdisciplinary Group to Help Conduct the Study

The National Register program is the recognized basis for making decisions about historical significance. Generally, to be considered historically significant under National Register criteria a structure must be 50 years of age or older and fulfil one or more of the following criteria: have association with events or with the lives of persons significant in our past; embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or yield, or be likely to yield, information important to the study of history or prehistory.

The researchers felt that any analysis of a structure based on these criteria would require an interdisciplinary group, including an engineer, an historian, an archaeologist, an architectural historian, and representatives of state and federal transportation agencies. A pre-existing committee with appropriate membership, the Historic Structures Task Group, was used for this purpose.

2. Establish the Historical Period of Bridge Construction to be Studied

A structure generally has to be at least 50 years old to be considered historically significant. Allowing time to complete the survey, tabulate the survey results and develop criteria by which to evaluate these structures, the researchers determined that structures constructed before 1950 would be considered within the purview of this study. This date eliminated any need for additional survey work through the end of the 20th century.

3. Select the Geographic Area to be Studied

For a comprehensive survey and evaluation of pre-1950 non-arched concrete bridges, all such bridges in all VDOT construction districts had to be studied. Historical significance was judged under National Register guidelines of national, state or local significance.

4. Generate an Inventory of All Pre-1950 Non-Arched Concrete Bridges Currently On-System

The Structure and Bridge Division of VDOT supplied a comprehensive inventory of bridges in each construction district throughout the state. Bridges on this inventory were located on county maps for use in the survey.

5. Decide Upon the Data to be Obtained on Each Site

The Historic Structures Task Group identified the necessary types of information that needed to be obtained from each site, and a standardized survey/inventory form for concrete bridges was designed and used in field work (Figure 1). The information includes:

- Geographic location
- Engineering profile, including designer (if known), builder (if known), date of construction, date of reconstruction, design and technological data, physical description, photographic documentation of bridge, etc.
- Historical context, including photographs of associated buildings and surroundings, documentation of historic relevance, etc.

6. Organize the Study Teams and Conduct the Survey

Several teams, each consisting of a researcher and a technician, conducted the survey. Before beginning the study, field trips were made to bridges previously identified as historically significant. These field trips were intended to train the teams more fully in survey techniques, recognition of bridge types, and developing an awareness of historical context.

7. Organize and Review Field Data

The information was organized and reviewed by members of the survey teams, then collated for documentation and organized for publication and for presentation to the Historic Structures Task Group. Review and comparison of the data being collected was frequent. For an initial ranking, each bridge was placed into one of three categories: A (has one or more unusual features and should be assessed further for potential historical significance; B (has no significant features and is of a common type); and C (has no significant features, is in poor condition, or is largely or totally rebuilt).

R-364	Photo Numbers:	Design Information	
		Compass orientation of axis:	
SURVEY AND INVENTORY FORM - CONCRETE BRIDGES		No. of spans: ; length; overall:	
Geographic Information		in types:	
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county: CityTown: ctaryTown:		No. of lanes: ; width: c to c.	
River/Stream/Railroad (crossing):		Architectural or decorative features:	
Historical Information	•	Technological Information	
Formal designation: Local designation:		Substructure: Material:	
Designer: Builder:		Foundations: Piers:	
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Historical Significance	•		
Contextual Integrity:		Slab	
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associated resources:	 	SizeSpacing	
	-	Handrails	
Nature/Degree of any destructive threats:		Bainfan Anton	
		Netittototita	
Is bridge in listed or eligible historic district?	•	Sketch	
DHR Historic Theme(s)	-	Side Elevation	End Elevation
Reference materials and contemporary photos/illustration respective locations:	ion with their		

Figure 1. Sample survey sheet.

Recorder: Date: Affililiation:

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8. Publications: Interim Draft Report

An Interim Draft Report, consisting of general descriptions of bridge types and tabulations of survey data, was circulated among VDOT Cultural Resource and Environmental personnel, VDOT District and Central Office bridge engineers, and members of the Historic Structures Task Group. Their comments were used in the editing of the final report.

9. Determine Historical Significance

Using the information distilled from the field data, the Historic Structures Task Group met and formulated the criteria for determining historic significance and for the ranking of bridges by local, state and national significance. Bridges which potentially possessed unusual, significant or unique attributes (the initial *A* list) were considered for eligibility for the National Register of Historic Places.

10. Publications: Final Report

This final report contains a summary and conclusions resulting from the analysis of the non-arched concrete bridge survey data. The body of the text contains:

- General transportation historic context
- General bridge historic context
- Discussion of general descriptions and types of non-arched concrete bridges, including common types vs. rare or unusual types of bridges
- Conclusions, including criteria for determining historic significance, the ranking of bridges by local, state and national significance, and bridges determined eligible for the National Register
- An appendix in spreadsheet format.

The appendix consists of an inventory of bridges, district-by-district and county-bycounty, and includes the categories below. The appendix also includes statewide tabulations.

- County/City Code
- Bridge Number
- Route
- Type of Rails
- Construction Date
- Condition
- Span Type
- Span Number
- Length.

DEVELOPMENT OF CRITERIA AND IDENTIFICATION OF HISTORICAL SIGNIFICANCE OF BRIDGES

Identification of historical significance by the Historic Structures Task Group involved two stages:

1. Establish criteria by which "historical significance" can be determined.

2. Select bridges with potential historical significance, in order of rank.

There was initial debate as to whether the criteria should be developed before or after the survey and inventory. The existing criteria, used to evaluate metal truss bridges and masonry/concrete arch bridges, were developed in broad categories, basically adapted from criteria used to determine the historic significance of buildings. The metal truss criteria had been developed during the course of the metal truss bridge survey, principally by Daniel Grove Deibler, who did the field survey work and wrote a number of the reports regarding metal truss bridges in Virginia (Deibler, 1975; Newlon, 1978). The metal truss criteria had subsequently been applied to determine the historical significance of masonry and concrete arch bridges (Spero, 1984). However, the difference in materials and technology between metal truss and masonry/concrete arch bridges made the validity of applying these criteria questionable.

In the non-arched concrete bridge survey we were breaking new and uncharted ground, and the best course was to use the historic significance criteria for steel truss and masonry arch bridges in previous studies as instructive, but not definitive, templates for developing new criteria. The evaluation criteria for non-arched concrete bridges would be *similar* to the criteria used to evaluate the metal truss and masonry/concrete arch bridges, but some significant differences would not be apparent until many bridges had been surveyed and the resulting data had been compared. Accurate evaluation of historic significance also requires extensive background data and comparative information (for example, it is difficult to assign values for "uniqueness of structure" until we have some idea of the number of existing bridges of a given type).

Over 1,400 bridges were surveyed during this project. To facilitate the Task Group's ability to rank the significance of these bridges, the principal researchers divided the bridges into one of three general categories (A, B, or C) before submitting the material to the Task Group. An A category bridge has one or more somewhat unusual features, and should be assessed further for potential historical significance. A B category bridge has no notable features, is of a common type, and possesses no apparent significance. A C category bridge lacks notable features and is in poor condition, or is largely or totally rebuilt and has lost its historical integrity.

The development of the criteria to determine historic significance, and the final historic ranking of the bridges, was the last stage of the study. The Historic Structures Task Group

reviewed the information collected and published as a result of the survey. The Task Group then collectively developed criteria by which concrete bridges can be evaluated, and applied these for determining historic significance. Bridges ranked for historical significance can be incorporated into a historic bridge management plan. The criteria, summary and conclusions from the analysis of the survey data are contained in the conclusions of this report.

This study established procedures for meeting FHWA and Virginia requirements for the inventory of historically significant structures. The major benefit to VDOT is to avoid construction delays by the early identification of historic bridges. The benefit to the state and to the nation is that structures of historic importance will be identified, evaluated, and catalogued so questions of mitigation, replacement and preservation can be addressed systematically.

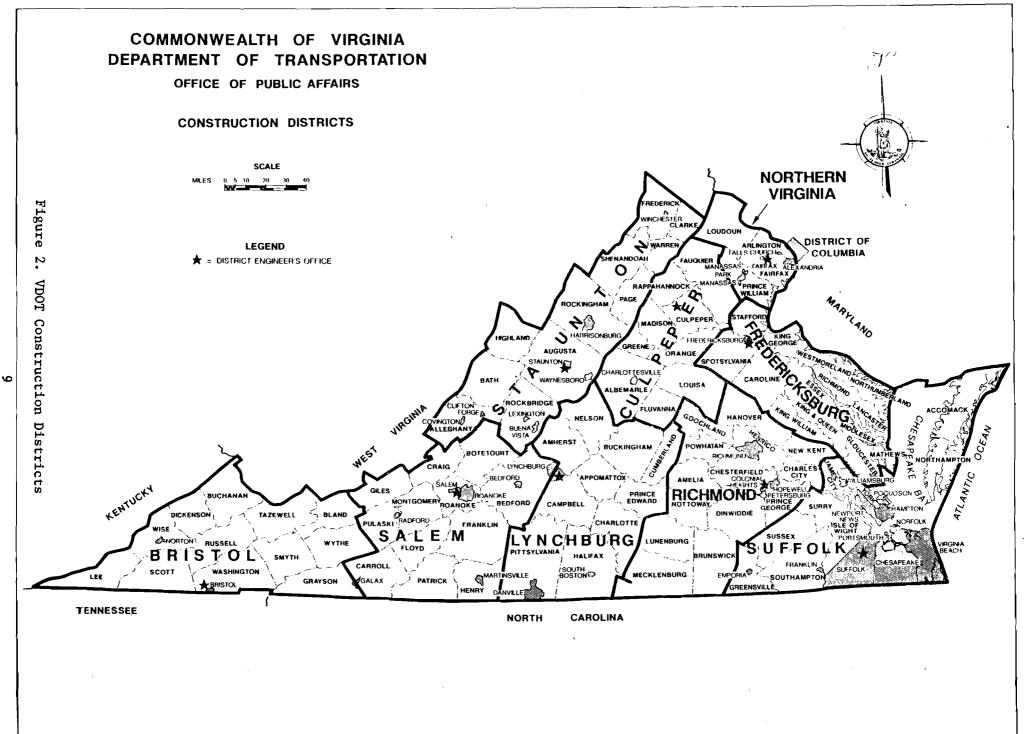
HISTORIC BACKGROUND: CONSTRUCTION DISTRICTS

Virginia's highway construction districts came into existence in the 1922 departmental organization. Earlier attempts to develop construction "divisions" within Virginia had failed primarily due to the shortages and disruptions in materials and manpower imposed by World War I. The establishment of the 1922 construction districts emerged from the needs of the State Highway System created in 1918.

The State Highway System came into being in 1918 to meet the requirements of the Federal Aid Road Act of 1916, in order to be able to get federal funds. The way the highway commission was constituted had been changed in 1919. Previously it had been a technically-oriented body, composed initially of the State Highway Commissioner and three civil engineers (the heads of the engineering departments of Virginia Military Institute, Virginia Polytechnic Institute, and the University of Virginia). In 1919 the commission shifted to a more political orientation. Its members now had to be private citizens, representatives from the major geographical areas: Piedmont, Southside, Valley, Tidewater, and Southwest Virginia. Two more years would see the creation of Henry Shirley's departmental structure, most of which remains in place today, along with its attendant construction districts.

Virginia currently has nine construction districts: Staunton, Culpeper, Northern Virginia (NOVA), Fredericksburg, Suffolk, Richmond, Lynchburg, Salem, and Bristol (Figure 2).

The *Staunton District* encompasses the Shenandoah Valley north of the James River, and Highland, Bath and Alleghany counties. In 1922, the district also contained Albemarle County (later made a part of Culpeper District). The Staunton Construction District currently covers the counties of Frederick, Clarke, Warren, Shenandoah, Page, Rockingham, Augusta, Rockbridge, Highland, Bath, and Alleghany.



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The *Culpeper District* covers the north-central Piedmont. In 1922, the district contained Fluvanna, Louisa, Orange, Greene, Madison, Culpeper, Rappahannock, Fauquier, Prince William, Loudoun, Arlington and Fairfax counties. There have been two changes to Culpeper District since its inception. Albemarle County, originally in the Staunton District, was made a part of Culpeper District, and the intensive urbanization of northern Virginia in the last half of the 20th century, with attendant population growth, required the division of Culpeper District in the 1980s. Prince William, Loudoun, Arlington and Fairfax became the Northern Virginia (NOVA) District in 1984. The Culpeper construction district currently covers the counties of Albemarle, Fluvanna, Louisa, Orange, Greene, Madison, Culpeper, Rappahannock, and Fauquier.

As noted above, the *NOVA District* is a relatively late development, created from Culpeper District in 1984 in response to the tremendous growth in the northern Virginia area. It includes Loudoun, Prince William, Arlington and Fairfax counties.

The *Fredericksburg District* includes the region lying south of the Potomac River and north of the York and its branches: the counties of Stafford, King George, Westmoreland, Northumberland, Lancaster, Richmond, Gloucester, Mathews, Middlesex, Essex, King William, King and Queen and Spotsylvania.

The *Suffolk District* encompasses southeast Virginia and the Eastern Shore. At its formation in 1922, it contained the counties of James City, York, Warwick, Elizabeth City, Princess Anne, Norfolk, Nansemond, Accomack, Northampton, Isle of Wight, Southampton, Surry, Sussex, and Greensville. After World War II, the old counties of Warwick, Elizabeth City, Princess Anne, Norfolk, and Nansemond underwent intense urbanization and development as industrial and recreational centers. These counties eventually ceased to exist, transformed into the independent cities of Newport News, Hampton, Virginia Beach, Chesapeake, Norfolk, Portsmouth and Suffolk. This has produced two distinct regions within the district: the highly urban southeastern section and the primarily rural Eastern Shore and counties west of Suffolk. Suffolk District currently covers the above-named cities, as well as the counties of Accomack, Northampton, James City, York, Isle of Wight, Southampton, Surry, Sussex, and Greensville.

The *Richmond District* contains the counties of Goochland, Hanover, New Kent, Charles City, Henrico, Powhatan, Chesterfield, Amelia, Nottoway, Dinwiddie and Prince George.

The Lynchburg District includes the south-central portion of Virginia: the counties of Nelson, Buckingham, Cumberland, Appomattox, Prince Edward, Campbell, Charlotte, Pittsylvania and Halifax.

The *Salem District* contains Botetourt, Bedford, Craig, Roanoke, Montgomery, Giles, Pulaski, Floyd, Frankin, Henry, Patrick and Carroll counties.

The *Bristol District* encompasses southwestern Virginia. The district contains Grayson, Wythe, Bland, Tazewell, Smyth, Washington, Russell, Buchanan, Dickenson, Wise, Scott, and Lee counties.

NON-ARCHED CONCRETE BRIDGES IN VIRGINIA: HISTORICAL OVERVIEW AND CONTEXT

Bridge technology and construction was minimal in most regions of 17th and 18th century Virginia. Fords served for crossing most streams and rivers, while wet or marshy places were frequently traversed by causeways (raised roads or pathways on a base of stones, logs, timbers and earth, capped with clay for weatherproofing). Broad rivers were typically crossed by ferries. In the few areas where these methods would not suffice, simple timber bridges were commonly used. These timber bridges took the form of basic beam bridges and the most rudimentary and traditional wooden trusses (e.g. king post and queen post). Stone bridges were expensive and time-consuming to build; only a handful were erected in Virginia during this period.

The 19th century saw the advent of a number of improved timber truss bridges, including patented varieties such as the Town lattice truss and the Long panel truss, as well as the combination wood-and-iron Howe truss patented in 1840. A few early 19th century stone lintel or arched masonry bridges were constructed, primarily as turnpike bridges, but stone construction generally remained prohibitive in terms of cost and time (Newlon, 1973).

Metal truss bridges were first developed in the 1840s and 1850s, although they did not appear in many areas of Virginia until the 1870s. Since most varieties of wooden bridges needed constant maintenance, and still deteriorated quickly, metal truss bridges were seen as a more long-lasting solution. However, metal truss bridges, besides their greater initial construction costs, still required consistant maintenance, particularly painting, and the cost of upkeep was a constant drain on county budgets. It was common practice among county governments to delay or ignore what should have been routine maintenance on metal bridges in an effort to stretch dollars, with resultant deterioration and damage to the bridges.

Clearly, a more maintenance-free and long-lived alternative to wooden and metal truss bridges was desirable. By the early 20th century, reinforced concrete bridges were beginning to fill this need.

Although concrete was used as a building material by the Romans over two millennia ago, its first modern use in bridge construction dates to the 19th century. It was first used in nonreinforced adaptations of traditional masonry arch bridges, such as the 1871 Prospect Park Bridge in Brooklyn, New York. However, the lack of reinforcement required the use of massive structural elements, and did not allow such bridges to span long distances. The development of reinforced concrete in the late 19th century made it possible to construct versatile concrete bridges.

Reinforced concrete arch bridges predated non-arched bridges in the United States by approximately a decade, the first known reinforced concrete bridge in the country being the 1889 arch in Golden Gate Park in San Francisco, California. The popularity of "steel-concrete" or "concrete-steel" (reinforced concrete) grew through the 1890s, and by 1904, pioneering concrete bridge designer Fritz von Emperger could note that "Ten years ago the number of concrete-steel bridges was so small that there would have been no difficulty in giving a complete list, whereas now it would be quite impossible to give such a list. . ." The selling points of reinforced concrete bridges offered durability and little or no maintenance, and less reliance on "big steel" corporations (something which had special appeal to many rural/populist interests). In addition to permanence and cost-effectiveness, concrete bridges were also touted as more aesthetically pleasing and less visually intrusive in rural areas than metal truss bridges (Snyder and Mikesell, 1994; p. 40).

The earliest known Virginia bridges made of reinforced concrete date from the first years of the 20th century. In the course of the non-arched concrete bridge survey, a well-preserved set of concrete abutments, dated 1903, was identified. These are still in service, supporting a steel beam railroad bridge in Stafford County. Just south of this structure is the oldest known surviving in-service concrete bridge in the state, an arched railway overpass built in 1904 (Spero, 1984; pp. 32, 34). The earliest documented non-arched concrete bridge in Virginia was the now-demolished girder-and-floorbeam 5th Street bridge in Lynchburg, built in 1906. Virginia's oldest surviving documented non-arched concrete bridge is a 1908 slab bridge, still in service, located on Bedford Avenue in Lynchburg (Structure # 1849).

In Virginia, and throughout the United States, reinforced concrete technology grew steadily through the first three decades of the 20th century and become the dominant bridge type. Reinforced concrete bridges were a logical choice. They were described in early publications as "permanent bridges" which would require little or no maintenance, in contrast to the continual care needed by wooden and metal truss bridges. The 1916 Annual Report of the Virginia State Highway Commission shows photographs of single reinforced concrete spans with solid parapets, labeled "permanent bridges" (*Annual Report*, 1916; pp. 77, 81).

William M. Thornton (Dean of Engineering at the University of Virginia, and a member of the state Highway Commission) and C. D. Snead, (state bridge engineer) championed the virtues of concrete bridges in the August, 1915 *Bulletin of the Virginia State Highway Commission*, wholly devoted to, and indeed subtitled, "Highway Bridges and Culverts." Thornton and Snead recommended concrete bridges for many applications. They cited beam bridges (of timber, steel or concrete) as the logical application for spans of eight to forty feet, but in a comparison of material durability they stated that timber lasts ten years or less, steel lasts twenty-five years, and concrete lasts at least forty years (Thornton and Snead, 1915, pp. 9-10). They stated that:

... timber beam bridges must be discarded except for locations where lumber is abnormally cheap and traffic abnormally light. Steel beam bridges of short span with their perishable timber floors are recommended only where the erection gangs are too ignorant to handle reinforced concrete in the right way. Reinforced concrete must be accepted as the economic solution of the problem of the short span highway bridge up to spans of twenty feet. For strength, for durability, for true economy these bridges excel all others ...

For spans from twenty to forty feet, the steel beam regains its old pre-eminence and is cheaper than the reinforced concrete slab at present normal prices. Bridges consisting of two doubly reinforced concrete girders carrying a reinforced concrete slab floor may be built as cheaply as steel beam bridges for these spans. The fact that they require more highly skilled labour and direction for their successful erection makes them of doubtful expediency in ordinary highway work. Their low maintenance cost gives them the preference for locations where first-class reinforced concrete can be counted on.

During the first quarter of this century, the common reinforced concrete bridges used in Virginia were either arch or girder construction, the latter including slab, deck-girder, T-beam, through-girder, and girder-and-floorbeam structural types. The history, inventory and evaluation of arched concrete bridges in Virginia have already been covered in a previous report (Spero, 1984). This study deals with the various non-arched bridge types in Virginia, including the several early types of girder construction mentioned above, the later versions of T-beams and slabs (which remained popular through much of the 20th century), and some additional bridge types, like rigid-frame and continuous, which were first designed during the 1910s and were further developed during the second quarter of the century.

In the first two decades of this century, bridge engineering was still in a somewhat experimental stage. The early slab bridges and girder bridges were often greatly overengineered, with massive substructures and parapets. Better ways to calculate the amount of reinforcing bar and concrete needed to carry loads safely were being developed in the 1910s and early 1920s. These advances led to the development of standard plans during the same period. By the end of the 1910s, standard plans had been developed for most of the common non-arched concrete bridge types: slab, deck-girder, and through-girder (including girder-and-floorbeam).

Most of these early bridges had the solid parapet railings typical of the era. In a simple slab, the parapet had no structural application, and might be dispensed with altogether. In deck-girder and through-girder construction, the parapet *was* structural. A primary difference between the two girder designs was that deck-girders could be widened, while through-girders could not. In a deck-girder, concrete beams supported an independent deck slab; the parapets acted as additional beams but a parapet could be removed and the road widened without disturbing the main supporting beams or endangering the bridge structure. In a through-girder, each side of a reinforced concrete slab was supported on integral reinforced concrete beams which extended

into a parapet. The resulting structure was massive and extremely strong, but narrow (roadways were usually 12 or 16 feet wide) and impossible to widen, since removing a parapet would also remove the girder supporting that entire side of the bridge.

As Virginia moved into ever-greater transportation design standardization in the 1920s and 1930s, bridges took on a lighter, more streamlined outline. Through-girder bridges, whose technology required massive construction and narrow width, and which could not be widened, were falling out of favor by the mid-1920s as two-lane roads and bridges, built with slab or Tbeam construction, became the norm. Solid parapets, unneeded for structural strength on nongirder construction, became less massive and began to be rejected in favor of the new concrete "cork rail" system with separate posts and rails. Similarly, deck-girders were replaced by the new standardized T-beams with lighter, non-structural railings, which took considerably less concrete to build. In Virginia, the first standard-plan T-beams with cork rails date from 1924. By the 1930s, concrete slabs and T-beams had become the predominant bridge types, with all bridge elements, including railings, abutments and piers, following standard Virginia Department of Highways plan elements. Other bridge types, such as rigid frames, were not used widely in Virginia during the first half of this century.

NOTES ON CONSTRUCTION METHODOLOGY

The new use of reinforced concrete for bridges also required new construction practices. The "General Note" seen on bridge plans had its roots in the earliest standard plans furnished by the Virginia State Highway Commission. From the beginning, these plans included requirements for construction methods and materials, to insure that at least minimum standards would be followed. Specifications for concrete, steel, masonry and reinforcing bar were given. Capacity was also specified. Early bridges (in the 1900s and early 1910s) had to be designed to support a 12 ton road roller; by the late 1910s this requirement had been raised to a 15 ton truck, and by the 1930s it was two 15 ton trucks passing on the bridge.

The early specifications included environmental and navigational protections as well. In the construction of early reinforced concrete bridges, extensive wooden forms were made from heavy timbers and boards, while massive falsework was needed to support the wet concrete until it set up and could support its own dead load. (There are reminders of this technology in the impressions of the wood grain--including knots--from the shuttering boards, which still can be seen on some early bridges.) Careless disposal of the forms and falsework material constituted an environmental hazard, as it could significantly obstruct the waterway channel and produce waterborne debris.

As an example, the Virginia State Highway Commission specifications for a proposed bridge in 1916 noted the following:

- Capacity: 12 Ton Roller.
- Specifications for Concrete: Wilbur J. Watson's 1910.
- Specifications for Steel: Va. State Highway Commission's 1909.
- All Masonry in Substructure is to be of Concrete mixed in the proportion 1 part No. 1 Portland Cement, 3 parts sharp clean sand and 6 parts broken stone, 1/4" to 2-1/2."
- All Masonry in Superstructure is to be of Concrete mixed in the proportion 1 part No. 1 Portland Cement, 2 parts sharp clean sand and 4 parts broken stone, 1/4" to 1-1/2."
- All reinforcement is to be of Deformed Structural Steel Bars, the grade of which is to conform to the grade of Structural Steel specified in the specifications of the Va. State Highway Commission's 1909.
- For further details and information not herewith given see drawing entitled "Standard 35'0" Reinforced Concrete Span" plan L-26.
- Contractor or Contractors are to leave channel clear and free from all forms, falsework, debris or obstructions of any description.

Wilbur J. Watson, mentioned in the specifications, was a well-known consulting engineer of the period. This particular bridge was Warren County Structure # 6017, a girder-and floorbeam structure completed in 1918 over Gooney Creek (construction drawings are filed in the Staunton District Office). This bridge is currently scheduled for replacement.

SPAN TYPES

The reports in this series utilize the standard three-digit structure span codes used for federal item 43 of the National Bridge Inventory (NBI). The first numeral indicates the material of the main span:

1 = Concrete

2 =Concrete continuous

The second and third numerals indicate the construction of the main span:

01 =Slab

02 = Stringer, multibeam or girder (deck-girder)

03 = Girder and floorbeam

04 = T-beam

05 = Box beam or girder--multiple

- 06 = Box beam or girder--single or spread
- 07 = Rigid frame

The following non-arched concrete span types are documented to have been built in Virginia prior to 1950:

101 = Concrete slab

102 = Concrete stringer, multibeam or girder

103 = Concrete girder and floorbeam

104 = Concrete T-beam

107 =Concrete rigid frame

201 = Concrete continuous slab
202 = Concrete continuous beam
203 = Concrete continuous girder-and-floorbeam
204 = Concrete continuous T-beam
207 = Concrete continuous rigid frame

Slab (101). The simplest of these bridge types, a slab span consists of a reinforced concrete slab, supported at either end of its span upon end walls (abutments) or piers. Slab spans were in use in Virginia from the first decade of the 20th century onwards. Recommended for spans up to 25 feet, they were easily widened, afforded the most headroom, and were simple to form (Figure 3; see also Figures 11, 12, 16).

Deck-Girder (102). The deck-girder (also known as a stringer, girder or multibeam) consists of a reinforced concrete slab in conjunction with two or more girders which form a series of T-beams side by side. They were recommended for spans from 20 to 60 feet. In the true deck-girder, rectangular beams support an independent slab. The stirrups of the outside girders reinforce the railings: early examples of these bridges often had solid parapets which acted as additional beams. Deck-girders could easily be widened. The railings or parapets could be removed and the width of the roadway extended without disturbing the main supporting beams. This type of construction was used in Virginia from ca. 1910 to the mid-1920s. These bridges require less material than through-girders (below), but require more complex forming and supervision, and more headroom (Figures 4, 5).



Figure 3. Slab bridge: Structure # 1049, Alleghany County (1922; widened and cork rails added in 1932).



Figure 4. Deck-girder bridge: Structure # 6074, Bedford County (ca. 1920), with solid parapet rails.

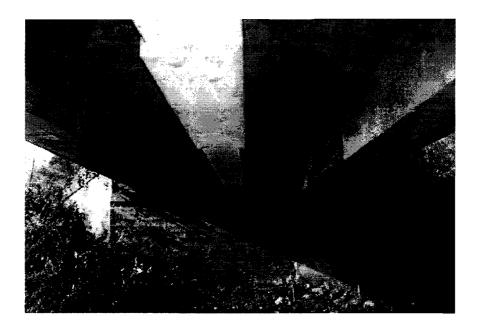


Figure 5. Deck-girder bridge: Structure # 6074, Bedford County (ca. 1920), showing details of girders on the underside of the bridge; one girder shows a later repair.

Through-Girder (103). In a through-girder bridge, each side of a reinforced concrete slab is supported on reinforced concrete beams (girders) which are incorporated into the slab and extend to form a solid parapet railing. The girders span the length of the bridge (or the individual span) and rest upon the abutments or piers. Through-girder bridges use both stirrups and curb reinforcement. This system was recommended for use in spans from 20 to 60 feet, with widths of 20 feet or less (12 or 16 foot widths being the most common). The integral girder/parapet arrangement gave these bridges considerable strength. It also required a massive structure with a narrow roadway (to prevent excessive dead load), and made these bridges impossible to widen. Removing a parapet would remove the support for an entire side of the bridge, causing the bridge to deform and probably collapse.

Through-girder construction appears in standard bridge engineering texts during the first three decades of the 20th century. There were two different types of construction for throughgirders: (a) with the girders extending below the bottom of the parapet, a form commonly used for highway bridges, and (b) with a thicker slab incorporating the girders, and thus allowing a smooth underside, a type particularly recommended for railroad bridges. Although it used less concrete, the visible-girder variety was the more expensive of the two, owing to the complicated forming needed for the girders on the underside. The bridges with the smooth undersides, although more massive, were less complicated to build since flat forms could be used; the greater depth of the slab, along with thicker parapets, also may have given increased strength to the bridge. Merely on the basis of a surface examination, the latter through-girders can be difficult or impossible to distinguish from slab bridges with thick solid parapets. No basic throughgirders, either with visible girders or smooth undersides, have been documented to survive inservice in Virginia; however, an abandoned bridge of this type still stands upstream from Rt. 1 crossing Accakeek Creek in Stafford County. The extremely thick parapet on Structure #6040 in Hanover County also suggests that this bridge may utilize this technology, but precise documentation is lacking. Extant in-service Virginia bridges constructed using this technology utilize a related, slightly more complex through-girder system known as girder-and-floorbeam (see below).

Girder-and-Floorbeam (103). In this system, each side of a reinforced concrete slab is supported on reinforced concrete girders which extend into solid parapets (e.g. basic through-girder construction). In addition, however, reinforced concrete floor beams are set perpendicular to, and incorporated into, the girders. Like other through-girders, girder-and-floorbeam systems were used for spans from 20 to 60 feet, with a maximum width of 20 feet. As with all kinds of through-girders, the interconnected floorbeam/girder/parapet made these spans impossible to widen. Girder-and-floorbeam spans were constructed in Virginia from ca. 1906 to the mid-1920s (Figures 6, 7).



Figure 6. Girder-and-floorbeam bridge: Structure # 6016, Roanoke County (1921), showing (structural) solid parapet rails.

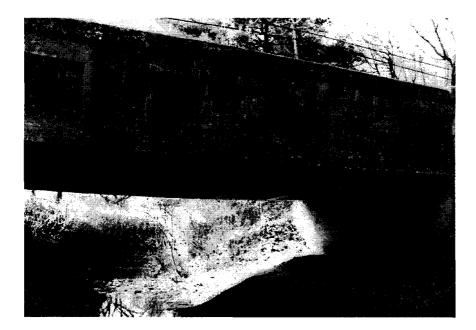


Figure 7. Girder-and-floorbeam bridge: Structure # 6016, Roanoke County (1921), showing details of floorbeams and girders on the underside of the bridge.

T-Beam (104). In the T-beam, as in the deck-girder, rectangular beams support the deck. However, in the T-Beam, the slab and beams are integral, with the slab acting as the main compressive component. Like deck-girders, T-beams are easy to widen; however, deck replacement is impossible. Exterior beams were usually lighter than interior beams due to wheel distribution.

T-beams are an extremely common bridge type. Concrete T-beam spans were constructed in Virginia from the 1910s onward. The first standard plan T-beam bridges in Virginia date from 1924, and T-beams were a dominant concrete bridge design from the late 1920s through the late 1960s (Figure 8).

Rigid-Frame (107). The first rigid frame bridge was designed in 1919-1922. Further development occurred during the 1920s and 1930s (Hool and Kinne, 1944, p. 471). In other contemporary bridge systems, the deck of each span was supported by its abutments. In contrast, in a concrete rigid frame bridge the concrete would be poured monolithically, with the result that the walls support the deck slabs as continuous bents. This combination of superstructure and abutments produced a bridge of great stability. Rigid-frame bridges can be either arched or non-arched. Pre-1950 non-arched rigid frame bridges are relatively rare in Virginia (Figure 9).



Figure 8. T-beam bridge: Structure # 1010, Highland County (1931) with cork rails.

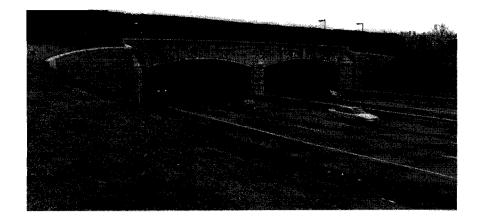


Figure 9. Rigid frame bridge: Structure # 5020, Arlington County (1945).

Rigid frame bridges were usually limited to spans under 100 feet, although one continuous rigid frame bridge in Virginia exceeds this length (the Mary Street bridge, Structure # 1804 in the city of Bristol, built in 1918, with five spans totalling 232 feet long). Although simple rigid frames were a popular expressway bridge for overpasses in the 1940s through the mid-1950s, their large bents restricted the oncoming motorists' view beyond the bridge, limited the potential for widening the roadway under the bridge, and were hazardous to high-speed traffic. By the late 1950s, new advances in highway construction such as prestressed, precast concrete beams and new pier designs had superseded the older rigid frame design (Dorton, 1991, pp.10-11).

Continuous (201, 202, 203, 204, 207). As the name implies, continuous concrete bridges consist of continuous-poured superstructure elements (usually slabs or T-beams), instead of separate spans. These continuous superstructures are supported at regular intervals by concrete frame or concrete pile piers. Continuous bridges should be considered variations on their basic construction systems (e.g. slab or T-beam) rather than separate bridge types. The form was first developed in the 1910s. Aside from continuous slabs (201) and T-beams (204), one continuous beam (202), one continuous girder (203), and three continuous rigid frames (207) (Figure 10) were encountered during the course of the survey. The 202 and 203 bridges (Richmond City Structures # 8067 and 8066), and one of the 207 bridges (Henrico County Structure # 1001; Figure 10) were possibly experimental. All date from the last half of the 1930s and all are within Richmond District, being located in or near the city of Richmond. In general, pre-1950 continuous concrete spans are uncommon in Virginia

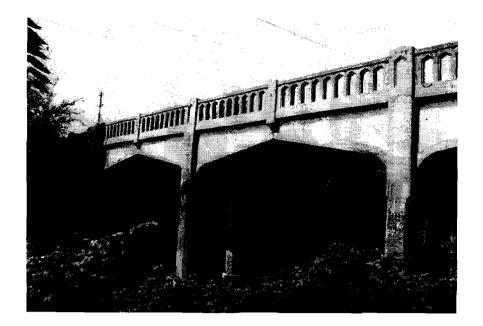


Figure 10. Continuous rigid frame bridge: Structure # 1001, Henrico County (1939), with vertical rails.

RAILINGS

Although ornate classical-style pre-cast balusters were in use from the early 20th century onwards, they were generally confined to decorative urban or park bridges. John J. Earley used such precast classical balusters in a number of his projects in the Washington, D. C., area in the 1910s. Contemporary catalogs for Daniel B. Luten's Luten Bridge Company also show similar balusters on what he termed "park bridges," as opposed to more utilitarian highway bridges with solid parapets.

Pipe railings, curbs and solid concrete parapets were the dominant railings used for highway bridges during the 1900s and 1910s, and into the 1920s. Pipe railings were commonly of 2-inch pipe. Curbs were generally between 6 and 12 inches high. Solid concrete parapets varied greatly in height and thickness. Their dimensions were largely a function of whether the parapets were structural or non-structural.

In the cases of through-girder/girder-and-floorbeam construction, of course, the parapets were fully structural, not just safety features. Surviving standard plans from the 1910s show two varieties of parapets on through-girder bridges. Most common was a heavy solid parapet between 3 and 4 feet high and between 18 and 24 inches thick (thickness and height of the parapets increased with span length). Alternately, short through-girder bridges (less than 30 feet

long) might have low solid parapets (approximately 2 feet high and 15 to 18 inches thick) used in concert with pipe railings, or most of the girders might be below the level of the deck, with only a short length, e.g. a curb, visible above the level of the roadway.

The following are common rail types (with terminology and periods of use) in pre-1950 concrete bridges in Virginia.

Solid. Solid concrete parapets are usually between 3 and 4 feet high. These parapets can be structural (as in most deck-girders and all through-girder/girder-and-floorbeam systems) or non-structural (as in slab construction), and may be plain or ornamented. Ornamentation is most typically with incised or cast recessed panels. Solid parapets were in general use in Virginia from the early 1900s until the mid-to-late 1920s, and a few slab bridges with (non-structural) parapets continued to be built on rural roads well into the 1930s (Figure 11; see also Figures 4, 5, 6, 7, 16).

From the 1930s on, solid parapet railings have seen occasional use for special, primarily decorative, purposes. In the last three decades, of course, the Jersey barrier has become the typical rail for many applications, and in general form is reminiscent of the old solid parapets.

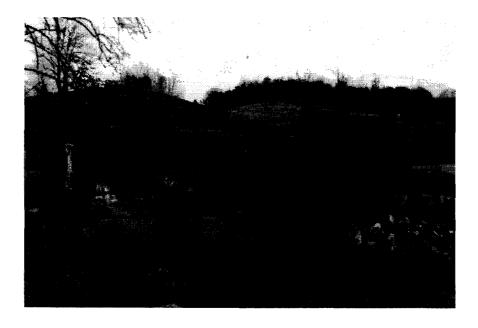


Figure 11. Solid parapet rail (on a slab bridge): Structure # 6106, Augusta County (1920); the cast panels on the sides are a typical decoration on solid parapet bridges of the era.

Low Solid. Low solid parapets range from 1 to 3 feet high, with approximately 2 feet being average. These sometimes supported pipe rails (see below). A low solid parapet and pipe railing are shown on the 1912 Virginia State Highway Commission standard plan for a girderand-floorbeam bridge. Low solid parapets were used in Virginia from the early 1900s into the early 1930s.

Curb. A low concrete curb less than 1 foot high was used on many early Virginia bridges, particularly in rural areas between the early 1900s and ca. 1940. Some curbs supported pipe railings, but handrails were not always present (Figure 12).



Figure 12. Lowwater (slab) bridge with a typical curb: Structure # 6019, Warren County (1925).

Cork. The so-called "Cork Rail," a railing with separately-cast uprights, or posts, and two cross members, was Virginia's most widely-used railing during the second quarter of the 20th century. The common name derives from the early use of cork as a filler where the cross rails (which were cast in place) enter the uprights. Cork rails, developed in the 1910s, were already appearing in U. S. Office of Public Roads standards by 1920, when Milo Ketchum illustrated one such plan in the second edition of *The Design of Highway Bridges_of Steel, Timber and Concrete* (Ketchum, 1920; p. 366). Cork rails first appeared on standard plans in Virginia in 1922 as railings for slab bridges. They appeared as railings for the new standard plan T-beams in 1924. By the late 1920s, the cork rail had become the standard bridge rail in Virginia, and continued in that position into the 1940s (see Figures 3, 8).

Two apparent variants on the cork rail were encountered in the course of the survey. Fauquier County contains two early rails with general similarity to cork rails, in Structure # 6232, built in 1919, and Structure # 6036, built in 1928. These rails have paneled posts. The lower crossrail is attached to the curb. Lastly, Luten-type cork rails (cork rails with unusually wide endposts) survive on a non-arched concrete bridge in Pulaski County (Structure # 6080, built in 1932). Many similar rails survive on Luten arched concrete bridges in Southwest Virginia, as well as elsewhere in the U.S. The rails were used by the Luten Bridge Company in the last half of the 1920s and the early 1930s.

Vertical. This somewhat decorative railing type has several varieties: individual square, rectangular or shaped upright members (e.g. square or shaped balusters, spindles, etc.), or unitary-pour uprights (e.g. a series of round-headed arches, pointed "Gothic" arches, etc.), supporting a handrail. Several varieties of vertical railings were used in Virginia from the late 1910s until the 1960s (Figures 13, 14; see also Figure 10).

Pipe. As the name indicates, this railing was made of pipe; 2 inch pipe was customary in Virginia, although smaller and larger diameters were also used. Pipe rails were in use from the early 1900s until ca. 1945.

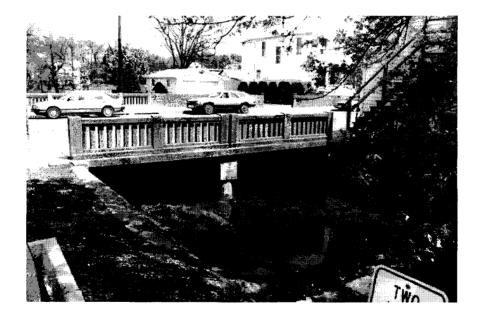


Figure 13. Vertical railing (one of several styles): Structure # 1002, Shenandoah County (1932).



Figure 14. Vertical railing (one of several styles): Structure # 1017, Southampton County (1946).

Single. This is a unitary railing with widely-spaced uprights and a single cross member: the uprights may be either straight or have slightly inclined backs. These were standard-plan railings for slab and T-beam bridges in Virginia from ca. 1940 to the 1960s. The inclined-back upright was used primarily during the 1940s, the straight-back upright during the 1950s and 1960s. This rail type was also used for bridge widenings and rebuildings. *Note:* "Single" is not a period term, but is a descriptive category used for identification in this survey (Figure 15).



Figure 15. "Single" railing: Structure # 1804, Hampton (1949).

Lowwater. "Lowwater" or "submarine" type bridges are slab spans which were built with no curbs or perforated very low curbs (approximately 6 inches) to allow flooded streams to flow over and drain from the bridge. Lowwater bridges were used ca. 1920 to ca. 1935 (see Figure 12).

OTHER STRUCTURAL ELEMENTS

Curbs and Trestles

Curbs are *usually* present in slabs, deck girders and T-beams. Curbs are *frequently* absent in through-girder construction. However, the presence or absence of curbs should not be considered an infallible diagnostic clue to separating slabs, deck girders and T-beams from through-girders.

All non-arched concrete bridges could be constructed as single-span or multiple span. Single spans were supported by abutments on each end. Multiple spans (or trestles) were supported by abutments on the ends, and at intermediate points by bents, or piers.

ANALYSIS AND SUMMARY

This project identified and categorized historically significant non-arched concrete bridge structures within the VDOT transportation system. VDOT records list 1,420 pre-1950 non-arched concrete bridges still in-service. To obtain full data on concrete non-arched bridge types in the state, a complete survey of such bridges built prior to 1950 was undertaken in each VDOT construction district. This report includes historic context, descriptions and comparative analysis of non-arched concrete bridges, and survey data, including tabulations of the types and numbers of non-arched concrete bridges in Virginia.

The state totals for the various span types were:

- 442 slabs (101), 16 continuous slabs (201) for a total of 458;
- 29 deck girders (102), 1 continuous beam (202) for a total of 30;
- 12 girder-and-floorbeams (103), 1 continuous girder (203), for a total of 13;
- 427 T-beams (104), 9 continuous T-beams (204), for a total of 436;
- 9 rigid frames (107), 3 continuous rigid frames (207), for a total of 12;
- 471 rebuilt bridges (bridges which have been primarily or completely reconstructed).

Ignoring the rebuilt bridges, the most numerous span types of non-arched pre-1950 bridges in Virginia were slabs, followed closely by T-beams, while the other span types combined make up a small fraction of the total. Chronologically, the numbers of extant inservice bridges ran as follows:

- 1900-1909: 2 bridges
- 1910-1919: 37 bridges
- 1920-1929: 182 bridges
- 1930-1939: 543 bridges
- 1940-1949: 185 bridges.

After the initial field survey results were tabulated, bridges were roughly divided into three categories (A, B, and C). A indicates that the bridge has one or more somewhat unusual features, and should be assessed further for potential historical significance. B indicates that the bridge has no notable features, is of a common type, and possesses no apparent significance. C indicates that the bridge has no notable features and is in poor condition or is largely/totally rebuilt and has lost its historical integrity.

A total of 99 bridges in Virginia were tentatively graded A. An A rating is not meant as an endorsement of probable historical significance, but denotes that the bridge has some unusual or distinguishing features, or is of a relatively uncommon type and merits further assessment and comparison with A rated bridges from the other construction districts.

The *A* rating includes not only bridges with unusual decorative features (including unusual or uncommon railings) but the three least common types of bridges in Virginia: deckgirder bridges, girder-and-floorbeam bridges, and rigid frame bridges. Also included were bridges dating from 1920 or before, a period from which relatively few bridges still survive (and, additionally, the period prior to the 1922 reorganization of the Department of Highways and before the overwhelming use of standard plans). Continuous slabs and continuous T-beams, although not common *per se*, were considered variations of common slab and T-beam construction, and were not given *A* ratings. Continuous girders and continuous rigid frames were given *A* ratings, since they were considered variations of rare bridge types. Bridges in extremely poor, altered or deteriorated physical condition were not given *A* ratings.

With this background data in hand, the final phase of the project was initiated: the development of criteria for determining historic significance, the ranking of bridges according to their historical significance, and development of an historic concrete bridge management plan.

Bristol District (1)

A total of 256 bridges were surveyed in the Bristol District. Slab bridges were the most numerous (73 slab bridges; no continuous slabs) followed closely by T-beams (69 T-beam bridges; no continuous T-beam bridges). Much smaller numbers of other span types were noted: deck-girders (9 bridges), rigid frames (2 simple rigid frames; one continuous rigid frame bridge), and girder-and-floorbeams (1 bridge). There were 101 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Bristol District is a 1910 slab bridge (Structure # 6242) in Smyth County.

Nineteen bridges in Bristol District were tentatively graded A. These bridges, with their distinguishing features, are described below.

Buchanan County (13)

1004: A rigid frame bridge [107], built in 1939, located on Rt. 83 crossing Slate Creek.

Lee County (52)

6326: VDOT records give a date of 1932, but stylistic elements indicate that this deck-girder bridge [102] probably dates from the late 1910s or very early 1920s, as it is similar to standard plan deck-girder bridges of that period. It is located on Rt. 814 crossing Hardy Creek.

Russell County (83)

- # 6270: A deck-girder bridge [102] built in 1923, probably from the ca. 1920-1923 standard plan for deck-girder bridges, located on Rt. 758 crossing Little Cedar Creek.
- # 6273: A deck-girder bridge [102]. VDOT records give a date of 1913, but the bridge is virtually identical to Russell County bridge # 6270 cited above, and is probably from the same standard plan. We are assuming that the 1913 date is an error and are dating this bridge c. 1923 in the survey. This bridge is located on Rt. 770 crossing Indian Creek.

Smyth County (86)

- # 1008: Commemorative "Pioneer Memorial Bridge" with decorative obelisks, a T-beam bridge [104] built in 1932. It is located on Rt. 11 crossing the middle fork of the Holston River.
- # 6242: A slab bridge [101], built in 1910, the oldest remaining in-service non-arched concrete bridge in Bristol District. It is located on Rt. 731 over Carlock Creek.

Tazewell County (92)

- # 6077: A slab bridge [101], built in 1920, located on Rt. 747 crossing Laurel Fork Creek.
- # 6225: A slab bridge [101], built in 1919, located on Rt. 747 crossing Laurel Fork Creek.
- # 6232: A deck-girder bridge [102]. VDOT records give a date of 1932, but stylistic elements indicate that the bridge dates from ca. 1920-1923, as it appears to be built from the standard plan of that period. The bridge is located on Rt. 770 crossing Laurel Branch.
- # 6265: A deck girder bridge [102], built in 1923, apparently from the standard plan of that period, located on Rt. 637 crossing Pounding Mill Brook.

Wise County (97)

6128: A deck-girder bridge [102], built in 1921, located on Rt. 633 crossing Indian Creek. # 6141: A slab bridge [101], built in 1915, located on Rt. 613 crossing Beaverdam Creek.

Bristol (102)

- # 1804: A continuous rigid frame bridge [207], built in 1918, located on Mary Street crossing the Norfolk Southern RR.
- # 8001: An unusual T-beam bridge [104], built in 1930, with solid parapets and original concrete streetlight poles, located on Fairview Street crossing Beaver Creek.
- # 8010: A deck-girder bridge [102], built in 1925, located on Oak Street crossing the Norfolk Southern RR.
- # 8015: An unusual T-beam bridge [104], built in 1930, with solid parapets and original concrete streetlight poles, located on Mary Street crossing Beaver Creek.
- # 8027: An unusual concrete and pipe railing on a 1930 T-beam bridge, with original concrete streetlight poles, located on Elm Street crossing Beaver Creek.

Tazewell (158)

8003: A deck-girder bridge [102]. VDOT records give a date of 1932, but stylistic elements indicate that the bridge dates from ca. 1920-1923, as it appears to be built from the standard plan of that period. The bridge is located on Blenbolt Avenue crossing Sulfur Springs Branch.

Lebanon (252)

6079: A deck-girder bridge [102]. VDOT records give date of a 1932, but the 1923 Annual Report of the State Highway Commissioner indicates that the bridge was built ca. 1923. The bridge is located on Rt. 1036 crossing Little Cedar Creek.

Salem District (2)

A total of 212 bridges were surveyed in Salem District. T-beam bridges were the most numerous (86 T-beam bridges; 1 continuous T-beam bridge) followed by slab bridges (63 slab bridges; 4 continuous slab bridges), deck-girders (5 bridges), rigid frame (1 bridge), and girderand floorbeam (1 bridge). There were 51 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Salem District is a 1919 deck girder bridge (Structure # 6074) in Bedford County. (Although VDOT records carry a building date of 1917 for Structure # 1805 in the town of Pulaski, town records document that this structure underwent a total replacement in 1933-34.)

Ten bridges in Salem District were tentatively graded A. Two deck-girder bridges (Structure # 6192, Giles County, built in 1924, and Structure # 6119, Roanoke County, built in 1920), which had been rated A in the Interim Report were dropped from the A class in the final report, after it was learned that the bridges had serious structural problems which had not been apparent to the field survey team. After reviewing the Interim Report, the Salem District Bridge Engineer notified us that both bridges had areas of sufficiently badly deteriorated concrete to prevent rehabilitation. Both of these bridges will have their posted load limits reduced as necessary, and may eventually have to be replaced. Pulaski County Structure # 6186 was also rated *A* in the Interim Report. This structure consists of a non-arched slab bridge [101] used to widen a small Luten-type concrete arch bridge [111]. There is no Luten Bridge Company identifying plaque on the arch bridge, but the one surviving original rail of the arch bridge is the cork-rail variant used primarily (maybe exclusively) by the Luten Bridge Company. After consideration of the unusual nature of this bridge, the Historic Structures Task Group decided to drop Structure # 6186 not only from the *A* list but from the Non-Arched Concrete Bridge Survey as well; this bridge will be included in the updated survey of masonry and concrete arch bridges, to be undertaken by the Research Council in 1996-1998.

The Salem District A bridges, with their distinguishing features, are listed below.

Bedford County (9)

6074: A deck girder bridge [102]. VDOT records give a date of 1932, but the Annual Reports indicate a construction date of 1919-1920. The bridge is located on Rt. 647 crossing Judith Creek.

Carroll County (17)

6003: A slab bridge [101], built in 1937 by the United States Department of Agriculture/ Forest Service, located on Rt. 602 crossing Brush Creek.

Patrick County (70)

6251: A deck-girder bridge [102]. VDOT records give a date of 1932, but stylistic elements suggest that the bridge was built ca. 1920. The bridge is located on Rt. 765 crossing a tributary of the Mayo River.

Pulaski County (77)

6180: A non-arched continuous slab bridge [201] built in 1932, with a cork-rail variant known to have been used primarily (possibly exclusively?) by the Luten Bridge Company, located on Rt. 636 crossing Back Creek.

Roanoke County (80)

6016: A girder-and-floorbeam bridge [103] built in 1921, located on Rt. 612 crossing an unnamed stream.

Martinsville (120)

1802: An unusual T-beam bridge [104], built in 1934 with solid-parapet railing and obelisks, located on Rt. 58 crossing the Norfolk & Southern RR.

Town of Pulaski (125)

1805: An urban-type T-beam bridge [104] with pre-cast balusters on the railing. VDOT records give a date of 1917, but the town records indicate replacement of the earlier bridge in 1933-34, when Rt. 11 was improved. The bridge is located on Rt. 11 (Washington Avenue) crossing Peak Creek.

- # 8002: A T-beam bridge [104] with unusual cork rail variant with Art Moderne motifs on end posts, built 1933-34. The bridge is located on Randolph Avenue crossing Peak Creek.
- # 8003: An unusual T-beam bridge [104] with solid-parapet railing, built in 1933-34. The bridge is located on Jefferson Avenue crossing Peak Creek.

NOTE: These three bridges are slated for modification or replacement; documentation and mitigation has either been completed or is in progress.

City of Salem (129)

1805: A rigid frame bridge [107], built in 1932 with reconstruction in 1948, located on Rt. 11 crossing the Norfolk & Southern RR.

Lynchburg District (3)

A total of 139 bridges were surveyed in Lynchburg District. T-beam bridges were the most numerous (73 T-beam bridges; no continuous T-beam bridges) followed by slabs (35 slab bridges; 1 continuous slab bridge), and rigid frames (1 bridge). No deck-girders or girder-and-floorbeams were identified during the survey. There were 29 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Lynchburg District is an 1908 concrete bridge (Structure # 1849), coded as a slab [101] in the city of Lynchburg. This is also the oldest in-service non-arched concrete bridge in Virginia (Figure 16).

Three bridges in Lynchburg District were tentatively graded *A*. These bridges, with their distinguishing features, follow:

Appomattox County (6)

1002: A commemorative bridge built in 1930 in the vicinity of the Civil War surrender site at Appomattox Court House. This T-beam bridge [104] has unique rails incorporating Union and Confederate motifs, with endposts topped with obelisks. The rails were moved and reused, and the end posts and obelisks were replicated when the bridge was widened in 1971. The bridge is located on Rt. 24 crossing the Appomattox River.

Halifax County (41)

6079: A stone-veneered rigid-frame bridge [107] with masonry rails, built in 1935 from plans prepared by the Virginia Department of Highways. This bridge is one of a number of similar stone-veneered bridges and culverts associated with the adjacent Carlbrook estate; it is located on Rt. 684 crossing Birch Creek.



Figure 16. The oldest documented surviving non-arched bridge in Virginia: Structure # 1849, Lynchburg (1908), a slab bridge.

Lynchburg (118)

1849: A concrete bridge, coded as a slab [101] with solid parapet rails, built in 1908. It is the oldest in-service non-arched concrete bridge both in Lynchburg District and in Virginia. The bridge is located on Bedford Avenue crossing the Norfolk Southern RR. However, there are some anomalies: the 47-foot length of this bridge is far longer than the maximum 25 feet recommended for slabs at the time; the heavy (approximately 2 feet thick) parapets suggest a through-girder, but the width of the roadway (35 feet with an additional 5-foot sidewalk) is double the usual 20-foot maximum width for throughgirder construction. Although the original bridge inspection report described the bridge as a "beam," suggesting a deck-girder [102], there is no apparent physical evidence of deck-girder construction, and the bridge is currently coded as a slab. The structure was built by the Southern Railroad; according to the Norfolk-Southern Archives no plans survive, and thus the exact technology of this unusual bridge is uncertain. Possibly it is basically a slab with extremely heavy reinforcement or conventional reinforcement strengthened with encased I-beams. When the bridge reaches the end of its useful life, a demolition study would add much to our knowledge of early reinforced concrete bridge construction in Virginia.

Richmond District (4)

A total of 123 bridges were surveyed in Richmond District. T-beam bridges were the most numerous (33 T-beam bridges; 3 continuous T-beam bridges) followed by slabs (24 slab

bridges; no continuous slab bridges), girder-and-floorbeams (2 girder-and-floorbeam bridges; 1 continuous girder bridge), deck-girders (1 deck-girder bridge; 1 continuous beam bridge), and rigid frame (1 continuous rigid frame bridge). There were 57 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Richmond District is a 1913 concrete slab bridge (Structure # 1850) in the city of Richmond.

Twelve bridges in Richmond District were tentatively graded A. One bridge built in 1920, Structure # 8069 in the city of Richmond, was not given an A rating due to alterations to the structure which compromised its historical integrity. The A bridges, with their distinguishing features, are as follow:

Charles City County (18)

6004: A deck-girder bridge [102] built in 1920, located on Rt. 609 crossing East Run.

Hanover County (42)

- # 6040: A bridge, built in 1919 and coded as a slab [101], located on Rt. 661 crossing Stony Run. However, the extremely heavy parapets of this bridge raise the possibility that this bridge may be a smooth-bottomed through-girder [103]. No plans, construction drawings or other structural documentation on this bridge have been found.
- # 6059: A girder-and-floorbeam bridge [103] built in 1917, located on Rt. 686 crossing the South Anna River.
- # 6908: A girder-and-floorbeam bridge [103] built in 1920, located at the end of Rt. 623 and in the process of being abandoned.

Henrico County (43)

1001: A continuous rigid-frame bridge [207] built in 1938, possibly an experimental structure. One of only three pre-1950 207 spans in the state, and the only one not crossing railroad tracks, this bridge is located on Rt. 1 crossing Upham Brook.

Lunenburg County (55)

6132: A slab bridge [101] built in 1915, located on Rt. 638 crossing Stony Creek.

Powhatan County (72)

1009: A slab bridge [101] built in 1920, located on Rt. 13 crossing Sallee Creek.

City of Petersburg (123)

1813: An access ramp to Structure # 1912 (see below), and like # 1912 a continuous T-beam [204], built at the same time and in the same style. # 1912: An extremely long (1683 ft.) monumental urban bridge, a continuous T-beam bridge [204] built in 1925 as a cooperative effort by several public and private entities. The bridge is located on Rt. 1 crossing the Appomattox River.

City of Richmond (127)

- # 1850: A slab bridge [101] built in 1913. This is the oldest in-service non-arched concrete bridge in Richmond District; it is located on Rt. 5 crossing the CSX RR.
- # 8066: A continuous girder bridge [203] with unusual railing, built in 1935; possibly an experimental structure, it is the only remaining pre-1950 203 span in the state. The bridge is located on 1st Street crossing the CSX RR and Valley Road.
- # 8067: A continuous beam bridge, built in 1938 [coded as 202]. Possibly an experimental structure, with an unusual railing with consoles on the endposts, it is the only pre-1950 202 in the state. The bridge is located on Water Street over a storm drain.

Suffolk District (5)

A total of 47 bridges were surveyed in Suffolk District. Of those bridges which retained discernible historical integrity, T-beams were the most numerous (18 T-beam bridges; 1 continuous T-beam bridge), followed by slabs (7 slab bridges; 1 continuous slab bridge), and deck-girders (3 bridges). No girder-and-floorbeams or rigid frames were identified in this district during the course of the survey. There were 18 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge identified in Suffolk District is Structure # 8003 in Newport News, built in 1915 but extensively (and probably completely) rebuilt in 1931 as a cork-railed T-beam. In any event, the bridge retains no identifiable elements which reflect 1910's technology. The next-oldest bridges in the district are two deck-girders dating from 1919. Structure # 6030 in Greensville County, a solid-parapet deck-girder bridge, retains its historical integrity. Structure # 6104 in Sussex County retains less of its original integrity; it currently has modern guard rails, with no indication of earlier railings.

Seven bridges in Suffolk District were tentatively graded A. These bridges, with their distinguishing features, are:

Chesapeake (131)

1808: An unusual T-beam bridge [104], incorporating automobile and railroad bridges, built in 1948 with some reconstruction in 1960. The bridge is located on Rt. 13 (Military Highway), crossing the Norfolk Southern RR and Rt. 460.

Greensville County (40)

6030: Built in 1919, this deck-girder bridge [102] is the oldest remaining non-arched concrete bridge in Suffolk District retaining its original appearance. It is located on Rt. 688 crossing Falling Run.

Hampton (114)

8006: A slab bridge [101] built in 1929 with an unusual cork rail featuring obelisks for lighting fixtures, located on Powhatan Parkway crossing Indian River.

Norfolk (122)

1843: This structure, the 26th St. Bridge, has an unusual metal/concrete railing. It is a continuous slab bridge [201] built in 1939 with Federal Emergency Administration of Public Works funds. The bridge is located on 26th Street crossing the Lafayette River.

Southampton (87)

1931: A T-beam bridge [104] built in 1936 as a cooperative project between Virginia and North Carolina, using Federal funds. It is located on Rt. 186 crossing the Meherrin River

Sussex (91)

- # 6104: Built in 1919, this deck girder bridge [102] has a modern guardrail; there is no indication of the original railing. It is located on Rt. 681 crossing Harris Swamp.
- # 6122: A slab bridge [101] built on top of a mill dam, ca. 1910-1915, located on Rt. 603 crossing Spring Mill Pond.

Fredericksburg District (6)

A total of 55 bridges were surveyed in Fredericksburg District. T-beam bridges were the most numerous (18 T-beam bridges; 1 continuous T-beam bridge), followed by slabs (10 slab bridges; no continuous slabs), girder-and-floorbeams (1 bridge), and rigid frames (1 continuous rigid frame). No deck-girders were identified in this district during the course of the survey. There were 24 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Fredericksburg District is a 1914 slab bridge (Structure # 6017) in Caroline County. The next oldest in-service non-arched concrete bridge is a continuous rigid frame bridge, Structure # 6020 in Stafford County, built in 1917.

Four bridges in Fredericksburg District were tentatively graded A. These bridges, with their distinguishing features, are:

Caroline County (16)

6017: A slab bridge [101], built in 1914, this is the oldest remaining in-service non-arched concrete bridge in Fredericksburg District. It is located on Rt. 614 (Ware Creek Road), crossing Ware Creek.

Essex County (28)

6018: A girder-and-floorbeam bridge [103], built in 1923, located on Rt. 691 crossing Piscataway Creek.

Stafford County (89)

- # 6020: A continuous rigid frame [207], built in 1917, located on Rt. 630 crossing the R.F. & P. RR.
- # 6075: VDOT records give a date of 1931, but stylistic elements suggest that this slab bridge [101] may date from first half of 1920s. Its solid parapet (with rounded edges) is a form usually seen on ca. 1920-1923 standard plan deck girders. This bridge is attached to a 1904 arched railroad culvert that is the oldest reinforced concrete bridge in Virginia. Although VDOT records cite this as a single span, 23-foot slab bridge, each parapet of the slab bridge is approximately twice this length, and each parapet is on an opposite side of the culvert. Structure # 6075's significance arises from its proximity to the 1904 bridge. Any alterations to Structure # 6075 will likely impact upon the older bridge. The bridge is located on Rt. 607, under the R. F. & P. RR and crossing Clayborn Run.

Culpeper District (7)

A total of 139 bridges were surveyed in Culpeper District. Slab bridges were the most numerous (51 slab bridges; 3 continuous slab bridges), followed by T-beams (20 T-beam bridges; no continuous T-beams), deck-girders (4 bridges), girder-and-floorbeams combined with slab approaches (2 bridges), and rigid frame (1 bridge). There were 58 bridges that were complete or near-complete replacements.

According to VDOT records, the earliest non-arched reinforced concrete bridge still in service in Culpeper District is the 1913 girder-and-floorbeam bridge with slab approach spans (Structure # 6046) near Carrico's Mill in Culpeper County. Culpeper County also contains a similar bridge, built in 1915 (Structure # 6010), which is the second-oldest in-service non-arched concrete bridge in the district.

Ten bridges in Culpeper District were tentatively graded A. These bridges, with their distinguishing features, are:

Albemarle County (2)

1046: A rigid frame bridge [107], built in 1936, located on Rt. 250 crossing Little Ivy Creek.

Culpeper County (23)

- # 6010: A girder-and-floorbeam bridge [103] with slab approach spans [101], built in 1915. It is the second-oldest in-service non-arched concrete bridge in Culpeper District. It is located on Rt. 620 crossing Mountain Run.
- # 6046: A girder-and-floorbeam bridge [103] with slab approach spans [101], built in 1913. This is the oldest in-service non-arched concrete bridge in Culpeper District. It is located on Rt. 669 crossing Mountain Run.

Fauquier County (30)

- # 1033: A deck-girder bridge [102], built in 1923, probably from a standard plan. It is located on Rt. 215 crossing South Run.
- # 1065: A slab bridge [101] with solid parapets. A marble plaque documents the builder's name and date: "Built by/R. H. LeGarde/The Plains, Va./1925." It is located on Rt. F-185 crossing Goose Creek. (Note: information from the Fauquier Heritage Society indicates that Mr. Legard was a local farm manager who also ran a small, part-time bridge contracting business in Fauquier County in the early and mid-1920s.)
- # 6036: A continuous slab bridge [201] built in 1928 with an unusual railing which is probably a local variant of the cork rail, located on Rt. 626 crossing Burnt Mill Branch.
- # 6053: A deck-girder bridge [102]. VDOT records give a date of 1932, but stylistic elements indicate that the bridge probably dates from first half of the 1920s. It is located on Rt. 647 crossing Thumb Run.
- # 6054: A deck-girder bridge [102]. A marble plaque gives the builder's name and date: "Built by/R. H. LeGarde/The Plains, Va./1923." It is located on Rt. 647 crossing Thumb Run.
- # 6232: A continuous slab bridge [201] built in 1919; its unusual railing is probably a local variant of the cork rail and is virtually identical to the railing on Fauquier County Structure # 6036. It is located on Rt. 776 crossing Little River.

Rappahannock County (78)

6047: A deck-girder bridge [102] built in 1920, located on Rt. 655 crossing Beaverdam Creek.

Staunton District (8)

A total of 381 bridges were surveyed in Staunton District. When tabulated, the survey results indicated that slab bridges were the most numerous (165 slab bridges; 7 continuous slab bridges), followed by T-beams (98 T-beam bridges; 3 continuous T-beams). Much smaller numbers of other types of bridges were noted: deck-girders (7 bridges), girder-and-floorbeams (4 bridges), and rigid frame (1 bridge). There were 96 bridges that were complete or near-complete rebuildings/replacements.

The earliest bridge still in service is the 1909 girder-and-floorbeam structure near Churchville in Augusta County (Structure # 6113) (Figure 17). The second-oldest in-service bridge is the 1912 deck-girder in the town of Staunton (Structure # 8002).



Figure 17. The second-oldest documented non-arched bridge in Virginia: Structure # 6113, Augusta County (1909), a girder-and-floorbeam bridge.

Twenty-seven bridges in Staunton District were tentatively graded A. One girder-and-floorbeam (Structure # 6086, Augusta County, built in 1925) was not given an A rating due to its extremely poor condition: its concrete is disintegrating, and portions of its parapets have completely weathered away. The A bridges, with their distinguishing features, follow:

Alleghany County (3)

- # 6046: An unusually deep T-beam bridge [104] built in 1932, located on Rt. 632 crossing Wilson Creek.
- # 6067: This large (9 span, 324 feet) continuous T-beam [204], built in 1925, is a well-designed bridge crossing the major C&O (now CSX) railroad corridor at the entrance to Clifton Forge. Excellent context: the bridge, town, railroad and mountain views combine into an impressive total image, and further research into its design and history may be warranted. The bridge is located on Rt. 696 crossing the CSX railroad.

Augusta County (7)

- # 1182: A slab bridge [101] built in 1920, with unique applied decoration on its solid parapet, located on Rt. 252 crossing Moffats Creek.
- # 6104: A slab bridge [101] built in 1919, located on Rt. 705 crossing Middle River.
- # 6106: A slab bridge [101] built in 1920, located on Rt. 707 crossing Middle River.
- # 6113: Built in 1909, this girder-and-floorbeam bridge [103] is the oldest in-service non-arched concrete bridge in Staunton District. It is located on Rt. 722 crossing Whiskey Creek.
- # 6283: A slab bridge [101] built in 1935, with unique molded and applied decoration on its solid parapet. It is located on Rt. 613 crossing a tributary of Long Glade Creek.

- # 6339: Built in 1925, this slab bridge [101] has decorative molded panels on the solid parapet; it is possibly from a standard plan. The bridge is located on Rt. 732 crossing a tributary of Middle River.
- # 6553: A deck girder bridge [102] built in 1925 from a standard plan, located on Rt. 1205 crossing South River.

Frederick County (34)

- # 6049: A deck girder bridge [102]. VDOT records give a construction date of 1916; the plans are dated 1918, from January, 1917 standard plans. The bridge is located on Rt. 723 crossing Buffalo Lick Run.
- # 6904: A deck girder bridge [102]. VDOT records give a construction date of 1932; the plans are dated 1918, from December, 1916 standard plans. It is located on Rt. 723 crossing Opequon Creek.

Page County (69)

- # 6030: A girder and floorbeam bridge [103] built in 1915, located on Rt. 642 crossing Mill Creek. There are a number of well-preserved 19th and early 20th century buildings surrounding the bridge.
- # 6037: A deck girder bridge [102], built in 1919, located on Rt. 662 crossing Jeremiah Run.

Rockbridge County (81)

- # 6106: A 1928 slab bridge [101] with inscription "JMK Nov 16 1928 1928" in concrete. The bridge is located on Rt. 646 crossing Collier's Creek.
- # 6513: A 16-span, 112-foot lowwater bridge [101]. VDOT records give a construction date of 1932, the year the bridge was taken into the state system, but the bridge may predate this. It is surrounded by a hamlet containing well-preserved 19th and early 20th century buildings. The bridge is located at the intersection of Rts. 674 and 753, and crosses Buffalo Creek.

Rockingham County (82)

6584: A rigid frame bridge [107] built in 1934 (rebuilt in 1941). Located on Rt. 996, crossing Stony Run in the village of McGaheysville, this structure has an unusual, urban-style railing for a bridge in a small rural village.

Shenandoah County (85)

- # 6011: A 15-span, 212-foot lowwater bridge [101]. VDOT records give a construction date of 1932, the year the bridge was taken into the state system, but the bridge may predate this. It is located on Rt. 609 crossing the North Fork of the Shenandoah River.
- # 6043: A 16-span, 293-foot lowwater bridge [mostly 101], built in 1922, and located on Rt. 663 crossing the North Fork of the Shenandoah River.
- # 6092: A 12-span, 204-foot lowwater bridge [101]. VDOT records give a construction date of 1932, the year the bridge was taken into the state system, but the bridge may predate this. The bridge is located on Rt. 744 crossing the North Fork of the Shenandoah River.

- # 6113: A small lowwater bridge [101], built in 1916, and located on Rt. 758 crossing Passage Creek.
- # 6368: A slab bridge [101], built in 1934 by the United States Department of Agriculture/ Forest Service. It is located on Rt. 678 crossing Dry Run. This is at the hamlet of Seven Fountains; there are a number of well-preserved 19th and early 20th century structures in the vicinity.

Warren County (93)

- # 6007: A deck girder bridge [102], built in 1918. The bridge is located on Rt. 613 crossing Gooney Creek; it is surrounded by the village of Browntown, containing well-preserved structures dating from the late 19th and early 20th century (contemporary with the bridge).
- # 6011: A 13-span, 266-foot lowwater bridge. It was built in 1923; a plaque lists a county supervisor, the engineer and builder. The bridge is located on Rt. 613, crossing the South Fork of the Shenandoah River.
- # 6017: A girder and floorbeam bridge [103], built in 1918. The bridge is located on Rt. 622 crossing Gooney Creek.
- # 6019: A 16-span, 321-foot lowwater bridge, built in 1925; a plaque lists the county supervisors, the engineer, inspector and builder. The bridge is located on Rt. 624 crossing the Shenandoah River.

City of Clifton Forge (105)

8006: A standard-plan T-beam bridge with unusual bronze plaques commemorating World War I casualties from the area. The bridge is located on Lowell Street crossing Smith Creek.

City of Staunton (132)

8002: A deck girder bridge [102] built in 1912; "4/20/12 WLA" is inscribed in the concrete. This is the second-oldest remaining non-arched concrete bridge in Staunton District. The bridge is located at the entrance to the municipal sewerage treatment plant, crossing Lewis Creek.

NOVA District (A)

A total of 68 bridges were surveyed in NOVA District. When tabulated, the survey results indicated that slab bridges were the most numerous (14 slab bridges; no continuous slabs), followed by T-beams (12 T-beam bridges; no continuous T-beams), rigid frames (3 bridges, including one in poor and altered condition), deck-girders (1 bridge), and girder-and-floorbeams (1 bridge). A total of 37 bridges were complete or near-complete rebuildings/replacements.

The earliest bridge still in service is the 1911 girder-and-floorbeam structure in Loudoun County (Structure # 6032).

Six bridges in NOVA District were tentatively graded *A*. These bridges, with their distinguishing features, are:

Arlington County (0)

- # 5020: A rigid frame bridge [107] built in 1945; it is located on Memorial Avenue, crossing Rt. 110, adjoining Arlington National Cemetery.
- # 5069: A rigid frame bridge [107] built in 1941, located on Smith Boulevard crossing Abingdon Drive.

Fairfax County (29)

6332: A slab bridge [101] built in 1920, located on Rt. 3546 (Twin Lakes Drives) crossing Johnny Moore Creek.

Loudoun County (53)

6002: A slab bridge [101] built in 1914, located on Rt. 607 crossing Beaverdam Run.
6020: A deck-girder bridge [102] built in 1919, located on Rt. 719 crossing Jefferies Branch.
6032: A girder and floorbeam bridge [103] built in 1911, the oldest remaining non-arched concrete bridge in NOVA District. The bridge is located on Rt. 629 crossing Little River.

CRITERIA AND HISTORICAL SIGNIFICANCE

The final criteria for determining historic significance/national register eligibility were formulated by the Historic Structures Task Group in late 1995. Although based on similar criteria for determining the historical significance of buildings, there were several adaptations to accomodate bridges, and non-arched concrete bridge construction in particular, and to eliminate subjectivity as much as possible. Figure 18 shows the eligibility rating sheet.

The maximum possible score with a determination of national significance is 38; the maximum score with a determination of statewide significance is 33; with regional significance, 30; with local significance, 28. A score of 18 is the cut-off between eligible bridges (18 points or over) and those bridges deemed not eligible (less than 18 points).

Bristol District (1)

One bridge in Bristol District was found individually eligible for the National Register (Structure # 1804 in the city of Bristol). Ratings are:

Buchanan County (13) # 1004: Rigid frame [107], 1939, Rt. 83 crossing Slate Creek. Rating: 13

CONCRETE BRIDGE ELIGIBILITY RATING SHEET

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Distric	:t:			Count	y:					
Structu	ire No		Route		_Crossing:					
I.	Catego	ories								
	A.	DHR The	eme(s):				_			
	B.	Period(s)	of Significa	nce:			-			
	C.	Area(s) o	<u>f Significanc</u>	<u>:e:</u>						
	D.	National	<u>Register Cri</u>	teria:						
II.	Assign	ment of B	asic Points							
	А.		Significance gional, state,	national)		5	7	10	15	
	B.	Visual Pro	ominence as a	Landmark		non 0	somewhat 1	yes 2	very	
	C.	Rarity of	Bridge Type			0	1	2	3	
	D.	•	Design Eleme ; unique or sp	nts ecial features)		0	1	2	3	
	E.	Technolog (first of its	gical Significa s kind)	ince		0	1	2	3	
	F.	Integrity of (Condition		Modifications)		0	1	2	3	4
	G.	(1) G (2) In	l Integrity eneral Surrou nmediate and ansportation r	associated		0 0	1 1	2 2		
	H.	Historic S (including		nd Associative	Value	0	1 ·	2	- 3	4

Figure 18. Concrete Bridge National Register Eligibility Sheet.

Lee County (52) # 6326: Deck-girder [102], ca. 1920, Rt. 814 crossing Hardy Creek. Rating: 13

Russell County (83) # 6270: Deck-girder [102], 1923, Rt. 758 crossing Little Cedar Creek. Rating: 11 # 6273: Deck-girder [102], ca. 1923, Rt. 770 crossing Indian Creek. Rating: 12

Smyth County (86)

1008: "Pioneer Memorial Bridge" T-beam [104], 1932, Rt. 11 crossing the middle fork of the Holston River. Rating: 16

6242: Slab [101], 1910, Rt. 731 over Carlock Creek. Rating: 9

Tazewell County (92)

6077: Slab [101], 1920, Rt. 747 crossing Laurel Fork Creek. Rating: 10
6225: Slab [101], 1919, Rt. 747 crossing Laurel Fork Creek. Rating: 7
6232: Deck-girder [102], ca. 1920-1923, Rt. 770 crossing Laurel Branch. Rating: 12
6265: Deck girder [102], built 1923, Rt. 637 crossing Pounding Mill Brook. Rating: 11

Wise County (97)

6128: Deck-girder [102], 1921, Rt. 633 crossing Indian Creek. **Rating: 12** # 6141: Slab [101], 1915, Rt. 613 crossing Beaverdam Creek. **Rating: 7**

Bristol (102)

1804: Continuous rigid frame [207], 1918, Mary Street crossing the Norfolk Southern RR.
 Rating: 20 [Eligible for National Register]

8001: T-beam [104], 1930, Fairview Street crossing Beaver Creek. Rating: 10

8010: Deck-girder [102], 1925, Oak Street crossing the Norfolk Southern RR. Rating: 13

8015: T-beam [104], 1930, Mary Street crossing Beaver Creek. Rating: 10

8027: T-beam [104], 1930, Elm Street crossing Beaver Creek. Rating: 9

Tazewell (158)

8003: Deck-girder [102], ca. 1920-1923, Blenbolt Avenue crossing Sulfur Springs Branch. Rating: 11

Lebanon (252) # 6079: Deck-girder [102], ca. 1923, Rt. 1036 crossing Little Cedar Creek. **Rating: 11**

Salem District (2)

No bridges in Salem District were found individually eligible for the National Register. Ratings are: *Bedford County* (9) # 6074: Deck girder [102], ca.1919-1920, Rt. 647 crossing Judith Creek. **Rating: 12**

Carroll County (17) # 6003: Slab bridge [101], 1937, Rt. 602 crossing Brush Creek. Rating: 13

Patrick County (70) # 6251: Deck-girder [102], ca. 1920, Rt. 765 crossing a tributary of the Mayo River. **Rating: 13**

Pulaski County (77) # 6180: Continuous slab bridge [201], 1932, Rt. 636 crossing Back Creek. **Rating: 10**

Roanoke County (80) # 6016: Girder-and-floorbeam [103], 1921, Rt. 612 crossing an unnamed stream. Rating: 14

Martinsville (120) # 1802: T-beam [104], 1934, Rt. 58 crossing the Norfolk & Southern RR. Rating: 14

Town of Pulaski (125) # 1805: T-beam [104], 1933-34, Rt. 11 (Washington Avenue) crossing Peak Creek. # 8002: T-beam [104], 1933-34, Randolph Avenue crossing Peak Creek. # 8003: T-beam [104], 1933-34, Jefferson Avenue crossing Peak Creek Rating: Not individually evaluated since all three bridges have been previously determined to be contributing structures to the surrounding historic district.

City of Salem (129) # 1805: Rigid frame [107], 1932 with 1948 reconstruction, Rt. 11 crossing Norfolk & Southern RR. Rating: 17

Lynchburg District (3)

Two bridges in Lynchburg District were found individually eligible for the National Register (Appomattox County Structure # 1002 and Structure # 1849 in the city of Lynchburg). Ratings are:

Appomattox County (6) # 1002: T-beam [104], 1930 with 1971 widening, Rt. 24 crossing the Appomattox River. Rating: 21 [Eligible for the National Register]

Halifax County (41)

6079: Rigid-frame [107], 1935, Rt. 684 crossing Birch Creek. Rating: 18

[NOTE: this bridge acchieved a rating of 18 due to a combination of its rigid frame technology and its stone veneer, which is rare in non-arched concrete bridges. However, the Historic Structures Task Group notes the presence of a number of similar stone-veneered bridges in the vicinity (a slab culvert and two arches, all apparently associated with the adjacent Carlbrook estate). While Structure # 6079 is unusual compared with other non-arched concrete bridges in Virginia, it is not unusual in comparison with the other Carlbrook bridges. Accordingly, the Task Group recommends that Structure # 6079 not be considered individually eligible for the National Register, but rather recommends that further research should be done, with possible evaluation of the Carlbrook bridges as a group.]

Lynchburg (118)

1849: Coded as a slab [101], 1908, Bedford Avenue crossing the Norfolk Southern RR. Rating: 18 [Eligible for the National Register]

Richmond District (4)

Four bridges in Richmond District were found individually eligible for the National Register. The Task Group evaluated Henrico Structure # 1001. City of Petersburg Structures 1813 and 1912 and City of Richmond Structure # 8066 were previously determined eligible. Ratings follow:

Charles City County (18) # 6004: Deck-girder [102] built in 1920, Rt. 609 crossing East Run. Rating: 12

Hanover County (42)

- # 6040: Coded as a slab [101] but a possible through-girder [103], 1919, Rt. 661 crossing Stony Run. Evaluated as a through-girder. Rating: 13
- # 6059: Girder-and-floorbeam [103], 1917, Rt. 686 crossing the South Anna River. Rating: 12
- # 6908: Girder-and-floorbeam [103], 1920, end of Rt. 623 and in the process of being abandoned. Rating: 10

Henrico County (43)

1001: Continuous rigid-frame [207], 1938, Rt. 1 crossing Upham Brook. Rating: 19 [Eligible for the National Register]

Lunenburg County (55) # 6132: Slab [101], 1915, Rt. 638 crossing Stony Creek. Rating: 9 Powhatan County (72) # 1009: Slab [101], 1920, Rt. 13 crossing Sallee Creek. Rating: 8

City of Petersburg (123) # 1813: Continuous T-beam [204], 1925, access to # 1912 # 1912: Continuous T-beam [204], 1925, Rt. 1 crossing Appomattox River. Rating: Both of these bridges were previously determined eligible.

City of Richmond (127)
1850: Slab [101], 1913, Rt. 5 crossing the CSX RR. Rating: 10
8066: Continuous girder [203], 1935, 1st Street crossing the CSX RR and Valley Road. Rating: Previously determined eligible.
8067: Continuous beam [202], 1938, Water Street over a storm drain. Rating: 15

Suffolk District (5)

No bridges in Suffolk District were found individually eligible for the National Register. Ratings are as follows:

Chesapeake (131)

1808: T-beam [104], 1948, Rt. 13 (Military Highway), crossing the Norfolk Southern RR and Rt. 460. Rating: 17

Greensville County (40)

6030: Deck-girder [102], 1919, Rt. 688 crossing Falling Run. Rating: 13

Hampton (114)

8006: Slab [101], 1929, Powhatan Parkway crossing Indian River. Rating: Not individually evaluated; previously determined to be a contributing structure to an historic district.

Norfolk (122)

1843: "26th St. Bridge," continuous slab [201], 1939, 26th Street crossing Lafayette River. Rating: Not individually evaluated; this structure is being evaluated as part of a cultural resources survey.

Southampton (87) # 1931: T-beam [104], 1936, Rt. 186 crossing the Meherrin River. Rating: 14

Sussex (91) # 6104: Deck girder [102], 1919, Rt. 681 crossing Harris Swamp. **Rating: 9** # 6122: Slab [101], ca. 1910-1915, Rt. 603 crossing Spring Mill Pond. Rating: 14 [Note: The Task Group recommended this structure as "not eligible" when evaluated as a bridge, as it is effectively part of a milldam; however, it might be eligible for the National Register for other reasons related to the adjacent mill or roadway.]

Fredericksburg District (6)

No bridges in Fredericksburg District were found individually eligible for the National Register. Ratings are:

Caroline County (16) # 6017: Slab [101], 1914, Rt. 614 (Ware Creek Road), crossing Ware Creek. Rating: 9

Essex County (28) # 6018: Girder-and-floorbeam [103], 1923, Rt. 691 crossing Piscataway Creek. **Rating: 13**

Stafford County (89)

6020: Continuous rigid frame [207], 1917, Rt. 630 crossing the R.F. & P. RR. Rating: 15
6075: Coded as a slab [101], ca. 1920-1923, Rt. 607 under the R. F. & P. RR and crossing Clayborn Run. Rating: 11

Culpeper District (7)

One bridge in Culpeper District was found individually eligible for the National Register (Culpeper County Structure # 6046, which was previously determined eligible). Ratings are:

Albemarle County (2) # 1046: Rigid frame [107], 1936, Rt. 250 crossing Little Ivy Creek. **Rating: 13**

Culpeper County (23)

- # 6010: Girder-and-floorbeam [103] with slab approach spans [101], 1915, Rt. 620 crossing Mountain Run. **Rating: 15**
- # 6046: Girder-and-floorbeam [103] with slab approach spans [101], 1913, Rt. 669 crossing Mountain Run. Rating: Not individually evaluated; previously determined eligible.

Fauquier County (30)

1033: Deck-girder [102], 1923, Rt. 215 crossing South Run. Rating: 13

1065: Slab [101], 1925, Rt. F-185 crossing Goose Creek. Rating: 10

6036: Continuous slab [201], 1928, Rt. 626 crossing Burnt Mill Branch. Rating: 11

6053: Deck-girder [102], early 1920s, Rt. 647 crossing Thumb Run. Rating: 12

6054: Deck-girder [102], 1923, Rt. 647 crossing Thumb Run. Rating: 13

6232: Continuous slab [201], 1919, Rt. 776 crossing Little River. Rating: 9

Rappahannock County (78) # 6047: Deck-girder [102], 1920, Rt. 655 crossing Beaverdam Creek. Rating: 12

Staunton District (8)

Two bridges in Staunton District were found individually eligible for the National Register (Augusta County Structure # 6113 and Augusta County Structure # 6553). Ratings are:

Alleghany County (3)

6046: T-beam [104], 1932, Rt. 632 crossing Wilson Creek. Rating: 9

6067: Continuous frame [207], 1925, Rt. 696 crossing the CSX railroad. Rating: Not evaluated; the bridge is part of a current project.

Augusta County (7)

1182: Slab [101], 1920, Rt. 252 crossing Moffats Creek. Rating: 11

6104: Slab [101], 1919, Rt. 705 crossing Middle River. Rating: 10

6106: Slab [101], 1920, Rt. 707 crossing Middle River. Rating: 11

6113: Girder-and-floorbeam [103], 1909, Rt. 722 crossing Whiskey Creek. Rating: 21 [Eligible for the National Register]

6283: Slab [101], 1935, Rt. 613 crossing a tributary of Long Glade Creek. Rating: 8
6339: Slab [101], 1925, Rt. 732 crossing a tributary of Middle River. Rating: 10
6553: Deck girder [102], 1925, Rt. 1205 crossing South River. Rating: 19 [Eligible for the

National Register]

Frederick County (34)

6049: Deck girder [102], 1918, Rt. 723 crossing Buffalo Lick Run. **Rating: 13** # 6904: Deck girder [102], 1918, Rt. 723 crossing Opequon Creek. **Rating: 14**

Page County (69)

6030: Girder and floorbeam [103], 1915, Rt. 642 crossing Mill Creek. **Rating: 15** # 6037: Deck girder [102], 1919, Rt. 662 crossing Jeremiah Run. **Rating: 11**

Rockbridge County (81)

6106: Slab [101], 1928, Rt. 646 crossing Collier's Creek. Rating: 9

6513: Lowwater slab [101], pre-1932, at intersection of Rts. 674 and 753, crossing Buffalo Creek. **Rating: 10**

Rockingham County (82) # 6584: Rigid frame [107], 1934 (rebuilt in 1941), Rt. 996 crossing Stony Run. Rating: 17 Shenandoah County (85)

- # 6011: Lowwater slab [101], pre-1932, Rt. 609 crossing the North Fork of the Shenandoah River. **Rating: 10**
- # 6043: Lowwater [mostly 101], 1922, Rt. 663 crossing the North Fork of the Shenandoah River. Rating: 8
- # 6092: Lowwater slab [101], pre-1932, Rt. 744 crossing the North Fork of the Shenandoah River. **Rating: 9**
- # 6113: Lowwater slab [101], 1916, Rt. 758 crossing Passage Creek. Rating: 8
- # 6368: Slab [101], 1934, Rt. 678 crossing Dry Run. Rating: 14

Warren County (93)

- # 6007: Deck girder [102], 1918, Rt. 613 crossing Gooney Creek. Rating: 15
- # 6011: Lowwater slab [101], 1923, Rt. 613 crossing the South Fork of the Shenandoah River. Rating: 10
- # 6017: Girder and floorbeam [103], 1918, Rt. 622 crossing Gooney Creek. Not rated: the bridge is part of a current project and was previously determined not eligible.
- # 6019: Lowwater slab [101], 1925, Rt. 624 crossing the Shenandoah River. Rating: 9

City of Clifton Forge (105) # 8006: T-beam [104], 1928, Lowell Street crossing Smith Creek. **Rating: 10**

City of Staunton (132) # 8002: Deck girder [102], 1912, entrance to the municipal sewage treatment plant, crossing

Lewis Creek. Rating: 17

NOVA District (A)

One bridge in NOVA District was found individually eligible for the National Register (Arlington County Structure # 5020). Ratings are:

Arlington County (0)
5020: Rigid frame [107], 1945, Memorial Avenue, crossing Rt. 110, adjoining Arlington National Cemetery. Rating: 23

5069: Rigid frame [107], 1941, Smith Boulevard crossing Abingdon Drive. Rating: 13

Fairfax County (29)
6332: Slab [101], 1920, Rt. 3546 (Twin Lakes Drives) crossing Johnny Moore Creek. Rating: 10

Loudoun County (53) # 6002: Slab [101], 1914, Rt. 607 crossing Beaverdam Run. Rating: 11 # 6020: Deck-girder [102], 1919, Rt. 719 crossing Jefferies Branch. Rating: 15 # 6032: Girder-and-floorbeam [103], 1911, Rt. 629 crossing Little River. Rating: 16

FINAL LIST: NON-ARCHED CONCRETE BRIDGES ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

City of Bristol Structure # 1804

Appomattox County Structure # 1002

City of Lynchburg Structure # 1849 (Figure 16)

Henrico County Structure # 1001

City of Petersburg Structure # 1813

City of Petersburg Structure # 1912

City of Richmond Structure # 8066

Culpeper County Structure # 6046

Augusta County Structure # 6113 (Figure 17)

Augusta County Structure # 6553

Arlington County Structure # 5020

Note: Although Halifax County Structure # 6079 acchieved a rating of 18 due to a combination of its rigid frame technology and its stone veneer (which is rare in non-arched concrete bridges), the Historic Structures Task Group notes the presence of three similar stone-veneered bridges in the vicinity (a slab culvert and two arches), all apparently associated with the adjacent Carlbrook estate. While Structure # 6079 is unusual compared with other non-arched concrete bridges in Virginia, it is not unusual in comparison with the other Carlbrook bridges. Accordingly, the Task Group recommends that Structure # 6079 not be considered individually eligible for the National Register, but rather recommends that further research should be done, with possible evaluation of the Carlbrook bridges as a group.

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APPENDIX

KEY TO TABULATIONS

Span Types:

- 101 = Concrete slab
- 102 = Concrete stringer, multibeam or girder
- 103 = Concrete girder and floorbeam
- 104 = Concrete T-beam
- 107 = Concrete rigid frame
- 201 = Concrete continuous slab
- 202 = Concrete continuous beam
- 203 = Concrete continuous girder-and-floorbeam
- 204 = Concrete continuous T-beam
- 207 = Concrete continuous rigid frame

Condition:

- G = Good
- F = Fair
- P = Poor
- A = Altered

RK = Portions of bridge were replaced in kind (e.g. original elements were replicated using the original kind of material)

RB = Near/Total Rebuilding

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f Pre-1950 Non-Arched Concrete Bridges	Rail Type	CORK	TOTAL RB	CORK	CORK	CORK	TOTAL RB	VERTICAL	CORK	TOTAL RB	TOTAL RB	TOTAL RB	CURB/GUARDRAIL	CORK	CURB/GUARDRAILS	SOLID	TOTAL RB	TOTAL RB	TOTAL RB	GUARDRAIL	LOWWATER	SOLID	NEAR-TOTAL RB	TOTAL RB	CURB	TOTAL RB	CURB							
Inventory of P	Route #/Street	619	649	871	11	11	11	11	11	11	16	16	16	16	11	11	42	16	42	16	11	603	637	659	670	695	670	631	731	670	689	600	610	659
	Bridge #	6366	6401	6600	1001	1002	1004	1008	1009	101	1019	1020	1021	1022	1030	1031	1037	1046	1061	1078	1001	6015	6046	6069	6076	6096	6108	6197	6242	6252	6272	6344	6352	6366
	County	084-SCOTT	084-SCOTT	084-SCOTT	HLXMS-980	HLYMS-980	HLIAMS-980	HLYMS-980	HLX MS-980	HLYMS-980	HLAWS-980	HIYMS-980	HLAWS-980	HLAWS-980	HLAWS-980	HLAWS-980	HLAWS-980	HLAWS-980	HLYMS-980	HLKWS-980	HLAMS-980	HLYMS-980	HLYMS-980	HLX MS-980	HIYMS-980									
	District	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	o 1-BRISTOL	O 1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRUSTOL	1-BRISTOL	1-BRUSTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL

Indicate							0					
ob-Maciliarity 101 19 CORRASTAT 1921045 101 13 23 6 ob-Maciliarity 101 19 701AL480 191 19 7 1 23 2 ob-Maciliarity 101 19 701AL480 191 11 21 21 21 ob-Maciliarity 101 101 10 101 11 11 21 21 ob-Maciliarity 1010 101 101 101 11	strict	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
0.994-MERICION 01 19 TOTARD 1 2 <th2< th=""> 2 2 2</th2<>	RISTOL	NOLÐNIHSVM-560	1030			1932/1942	G/A	101	-	23	B	
0.994-Wighted (1) 0.91 0.94 0.944-Simple (1) 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.	RISTOL	095-WASHINGTON	1031	19	TOTAL RB						U	
0 0 101ALBB 101ALBB <td>RISTOL</td> <td>095-WASHINGTON</td> <td>1033</td> <td>19</td> <td>CORK</td> <td>1933</td> <td>ы</td> <td>101</td> <td>1</td> <td>23</td> <td>B</td> <td></td>	RISTOL	095-WASHINGTON	1033	19	CORK	1933	ы	101	1	23	B	
09-WASHBYCTON 01 91 101ALB3 7 7 06-WASHBYCTON 1114 86 107ALB3 7 7 7 06-WASHBYCTON 603 694 107ALB3 7 7 7 7 06-WASHBYCTON 603 694 107ALB3 9327 9 7 7 7 7 7 06-WASHBYCTON 603 704 107ALB3 9327 9 7 9 7	RISTOL	095-WASHINGTON	1048	80	TOTAL RB						U	
0.9%ASHBACTOM 111 80 TOTALB3	RISTOL	095-WASHINGTON	1051	16	TOTAL RB						U	
06-WASHROTON 001 060 TOALRB COALRB 06-WASHROTON 003 043 107ALB3 117A 117A 117A 117A 117A 117A 114A 114A 114A	RISTOL	095-WASHINGTON	1114	80	TOTAL RB						с С	
06-WAGENINCTION 060 641 TOTAL RB 3 </td <td>RISTOL</td> <td>095-WASHINGTON</td> <td>6033</td> <td>689</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>с</td> <td></td>	RISTOL	095-WASHINGTON	6033	689	TOTAL RB						с	
96-WASHINCTON 001 703 SALT 1 2 1 2 3 06-WASHINCTON 089 73 701ALBJ 1327 1 1 2 3 06-WASHINCTON 089 73 501ALBJ 177.ALBJ 1 1 2 3 06-WASHINCTON 089 73 501 107.ALBJ 1 1 2 3 3 06-WASHINCTON 639 73 101 11 2 3 3 06-WASHINCTON 639 70 107ALBJ 107ALBJ 1 1 2 3 06-WASHINCTON 640 861 107ALBJ 107ALBJ 1	RISTOL	095-WASHINGTON	6065	694	TOTAL RB						υ	
95-WASHINGTON 689 726 107AL RB 3 <td>RISTOL</td> <td>095-WASHINGTON</td> <td>6073</td> <td>706</td> <td>SOLID</td> <td>1932?</td> <td>Ċ</td> <td>101</td> <td>1</td> <td>22</td> <td>В</td> <td></td>	RISTOL	095-WASHINGTON	6073	706	SOLID	1932?	Ċ	101	1	22	В	
06-WASHINGTON 680 714 SOLID 9327 F 101 2 35 B 06-WASHINGTON 6314 803 70/AL 301 70/AL 31	RISTOL	095-WASHINGTON	6083	726	TOTAL RB						v	
06-WASHINGTON 631 600 TOTAL BB T <td>RISTOL</td> <td>095-WASHINGTON</td> <td>6089</td> <td>745</td> <td>SOLID</td> <td>1932?</td> <td>ч</td> <td>101</td> <td>7</td> <td>35</td> <td>В</td> <td></td>	RISTOL	095-WASHINGTON	6089	745	SOLID	1932?	ч	101	7	35	В	
09-WASHINGTON 516 803 TOTAL RB	RISTOL	NOLUMINGTON	6334	803	TOTAL RB						v	
05-WASHINGTON 639 647 TOTAL RB 10TAL RB	RISTOL	095-WASHINGTON	6336	803	TOTAL RB						с	
95-WASHNGTON 640 876 CORK 192/1987 7 104 2 5 5 1 07-WASE 1002 21 CORK 193/1987 7 104 2 5 5 1 07-WASE 1002 21 CORK 193/1987 7 104 3 114 B 07-WASE 1012 21 7 101 12 101 <	RISTOL	095-WASHINGTON	6399	647	TOTAL RB						с	
07-WISE 100 23 CORK 1931/197 F 104 3 114 B 07-WISE 1003 23 107ALBB 7 7 7 7 7 7 07-WISE 1003 23 107ALBB 7 1 7	RISTOL	095-WASHINGTON	6440	876	CORK	1932/1987	IJ	104	7	55	B	
097-WISE 100 23 TOTAL RB C 097-WISE 1012 23 TOTAL RB 1071AL RB 7 7 7 7 7 097-WISE 1012 23 TOTAL RB 1071AL RB 103 16 24 46 B 097-WISE 103 72 CORK 1931 F 104 1 46 B 097-WISE 1039 72 CORK 192171967 F 104 1 46 B B 097-WISE 1030 58 SINGL 192171967 F 104 1 46 B B 097-WISE 1060 58 SINGL 1921 F 104 1 46 B B 097-WISE 1065 68 TOTAL RB T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td< td=""><td>RISTOL</td><td>097-WISE</td><td>1002</td><td>23</td><td>CORK</td><td>1937/1987</td><td>ч</td><td>104</td><td>3</td><td>114</td><td>В</td><td></td></td<>	RISTOL	097-WISE	1002	23	CORK	1937/1987	ч	104	3	114	В	
097-WISE 101 23 TOTALRB 3 TOTALRB 3 CORK 925 FRK 104 2 46 B 097-WISE 103 72 CORK 193 7 107ALRB 7 46 B 097-WISE 103 72 CORK 1931 7 104 1 48 B 097-WISE 103 72 CORK 1931 7 104 1 49 B 097-WISE 103 72 CORK 1932 7 104 3 13 B 097-WISE 103 58 CORK 1932 7 104 1	USTOL	097-WISE	1003	23	TOTAL RB						c	
097-WISE 102 58 CORK 192 FRK 104 2 46 B 097-WISE 1037 72 CORK 1931 7 104 1 48 B 097-WISE 1038 72 CORK 1931 7 104 1 48 B 097-WISE 1039 72 CORK 1931 7 1 48 B 097-WISE 1039 72 CORK 1932 7 1 48 B 097-WISE 1050 58 TOTALRB 7 101 1 23 B 1 097-WISE 603 68 TOTALRB 7 1 2 6 B 2 6 B 2 6 B 2 6 B 2 6 B 2 6 B 2 6 B 2 6 B 2 6 B 2 2 2	USTOL	097-WISE	1012	23	TOTAL RB						U	
097-WISE 101 72 CORK 191 F 104 1 48 B 097-WISE 1038 72 TOTALRB TOTALRB F 104 1 48 B 097-WISE 1039 72 TOTALRB TOTALRB F 104 1 48 B 097-WISE 1030 58 SINGLE 1948 F 104 3 81 C 097-WISE 103 58 SINGLE 1948 F 101 1 23 B 097-WISE 1085 68 TOTALRB TOTALRB F 101 1 23 C 097-WISE 609 612 107ALRB T T 1 23 C 097-WISE 603 612 707ALRB T 1 41 B 097-WISE 613 707ALRB T 1 41 1 7 097-WISE 613 <td< td=""><td>ISTOL</td><td>097-WISE</td><td>1029</td><td>58</td><td>CORK</td><td>1925</td><td>F/RK</td><td>104</td><td>7</td><td>46</td><td>B</td><td></td></td<>	ISTOL	097-WISE	1029	58	CORK	1925	F/RK	104	7	46	B	
097-WISE 103 72 TOTAL RA <td>IOLSU</td> <td>097-WISE</td> <td>1037</td> <td>72</td> <td>CORK</td> <td>1931</td> <td>ч</td> <td>104</td> <td>1</td> <td>48</td> <td>B</td> <td></td>	IOLSU	097-WISE	1037	72	CORK	1931	ч	104	1	48	B	
097-WISE 1039 72 CORK 1927/1987 F 104 3 84 B 097-WISE 1030 38 SINGLE 1948 F 104 3 84 B 097-WISE 1030 38 SINGLE 1948 F 104 3 113 B 097-WISE 1085 68 TOTALRB 7 1 1 23 B 097-WISE 609 609 569 TOTALRB 7 1 1 23 B 097-WISE 6019 612 SOLD 1916 P 101 1 23 B 097-WISE 6019 612 SOLD 1916 P 101 1	USTOL	097-WISE	1038	72	TOTAL RB						ပ	
097-WISE 105 58 SINGLE 1948 F 104 3 113 B 097-WISE 103 38 CORK 1932 F 101 1 23 B 097-WISE 1085 68 TOTAL RB 1 21 23 B 097-WISE 6019 612 108 107 1 21 23 B 097-WISE 6019 612 86 TOTAL RB 1 41 24 2 2 097-WISE 6019 612 863 TOTAL RB 1 41 1 1 2 2 097-WISE 613 633 TOTAL RB 1 41 1 1 2 2 097-WISE 613 613 613 101 1 34 A 2 2 097-WISE 613 613 101 1 1 1 1	USTOL	097-WISE	1039	72	CORK	1927/1987	Ч	104	3	84	B	
097-WISE 103 58 CORK 1932 F 101 1 23 B 097-WISE 1085 68 TOTALRB TOTALRB TOTALRB TOTALRB C C 097-WISE 6008 609 107 1 21 23 B 097-WISE 6019 612 SOLID 1916 P 103 1 41 B 097-WISE 6012 683 TOTALRB P 103 1 41 B 097-WISE 613 633 TOTALRB P 103 1 1 1 2 C 097-WISE 613 633 TOTALRB P 103 1 34 C 097-WISE 613 613 TOTALRB P 103 1 34 C 097-WISE 613 031 103 1 1 1 C 097-WISE 613 101 1 1 </td <td>USTOL</td> <td>097-WISE</td> <td>1050</td> <td>58</td> <td>SINGLE</td> <td>1948</td> <td>ц</td> <td>104</td> <td>3</td> <td>113</td> <td>B</td> <td></td>	USTOL	097-WISE	1050	58	SINGLE	1948	ц	104	3	113	B	
097-WISE 1085 68 TOTAL RB C 097-WISE 6008 609 70TAL RB 7 097-WISE 6019 612 70TAL RB 7 097-WISE 6019 612 SOLID 1916 P 103 1 41 B 097-WISE 6072 683 TOTAL RB 7 7 7 7 7 097-WISE 6078 683 TOTAL RB 103 1 41 B 7 097-WISE 613 633 SOLID 1921 G 102 1 34 A 097-WISE 613 613 TOTAL RB 107AL RB 1 34 A 097-WISE 613 613 TOTAL RB 1 1 34 A 097-WISE 613 107AL RB 1 1 34 C 097-WISE 613 107AL RB 1 1 34 C 097-WISE	USTOL	097-WISE	1052	58	CORK	1932	ц	101	1	23	B	
097-WISE 608 609 TOTAL RB C C 097-WISE 6019 612 SOLID 1916 P 103 1 41 B 097-WISE 6019 612 SOLID 1916 P 103 1 41 B 097-WISE 6072 683 TOTAL RB 2 C 2 097-WISE 6078 686 TOTAL RB 1921 G 102 1 34 A 097-WISE 6130 633 TOTAL RB 101AL RB 2 2 C 097-WISE 6130 613 TOTAL RB 101AL RB 102 1 34 A 097-WISE 613 101AL RB 101AL RB 101AL RB 101AL RB 1 1 1 1 1 C 097-WISE 613 610 TOTAL RB 101AL RB 1 1 1 1 1 C C	NSTOL	097-WISE	1085	68	TOTAL RB						ပ	
07-WISE 6019 612 SOLID 1916 P 103 1 41 B 097-WISE 6072 683 TOTAL RB TOTAL RB C 097-WISE 6078 686 TOTAL RB C C C 097-WISE 6138 633 TOTAL RB C C C 097-WISE 6130 633 SOLID 1921 G 102 1 34 A 097-WISE 6130 613 TOTAL RB TOTAL RB C C 097-WISE 6137 610 TOTAL RB TOTAL RB C C 097-WISE 613 610 TOTAL RB TOTAL RB C C C	NSTOL	097-WISE	6008	609	TOTAL RB						c	
07-WISE 6072 683 TOTAL RB C 097-WISE 6078 686 TOTAL RB C 097-WISE 6078 686 TOTAL RB C 097-WISE 6128 633 SOLID 1921 G 102 1 34 A 097-WISE 613 613 TOTAL RB TOTAL RB C C C 097-WISE 613 610 TOTAL RB TOTAL RB C C C 097-WISE 613 610 TOTAL RB TOTAL RB C C C 097-WISE 613 610 TOTAL RB TOTAL RB C C C	RISTOL	097-WISE	6019	612	SOLID	1916	Ч	103	1	41	B	
07-WISE 6078 686 TOTAL RB C 0 097-WISE 6128 633 SOLID 1921 G 102 1 34 A 0 097-WISE 6130 633 SOLID 1921 G 102 1 34 A 0 097-WISE 613 107AL RB TOTAL RB C C C 0 097-WISE 613 610 TOTAL RB TOTAL RB C C 0 097-WISE 613 610 TOTAL RB C C	RISTOL	097-WISE	6072	683	TOTAL RB						U	
097-WISE 6128 633 SOLID 1921 G 102 1 34 A 097-WISE 6130 633 TOTAL RB TOTAL RB C <td< td=""><td>RISTOL</td><td>097-WISE</td><td>6078</td><td>686</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>ပ</td><td></td></td<>	RISTOL	097-WISE	6078	686	TOTAL RB						ပ	
097-WISE 6130 633 TOTAL RB 097-WISE - 6137 610 TOTAL RB 097-WISE - 6139 610 TOTAL RB	RISTOL	097-WISE	6128	633	SOLID	1921	ŋ	102	1	34	A	12
, 097-WISE · 6137 610 TOTAL RB	RISTOL	097-WISE	6130	633	TOTAL RB						v	
. 097-WISE 6139 610 TOTAL RB	NSTOL	097-WISE	· 6137	610	TOTAL RB						U	
	USTOL	097-WISE	6139	610	TOTAL RB						U	

Inventory of Pre-1950 Non-Arched Concrete Ryidges

	Historical Rating	2																						20			10		13	10				
	Historica																																	
	Sign	<	U	U	B	В	U	В	В	В	B	U	B	В	B	В	В	B	υ	B	B	В	B	۲	B	B	۷	B	A	۷	U	B	В	B
	Total Len.	22			23	86		23	22	23	23		22	66	23	23	22	23		23	98	128	44	232	42	74	42	48	80	51		44	44	39
	Spans	-			1	7		I	1	1	I		1	7	1	1	1	1		1	÷	÷	1	s	1	7	1	1	7	1		1	1	1
	Span Type	101			101	104		101	101	101	101		101	104	101	101	101	101		101	104	104	104	207	104	104	104	104	102	104		101	101	101
ridges	Cond.	GRK			G/A	G/A		Ċ	G/RK	F/RK	Ч		ц	Ð	G	G	IJ	IJ		G	F/RK	F/RK	G	ц	IJ	G/F	IJ	A	ц	IJ		Ċ	IJ	IJ
hed Concrete B1	Date	1915			1922	1935/1985		1930	1930	1932	1933		1942	1949	1932	1932	1932	1932		1932?	1934	1934	1929	1918	1925	1939	1930	1930/1978	1925	1930		1932	1932	1932
e-1950 Non-Arcl	Rail Type	SOLID	TOTAL RB	TOTAL RB	CORK	CORK	TOTAL RB	CORK	CORK	CORK	CORK	TOTAL RB	CORK	SINGLE	CORK	CORK	CORK	CORK	TOTAL RB	SOLID	CORK	CORK	METAL	VERTICAL	I-BEAM	CORK	SOLID	SOLID	SOLID	SOLID	TOTAL RB	PIPE	PIPE	PIPE
Inventory of Pre-1950 Non-Arched Concrete Bridges	Route #/Street	613	646	657	F-044	21	52	52	52	21	21	52	100	607	607	607	619	630	684	701	23	58	GOODSON STREET	MARY STREET	PIEDMONT STREET	11	FAIRVIEW STREET	RANDAL STREET	OAK STREET	MARY STREET		MOORE STREET	LEE STREET	WASHINGTON STREET
	Bridge #	6141	6159	6227	1010	1013	1014	1052	1053	1066	1075	1093	1105	6006	6092	6093	6108	6116	6156	6167	1801	1802	1802	1804	1809	1820	8001	8002	8010	8015	8017	8019	8020	8021
	County	097-WISE	097-WISE	097-WISE	098-WYTHE	098-WYTHE	098-WYTHE	098-WYIHE	098-WYTHE	3HILA WATHE	098-WYTHE	098-WYTHE	3HITW	THILM 989	101-BIG STONE GAP	101-BIG STONE GAP	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL	102-BRISTOL						
	District	1-BRISTOL	9 I-BRISTOL	o 1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL	1-BRISTOL													

				Inventory of ri	Inventory of Pre-1950 Non-Arched Concrete Bridges	d Concrete Bi	ridges					
District	 נו	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
1-BRISTOL	TOL	102-BRISTOL	8022	VIRGINIA STREET	EPIPE	1932	4	104	-	45	с	
1-BRISTOL	IOL	102-BRISTOL	8025	McCHESNEY STREET ?	PIPE	1932	G/A	101	1	48	В	
1-BRISTOL	ToL	102-BRISTOL	8027	ELM STREET	CONCRETE/PIPE	1930	۷	104	1	52	۷	6
1-BRISTOL	TOL	119-MARION	1800	11	VERTICALINIB	1941/1985	F/A	107/104	1	94	B	
1-BRISTOL	TOL	119-MARION	1801	11	NONE	1935	IJ	104	1	45	B	
1-BRISTOL	TOL	119-MARION	1802	16	VERTICALMETAL	1941/1971	IJ	104	1	33	В	
1-BRISTOL	IOL	119-MARJON	8000	BAUGHMAN AVE	TOTAL RB						U	
1-BRISTOL	IOL	119-MARION	8002	SHANNON HILL RD	TOTAL RB						U	
1-BRISTOL	IOL	119-MARION	8006	LEE ST	PIPE/GUARDRAIL	1932	н	101	I	28	В	
1-BRISTOL		140-ABINGDON	1004	11	CORK	1935/1987	ŋ	104	S	188	В	
1-BRISTOL		140-ABINGDON	1050	19	TOTAL RB						υ	
1-BRISTOL		140-ABINGDON	8000	"A" STREET	GUARDRAILS	1932	ц	101	I	22	В	
1-BRISTOL		143-BLUEFIELD	1801	19	TOTAL RB						υ	
1-BRISTOL	TOL	146-NORTON	8000	MAIN AVE	SOLID	1932	н	101	1	23	В	
0 I-BRISTOL		148-RICHLANDS	1800	67	TOTAL RB						U	
P 1-BRISTOL		158-TAZEWELL	1800	16	CORK	1928/1963	P/RK	104	7	65	υ	
1-BRISTOL		158-TAZEWELL	1804	19 BUS.	CORK	1937	Ч	104	7	65	υ	
1-BRISTOL		158-TAZEWELL	1807	61	TOTAL RB						U	
1-BRISTOL		158-TAZEWELL	1808	61	TOTAL RB						U	
1-BRISTOL		158-TAZEWELL	8001	PISGAH ROAD	PIPE	1932	P/RK	101	1	32	υ	
1-BRISTOL		158-TAZEWELL	8003	BENBOLT AVENUE	SOLID	с. 1925	ч	102	1	34	۷	П
1-BRISTOL	IOL	252-LEBANON	1004	19	CORK	1936	IJ	104	4	150	В	
1-BRISTOL	IOL	252-LEBANON	1006	19	TOTAL RB						υ	
1-BRISTOL	IoL	252-LEBANON	6109	1036	SOLID	1923	ц	102	7	99	۷	п
1-BRISTOL	IOL	252-LEBANON	6178	841	CORK	1925/1939	F/A/RK	104	1	40	B	
2-SALEM	ME	009-BEDFORD	1003	24	CORK	1940	Ъ	104	7	75	В	
2-SALEM	ME	009-BEDFORD	1005	24	CORK	1939	Г	104	3	84	В	
2-SALEM	ME	009-BEDFORD	1013	122	CORK	1939	ц	104	7	65	B	
2-SALEM	ME	009-BEDFORD	1014	122	CORK	1938	F	104	7	96	B	
2-SALEM	ME	009-BEDFORD	1016	122	CORK	1937	н	104	3	98	В	
2-SALEM	ME	009-BEDFORD	1020	221	TOTAL RB						U	
2-SALEM	ME	009-BEDFORD	1024	221	CORK	1928/1957	ß	104	3	113	В	
2-SALEM	ME	009-BEDFORD	1029	501	CORK	1926	G	104	4	125	B	

Inventory of Pre-1950 Non-Arched Concrete Bridges

Index Control Index <				LIIVERIUS OI F	I Fe-1930 Non-Arched Concrete Bridges	eu Concrete D	riuges					
ZALLIM00-SHEPGD(10)(10)(11) <th>District</th> <th>County</th> <th>Bridge #</th> <th></th> <th>Rall Type</th> <th>Date</th> <th>Cond.</th> <th>Span Type</th> <th>Spans</th> <th>Total Len.</th> <th>Sign</th> <th>Historical Rating</th>	District	County	Bridge #		Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
3ALIB00480P(00)01001001001001003ALIB00480P(00)01001001010100013ALIB00480P(00)0000100101010100013ALIB00480P(00)0000100100100100100013ALIB00480P(00)000010010010010010010010013ALIB00480P(00)0000100100100100100100100103ALIB00480P(00)0000100100100100100100100103ALIB01400F(010)0000100100100100100100100103ALIB01400F(010)000010100100100100100100103ALIB01400F(010)000010100100100100100100103ALIB01400F(010)0100100100100100100100100103ALIB01400F(010)0100100100100100100100100103ALIB01400F(010)0100100100100100100100100103ALIB01400F(010)010010010010010010010010010 <td>2-SALEM</td> <td>009-BEDFORD</td> <td>1030</td> <td></td> <td>CORK</td> <td>1931</td> <td>5</td> <td>104</td> <td>-</td> <td>43</td> <td>m</td> <td></td>	2-SALEM	009-BEDFORD	1030		CORK	1931	5	104	-	43	m	
3MLB(00+BD+CB)08343RuLf940001113ALB(00+BD+CB)60610.00610.00777113ALB(00+BD+CB)60610.00610.00937777773ALB(00+BD+CB)60610.01610.00610.0093777773ALB(00+BD+CB)60610.0153900.010.0177773ALB(01+0CD/CD)0106177931777773ALB(01+0CD/CD)001700101077773ALB(01+0CD/CD)00107931777773ALB(01+0CD/CD)001001017773ALB(01+0CD/CD)001001017773ALB(01+0CD/CD)0010010177773ALB(01+0CD/CD)00010010177773ALB(01+0CD/CD)00001001017773ALB(01+0CD/CD)0 </td <td>2-SALEM</td> <td>009-BEDFORD</td> <td>1035</td> <td>460</td> <td>SINGLE</td> <td>1948</td> <td>ц</td> <td>104</td> <td>3</td> <td>128</td> <td>В</td> <td></td>	2-SALEM	009-BEDFORD	1035	460	SINGLE	1948	ц	104	3	128	В	
3ALM09-BEPG06061COK912F103423ALM09-BEPG0606100WATR99377773ALM09-BEPG0606101610177773ALM09-BEPG06061016101017773ALM09-BEPG06061016101017773ALM01-BOTTORT6061010177773ALM01-BOTTORT007793001773ALM01-BOTTORT00779393001273ALM01-BOTTORT0011000K93777773ALM01-BOTTORT0011000K93777773ALM01-BOTTORT0011000K93777773ALM01-BOTTORT0011000K93777773ALM01-BOTTORT0111000K93777773ALM01-BOTTORT010101010101107773ALM01-BOTTORT0101010101010117 <t< td=""><td>2-SALEM</td><td>009-BEDFORD</td><td>1038</td><td>24</td><td>SINGLE</td><td>1949</td><td>Ċ</td><td>104</td><td>£</td><td>113</td><td>В</td><td></td></t<>	2-SALEM	009-BEDFORD	1038	24	SINGLE	1949	Ċ	104	£	113	В	
3-M.LB(09-BEPFOE) 609 64 LOWMLB(102 7 <th7< <="" td=""><td>2-SALEM</td><td>009-BEDFORD</td><td>6060</td><td>643</td><td>CORK</td><td>1932</td><td>ц</td><td>101</td><td>æ</td><td>42</td><td>В</td><td></td></th7<>	2-SALEM	009-BEDFORD	6060	643	CORK	1932	ц	101	æ	42	В	
25ALIM003BEFORD07107107107107107 <th00< th="">0707</th00<>	2-SALEM	009-BEDFORD	6069	644	LOWWATER	1932	Р	101	7	72	U	
25ALIM00-BERFORD6/070/0110110136/725ALIM00-BERFORD6/070/039/00/041010/01225ALIM01-BOTETOURT1001015/30.00K19/10011225ALIM01-BOTETOURT100110.00K19/100112225ALIM01-BOTETOURT100110.00K19/100112225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14012225ALIM01-BOTETOURT100110.00K19/10/14112225ALIM01-BOTETOURT100110.00K19/20112225ALIM01-BOTETOURT100110.00K19/20112225ALIM01-BOTETOURT100110.00K19/201 <td>2-SALEM</td> <td>009-BEDFORD</td> <td>6074</td> <td>647</td> <td>SOLID</td> <td>19207</td> <td>G</td> <td>102</td> <td>1</td> <td>35</td> <td>A</td> <td>12</td>	2-SALEM	009-BEDFORD	6074	647	SOLID	19207	G	102	1	35	A	12
3-SALEM00-BEDFORD635840000K19307001122-SALEM011-BOTETOURT1007-54CORK193100101122-SALEM011-BOTETOURT1007-54CORK19310010122-SALEM011-BOTETOURT100110101222-SALEM011-BOTETOURT10011CORK1931/938701222-SALEM011-BOTETOURT10011CORK1931/93877122-SALEM011-BOTETOURT10111CORK1931/93877122-SALEM011-BOTETOURT10111CORK1931/93877122-SALEM011-BOTETOURT10211CORK1931/93877122-SALEM011-BOTETOURT10311CORK1931/9447101122-SALEM011-BOTETOURT10311CORK1932771222-SALEM011-BOTETOURT10311CORK1932771222-SALEM011-BOTETOURT10311CORK1932771222-SALEM011-BOTETOURT10311CORK1932777222	2-SALEM	009-BEDFORD	6107	169	LOWWATER	1932	ц	101	3	67	В	
25ALIM01-JOTE/ORF101F35CORK193161041625ALIM01-JOTE/ORF1027-34CORK1931/38901041025ALIM01-JOTE/ORF10611CORK1931/38901041025ALIM01-JOTE/ORF10611CORK1921/389101225ALIM01-JOTE/ORF10611CORK1921/389101225ALIM01-JOTE/ORF10011CORK1921/38912125ALIM01-JOTE/ORF10111CORK1921/39912225ALIM01-JOTE/ORF10111CORK1921/39912225ALIM01-JOTE/ORF10311CORK1921/39912225ALIM01-JOTE/ORF10311CORK1921/39912225ALIM01-JOTE/ORF10311CORK1921/39912225ALIM01-JOTE/ORF10311CORK1921/39712225ALIM01-JOTE/ORF10311CORK1921/39712225ALIM01-JOTE/ORF10311CORK1921/39712225ALIM01-JOTE/ORF10311CORK1921/3971	2-SALEM	009-BEDFORD	6295	840	CORK	1932	G	101	1	23	B	
35ALEM01-BOTE/ORF102F-34CORK19001002-SALEM01-BOTE/ORF10011CORK192/1038PP10122-SALEM01-BOTE/ORF10011CORK192/1038PP10122-SALEM01-BOTE/ORF10011CORK192/1038PP10122-SALEM01-BOTE/ORF10011CORK192/1038P10122-SALEM01-BOTE/ORF10011CORK192/1038P1222-SALEM01-BOTE/ORF10011CORK192/1038P1222-SALEM01-BOTE/ORF10311CORK192/1038P1222-SALEM01-BOTE/ORF10311CORK192/1038P1222-SALEM01-BOTE/ORF10311CORK192/1038P1222-SALEM01-BOTE/ORF10311CORK192/1038P1222-SALEM01-BOTE/ORF10811CORK192/1038F1222-SALEM01-BOTE/ORF10811CORK192/1038F1222-SALEM01-BOTE/ORF10811CORK192/1038F1222-SALEM01-BOTE/ORF10811CORK	2-SALEM	011-BOTETOURT	1001	F-55	CORK	1931	G	104	1	43	B	
2-SALIM01-BOTE/OUR00511CORK925/938P010122-SALIM01-BOTE/OUR00611CORK923/938PP01122-SALIM01-BOTE/OUR00711CORK923/938PP10122-SALIM01-BOTE/OUR00711CORK923/938PP10122-SALIM01-BOTE/OUR01211CORK923/938PP10222-SALIM01-BOTE/OUR01211CORK923/934P10222-SALIM01-BOTE/OUR02011CORK923/934P1222-SALIM01-BOTE/OUR02011CORK923/934P1222-SALIM01-BOTE/OUR02011T/7ALBP11222-SALIM01-BOTE/OUR02011T/7ALBP11222-SALIM01-BOTE/OUR02011T/7ALBP112222-SALIM01-BOTE/OUR10011T/7ALBP112222-SALIM01-BOTE/OUR10011T/7ALBP11222-SALIM01-BOTE/OUR10011T/7ALB2222222-SALIM01-BOTE/OUR10011	2-SALEM	011-BOTETOURT	1002	F-54	CORK	1930	G	104	-	43	B	
2-SALBM011-BOTETOURT10611CORK192/1938P20122412-SALEM011-BOTETOURT10711CORK192/1938PP1011232-SALEM011-BOTETOURT10711CORK192/1938PP1011232-SALEM011-BOTETOURT10111CORK192/1938P1011232-SALEM011-BOTETOURT10211CORK192/1938P1011232-SALEM011-BOTETOURT10211CORK192/1938P1012232-SALEM011-BOTETOURT10311CORK192/1934P1012232-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/1934P101122-SALEM011-BOTETOURT10311CORK192/19441122-SALEM0	2-SALEM	011-BOTETOURT	1005	11	CORK	1925/1938	Р	101	1	23	υ	
28ALBM01-JOTETOURT10711CORK923/938P1010113328ALEM01-JOTETOURT1001101110111328ALEM01-JOTETOURT10011010101010111328ALEM01-JOTETOURT1011011101010101228ALEM01-JOTETOURT10211CORK923/934PK100128ALEM01-JOTETOURT10311CORK923/934PK1012228ALEM01-JOTETOURT10311CORK193PK1012228ALEM01-JOTETOURT10311CORK193FK1012228ALEM01-JOTETOURT10311CORK193FK1012228ALEM01-JOTETOURT10311CORK193FK1012228ALEM01-JOTETOURT10921CORK193FK1012228ALEM01-JOTETOURT10921CORK193FK10112228ALEM01-JOTETOURT10921CORK193FK10112228ALEM01-JOTETOURT10921CORK193FK10112228ALEM01-JOTETOURT10923	2-SALEM	011-BOTETOURT	1006	11	CORK	1925/1938	Р	201	7	44	υ	
25ALEM01-BOTETOUR10011CORK924/193PRK101125ALEM011-BOTETOUR10111CORK192/193PK1011225ALEM011-BOTETOURT10111CORK192/193PK1013225ALEM011-BOTETOURT10211CORK192/194PK1013225ALEM011-BOTETOURT10211CORK192P1013225ALEM011-BOTETOURT10311TOTALRBP10112225ALEM011-BOTETOURT10311TOTALRBP10112225ALEM011-BOTETOURT10311TOTALRBP1012225ALEM011-BOTETOURT10311TOTALRBP1012225ALEM011-BOTETOURT10311TOTALRBP1012225ALEM011-BOTETOURT10311TOTALRB19212225ALEM011-BOTETOURT10311TOTALRB192/194112225ALEM011-BOTETOURT10311TOTALRB192/194112225ALEM011-BOTETOURT10311TOTALRB2122225ALEM011-BOTETOURT10311101112225ALEM011-BOT	2-SALEM	011-BOTETOURT	1007	11	CORK	1923/1938	Р	104	1	33	c	
25ALEM01:BOTETOURT10111CORK92/19/34P.10136225ALEM01:BOTETOURT10211CORK192/19/34P.KK10436325ALEM01:BOTETOURT10211CORK192/19/34P.KK10436325ALEM01:BOTETOURT10211CORK192P.1041225ALEM01:BOTETOURT10311TOTALRB111225ALEM01:BOTETOURT10311TOTALRB112225ALEM01:BOTETOURT10611TOTALRB122225ALEM01:BOTETOURT10611TOTALRB122225ALEM01:BOTETOURT10611CORK192612225ALEM01:BOTETOURT10611TOTALRB1222225ALEM01:BOTETOURT10611TOTALRB1222225ALEM01:BOTETOURT10611TOTALRB1222225ALEM01:BOTETOURT10611TOTALRB1222225ALEM01:BOTETOURT106111071222225ALEM01:BOTETOURT64010712122225ALEM01:BOTETOURT630 <td< td=""><td>2-SALEM</td><td>011-BOTETOURT</td><td>1010</td><td>11</td><td>CORK</td><td>1924/1938</td><td>P/RK</td><td>104</td><td>1</td><td></td><td>c</td><td></td></td<>	2-SALEM	011-BOTETOURT	1010	11	CORK	1924/1938	P/RK	104	1		c	
3-3.4.1.M 011-BOTETOURT 101 11 CORK 923/974 PRK 104 3 83 2.3.ALEM 011-BOTETOURT 102 11 CORK 923/974 PRK 104 3 83 2.3.ALEM 011-BOTETOURT 103 11 CORK 932 P 101 1 23 2.3.ALEM 011-BOTETOURT 103 11 CORK 1932 P 101 1 23 2.3.ALEM 011-BOTETOURT 103 11 CORK 1932 F 101 1 23 2.3.ALEM 011-BOTETOURT 103 11 CORK 1932 F 101 1 23 2.3.ALEM 011-BOTETOURT 103 11 CORK 1932 F 101 1 23 2.3.ALEM 011-BOTETOURT 103 11 TOTAL RB 1 1 23 2.3.ALEM 011-BOTETOURT 106 11 TOTAL RB 1		011-BOTETOURT	1011	11	CORK	1923/1938	Р	101	3	62	U	
011-BOTETOURT 102 21 TOTALRB 107.AL.RB 21 TOTALRB 23 011-BOTETOURT 109 11 COKK 193 P 101 1 23 011-BOTETOURT 103 11 TOTALRB 1 7 23 011-BOTETOURT 103 11 COKK 1932 P 101 1 23 011-BOTETOURT 103 11 COKK 1932 P 101 23 011-BOTETOURT 103 21 COKK 1932 P 101 23 011-BOTETOURT 103 21 COKK 1932 P 101 1 23 011-BOTETOURT 106 11 TOTALRB 1321/194 1 1 23 011-BOTETOURT 106 11 TOTALRB 1321/1949 1 1 23 011-BOTETOURT 614 73 101 1 1 1 23 011-BOTETOURT		011-BOTETOURT	1012	11	CORK	1923/1974	P/RK	104	3	83	ပ	
01-DOTETOURT 130 11 CORK 192 P 101 1 23 01-DOTETOURT 103 11 TOTALRB 7 7 7 2 01-DOTETOURT 103 11 TOTALRB 7 7 2 01-DOTETOURT 103 11 CORK 1932 7 1 23 01-DOTETOURT 103 11 CORK 1932 7 1 23 01-DOTETOURT 103 11 CORK 1932 7 1 23 01-DOTETOURT 103 21 CORK 1932 7 1 23 01-DOTETOURT 103 11 TOTALRB 1 7 2 2 01-DOTETOURT 103 11 TOTALRB 19321934 7 1 2 2 01-DOTETOURT 106 11 TOTALRB 17 1 2 2 2 2 2 2 2 2 <td>2-SALEM</td> <td>011-BOTETOURT</td> <td>1028</td> <td>221</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>υ</td> <td></td>	2-SALEM	011-BOTETOURT	1028	221	TOTAL RB						υ	
011-BOTETOURT 102 1 TOTALRB 011-BOTETOURT 103 1 CORK 1932 P 101 1 23 011-BOTETOURT 1035 1 CORK 1932 F 101 1 23 011-BOTETOURT 1036 1 CORK 1932 F 101 1 23 011-BOTETOURT 1072 220 CORK 1932 F 101 1 23 011-BOTETOURT 109 21 CORK 1932 6 11 23 011-BOTETOURT 106 11 TOTALRB 1707ALRB 6 101 1 20 011-BOTETOURT 610 17 7 1 20 20 011-BOTETOURT 630 VERTICAL 1932 16 101 1 20 011-BOTETOURT 630 VERTICAL 1932 1 1 21 21 011-BOTETOURT 630 VERTICAL	2-SALEM	011-BOTETOURT	1030	11	CORK	1932	Ч	101	1	23	U	
011-BOTETOURT 103 11 CORK 192 P 101 1 23 011-BOTETOURT 1036 11 CORK 1932 F 101 1 23 011-BOTETOURT 1036 11 CORK 1932 F 101 1 23 011-BOTETOURT 103 21 CORK 1932 F 101 1 23 011-BOTETOURT 106 11 TOTAL 1932 6 101 1 23 011-BOTETOURT 1165 11 TOTAL 1932 6 101 1 23 011-BOTETOURT 614 738 CORK 1932 6 101 1 23 011-BOTETOURT 614 738 CORK 1932 6 101 1 23 011-BOTETOURT 614 738 CORK 1932 6 101 1 21 011-BOTETOURT 633 65 LOW SOLLD	2-SALEM	011-BOTETOURT	1032	11	TOTAL RB						c	
011-BOTETOURT 103 11 CORK 192 F 101 1 23 011-BOTETOURT 1072 220 CORK 192 F/RK 101 1 23 011-BOTETOURT 1092 221 CORK 1932 5 6 101 1 23 011-BOTETOURT 106 11 CORK 1932 6 101 1 23 011-BOTETOURT 106 11 TOTAL RB 1932/1934 6 101 20 011-BOTETOURT 614 738 CORK 1932/1934 6 101 2 011-BOTETOURT 614 738 CORK 1932 6 101 2 2 011-BOTETOURT 630 640 LOW SOLLD 1932 6 101 1 2 2 011-BOTETOURT 633 635 LOW SOLLD 1932 6 101 1 2 2 011-BOTETOURT 633 <	2-SALEM	011-BOTETOURT	1035	11	CORK	1932	Ρ	101	1	23	U	
011-BOTETOURT 107 220 CORK 1932 F/RK 101 1 22 011-BOTETOURT 109 221 CORK 1932 F/RK 101 1 22 011-BOTETOURT 1105 11 CORK 1932 6 101 1 22 011-BOTETOURT 1106 11 TOTAL RB 5 101 1 20 011-BOTETOURT 614 738 CORK 1921/1969 6 101 1 20 011-BOTETOURT 610 738 CORK 1921/1969 6 101 1 20 011-BOTETOURT 630 VERTICAL 1932 6 101 1 21 011-BOTETOURT 633 655 LOW SOLLD 1932 6 101 1 21 011-BOTETOURT 633 655 LOW SOLLD 1932 7 101 1 21 011-CARROLL 1006 58 TOTAL RB	2-SALEM	011-BOTETOURT	1036	11	CORK	1932	ч	101	1	23	B	
011-BOTETOURT 109 221 CORK 192 6 101 1 22 011-BOTETOURT 1105 11 CORK 1932/1934 6 101 1 20 011-BOTETOURT 1106 11 TOTAL RB 532/1934 6 101 1 20 011-BOTETOURT 6141 738 CORK 1932/1969 6 101 1 20 011-BOTETOURT 6141 738 CORK 1921/1969 6 101 1 20 011-BOTETOURT 630 VERTICAL 1932 7 6 101 1 21 011-BOTETOURT 632 655 LOW SOLLD 1932 7 7 21 011-BOTETOURT 632 655 LOW SOLLD 1932 7 101 1 22 011-CARROLL 100 58 TOTAL RB 1915/1939 7 101 1 23 017-CARROLL 100 94 <	2-SALEM	011-BOTETOURT	1072	220	CORK	1932	F/RK	101	1	22	B	
011-BOTETOURT 110 11 CORK 1932/1934 G 101 1 20 011-BOTETOURT 1106 11 TOTALRB 1 101 1 20 011-BOTETOURT 614 738 CORK 1921/1969 G 101 3 62 011-BOTETOURT 614 738 CORK 1921/1969 G 101 1 21 011-BOTETOURT 630 VERTICAL 1932 P/KK 101 1 21 011-BOTETOURT 630 VERTICAL 1932 F 101 1 21 011-BOTETOURT 632 COK 1932 F 101 1 21 011-BOTETOURT 632 LOW SOLLD 1932 F 101 1 21 011-BOTETOURT 632 LOW SOLLD 1932 F 101 1 22 017-CARROLL 1006 58 TOTALRB 1 115/1939 F 104 <	2-SALEM	011-BOTETOURT	1099	221	CORK	1932	G	101	1	22	B	
011-BOTETOURT 1106 11 TOTAL RB 011-BOTETOURT 6141 738 CORK 1921/1969 G 101 3 62 011-BOTETOURT 6141 738 CORK 1921/1969 G 101 3 62 011-BOTETOURT 6206 640 LOW SOLID 1932 G 101 1 21 011-BOTETOURT 623 630 VERTICAL 1932 G 101 1 21 011-BOTETOURT 633 655 LOW SOLID 1932 F 101 1 21 017-CARROLL 1006 58 CORK 1915/1939 F 104 3 120 017-CARROLL 1007 58 TOTAL RB 1 48 113 017-CARROLL 1010 942 G 104 1 48 113	2-SALEM	011-BOTETOURT	1105	11	CORK	1932/1934	ტ	101	1	20	B	
011-BOTETOURT 6141 738 CORK 1921/1969 G 101 3 62 011-BOTETOURT 6206 640 LOW SOLID 1932 Prrk 101 1 21 011-BOTETOURT 6206 640 LOW SOLID 1932 Prrk 101 1 21 011-BOTETOURT 633 655 LOW SOLID 1932 F 101 1 21 011-BOTETOURT 633 655 LOW SOLID 1932 F 101 1 21 011-BOTETOURT 632 655 LOW SOLID 1932 F 101 1 21 017-CARROLL 1006 58 TOTAL RB TOTAL RB 1 1 22 017-CARROLL 1010 94 CORK 1915/1939 F 104 3 120 017-CARROLL 1010 94 CORK 1915/1939 F 104 3 120 017-CARROLL 1010 94 <td>2-SALEM</td> <td>011-BOTETOURT</td> <td>1106</td> <td>11</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>υ</td> <td></td>	2-SALEM	011-BOTETOURT	1106	11	TOTAL RB						υ	
011-BOTETOURT 6206 640 LOW SOLID 1932 PRK 101 1 21 011-BOTETOURT 6274 630 VERTICAL 1932 G 101 1 21 011-BOTETOURT 637 630 VERTICAL 1932 F 101 1 21 011-BOTETOURT 633 655 LOW SOLID 1932 F 101 1 21 017-CARROLL 1006 58 CORK 1915/1939 F 104 3 120 017-CARROLL 1007 58 TOTAL RB 1 48 017-CARROLL 1010 94 CORK 1938 G 104 1 48	2-SALEM	011-BOTETOURT	6141	738	CORK	1921/1969	G	101	3	62	B	
011-BOTETOURT 6274 630 VERTICAL 1932 G 101 1 21 011-BOTETOURT 6323 655 LOW SOLID 1932 F 101 1 21 011-BOTETOURT 6323 655 LOW SOLID 1932 F 101 1 22 017-CARROLL 1006 58 CORK 195/1939 F 104 3 120 017-CARROLL 1007 58 TOTAL RB A 120 1 120 017-CARROLL 1010 94 CORK 1938 G 104 3 113 017-CARROLL 1012 100 SINGLE 1942 G 104 1 48	2-SALEM	011-BOTETOURT	6206	640	CITOS MOT	1932	P/RK	101	1	21	B	
011-BOTETOURT 632 655 LOW SOLID 1932 F 101 1 22 017-CARROLL 1006 58 CORK 1915/1939 F 104 3 120 017-CARROLL 1007 58 TOTAL RB 1 1 2 1 1 2 017-CARROLL 1010 94 CORK 1938 G 104 3 113 017-CARROLL 1010 94 CORK 1938 G 104 3 113 017-CARROLL 1012 100 SINGLE 1942 G 104 1 48	2-SALEM	011-BOTETOURT	6274	630	VERTICAL	1932	IJ	101	1	21	В	
017-CARROLL 1006 58 CORK 1915/1939 F 104 3 120 017-CARROLL 1007 58 TOTAL RB 7 <	2-SALEM	011-BOTETOURT	6323	655	TOM SOLID	1932	ц	101	1	22	B	
017-CARROLL 1007 58 TOTAL RB 017-CARROLL 1010 94 CORK 1938 G 104 3 113 017-CARROLL 1012 100 SINGLE 1942 G 104 1 48	2-SALEM	017-CARROLL	1006	58	CORK	1915/1939	ц	104	3	120	В	
017-CARROLL 1010 94 CORK 1938 G 104 3 113 017-CARROLL 1012 100 SINGLE 1942 G 104 1 48	2-SALEM	017-CARROLL	1007	58	TOTAL RB						U	
017-CARROLL 1012 100 SINGLE 1942 G 104 1 48	2-SALEM	017-CARROLL	1010	94	CORK	1938	IJ	104	3	113	В	
	2-SALEM	017-CARROLL	1012	100	SINGLE	1942	ხ	104	1	48	B	

Inventory of Pre-1950 Non-Arched Concrete Rridges

Motion Condition Motion Moti				Inventory of P	Pre-1950 Non-Arched Concrete Bridges	hed Concrete B	ridges					
01*CodeR0L1 (0) (0) VERTICAL (0) VERTICAL (0) (1)	District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
III 01-Controll 018 31 IIII 01 IIII 01 1III 01 1IIII 01 <t< td=""><td>2-SALEM</td><td>017-CARROLL</td><td>1013</td><td>100</td><td>VERTICAL</td><td>1947</td><td>Ð</td><td>101</td><td>7</td><td>45</td><td>в</td><td></td></t<>	2-SALEM	017-CARROLL	1013	100	VERTICAL	1947	Ð	101	7	45	в	
Introduction 010 13 IOUABOL 017 10 101	2-SALEM	017-CARROLL	1018	52	TOTAL RB						υ	
International 101 32 TOTALBID 1	2-SALEM	017-CARROLL	1019	52	TOTAL RB						υ	
I 017-CARD(L) 01 3 TOTAL ID I 017-CARD(L) 03 21 TOTAL ID I 017-CARD(L) 03 21 TOTAL ID I 017-CARD(L) 630 23 TOTAL ID 13 2 I 017-CARD(L) 619 23 SINGL 193 7 1 24 2 I 017-CARD(L) 619 23 SINGL 193 7 1 24 2 I 017-CARD(L) 619 27 SINGL 193 7 1 24 2 I 017-CARD(L) 103 11 CORK 193 7 1 23 1 I 017-CARD(L) 103 11 CORK 193 7 1 2 2 I 103 11 103 11 1 1 1 1 1 1 1 1 1 1 1	2-SALEM	017-CARROLL	1032	52	TOTAL RB						U	
017-CAREOL 03 21 TOTAL IB 1 017-CAREOLL 603 201 TOTAL IB 017-CAREOLL 613 603 103 TOTAL IB 1 1 1 017-CAREOLL 613 77 C A 017-CAREOLL 613 73 C A 017-CAREOLL 613 77 C A 017-CAREOLL 613 73 C C 1 1 2 A 017-CAREOL 613 72 CORK 193 7 1 1 2 1 017-CAREOL 103 11 CORK 193 7 1 1 2 3 022-CRMG 103 11 CORK 193 7 1 1 2 3 022-CRMG 103 11 CORK 193 7 1 1 2 3 022-CRMG 103 1 1 1	2-SALEM	017-CARROLL	1037	58	TOTAL RB						υ	
IDDORROL 600 61 CORK 917 7 10 2 1 IDDORROL 601 602 578dIE 938 7 0 10 2 2 1 IDDORROLL 603 87 578dIE 938 7 9 1 3 3 IDDORROLL 630 87 578dIE 939 1 1 1 1 1 1 1 3 IDDORROL 030 103 12 578dIE 1039 1	2-SALEM	017-CARROLL	1058	221	TOTAL RB						U	
017-CMR0L 614 620 SINGLE 194 6 10 1 4 017-CMR0L 619 630 873 CORK 193 7 104 1 3 017-CMR0L 630 873 CORK 193 7 104 1 3 017-CMR10 103 111 CORK 193 7 10 1 4 023-CRM0 109 12 CORK 193 1 1 1 1 023-CRM0 109 12 CORK 193 1 1 1 1 1 023-CRM0 103 111 CORK 193 7 1 1 2 023-CRM0 103 11 CORK 193 7 1 1 2 033-CRM0 103 11 CORK 193 7 1 1 2 033-CRM0 103 13 1 1 1 <	2-SALEM	017-CARROLL	6003	602	CORK	1937	Ð	101	1	26	۷	13
017-CARBOLL 619 972 CORK 193 F 101 1 31 017-CARBOLL 630 87 SNGLE 191 0 101 1 31 017-CARBOLL 630 87 SNGLE 191 0 101 1 31 02-CRM0 101 11 CORK 193 0 101 1 41 02-CRM0 101 11 CORK 193 1 1 1 1 1 02-CRM0 103 11 CORK 193 1	2-SALEM	017-CARROLL	6014	620	SINGLE	1948	Ð	104	1	44	B	
01:CARROL 630 87 SINGLE 191 0 101 11 43 01:CARROL 030 101 12 CORK 199 0 0 1 43 02:CRARG 100 12 CORK 199 0 0 1 43 02:CRARG 100 11 CORK 199 7 101 1 43 02:CRARG 103 11 CORK 194 7 101 1 23 02:CRARG 103 11 TORK 194 7 101 1 23 02:CRARG 030 11 TORK 194 7 101 1 23 02:CRARG 046 613 111 TORK 194 7 1 23 01:FLOYD 1091 101 101 101 1 1 23 01:FLOYD 101 101 1 1 1 1 1 <td>2-SALEM</td> <td>017-CARROLL</td> <td>6193</td> <td>872</td> <td>CORK</td> <td>1925</td> <td>ц</td> <td>104</td> <td>1</td> <td>33</td> <td>В</td> <td></td>	2-SALEM	017-CARROLL	6193	872	CORK	1925	ц	104	1	33	В	
02.5RMG 100 42 CORK 199 6 101 1 43 02.5RMG 101 111 CORK 199 6 101 1 44 02.5CRMG 103 11 CORK 193 6 101 1 24 02.5CRMG 103 11 CORK 193 7 101 1 24 02.5CRMG 103 11 CORK 194 7 101 2 24 02.5CRMG 103 11 CORK 194 7 101 2 24 02.5CRMG 103 11 CORK 194 7 101 2 24 02.5CRMG 104 1 2 101 1 2 24 02.5CRMG 104 1 1 1 1 24 24 02.5CRMG 104 1 1 1 1 24 24 02.5CRMG	2-SALEM	017-CARROLL	6263	887	SINGLE	1941	Ð	104	1	43	Ð	
02.3CRAG 100 2 SNGLE 199 6 101 11 02.3CRAG 001 111 002 101 111 002 101 11 101 11 101 11 101 11 101 11 <	2-SALEM	022-CRAIG	1004	42	CORK	1939	Ð	104	1	43	B	
027-CRAIG 011 11 CORK 127 6 101 21 23 023-CRAIG 103 12 CORK 1945 F 101 1 23 023-CRAIG 103 12 CORK 1945 F 101 1 23 023-CRAIG 103 11 TOTALR3 1949 F 101 1 23 023-CRAIG 103 11 TOTALR3 1949 F 101 1 23 023-CRAIG 103 11 TOTALR3 1949 F 101 1 23 031-FLOYD 103 21 CORK 1949 F 101 1 23 031-FLOYD 103 221 CORK 1949 F 101 1 23 031-FLOYD 103 221 CORK 1949 F 101 1 23 031-FLOYD 103 221 CORK 1949 1	2-SALEM	022-CRAIG	1005	42	SINGLE	1949	G	104	1	44	B	
022-GMd 105 12 CORK 194 F 101 1 22 022-GMdG 100 12 CORK 1949 F 101 1 22 022-GMdG 101 12 CORK 1949 F 101 1 22 022-GMdG 103 11 TOTAL 101 12 23 022-GMdG 103 11 TOTAL 101 10 1 23 022-GMdG 034 014 10 1 101 101 1 23 031-FLOYD 100 8 014 1 1 1 23 031-FLOYD 101 8 CORK 193 1 2 24 031-FLOYD 101 8 CORK 193 1 1 2 25 031-FLOYD 101 2 2 1 1 1 2 2 25 031-FLOYD 103	2-SALEM	022-CRAIG	101	311	CORK	1927	IJ	101	7	45	B	
02-CRAIG 100 42 CORK 1949 F 101 1 22 02-CRAIG 103 11 TORK 19421954 G 101 1 23 02-CRAIG 103 11 TORL 19421954 G 101 1 23 02-CRAIG 103 11 TORL 19421954 G 101 1 23 02-CRAIG 646 615 SINGLE 1943 G 101 1 23 01-LOVD 1001 8 CORK 1949 G 101 2 24 01-LOVD 101 221 CORK 1949 G 104 1 2 36 01-LOVD 101 221 CORK 1949 G 104 1 41 01-LOVD 101 221 CORK 1949 G 104 1 41 01-LOVD 101 221 CORK 1949 <t< td=""><td>2-SALEM</td><td>022-CRAIG</td><td>1026</td><td>42</td><td>CORK</td><td>1945</td><td>ц</td><td>101</td><td>1</td><td>23</td><td>В</td><td></td></t<>	2-SALEM	022-CRAIG	1026	42	CORK	1945	ц	101	1	23	В	
02.CRA(6) [01] 42 CORK [9,21954] [6] [1] 1 02.CRA(6) [03] 311 TOTALRB 7 7 7 7 2 02.CRA(6) [03] 311 TOTALRB 7 1 23 02.CRA(6) [036 [1] 7 7 7 7 2 02.CRA(6) [046 [1] CORK [194] [7] 101 1 23 017-TOYD [01] [1] CORK [194] [7] [0] 1 23 017-TOYD [01] [2] CORK [194] [7] [1] 23 011-TOYD [01] [2] CORK [93] [7] [7] [7] 23 011-TOYD [01] [1] [7] [93] [7] [7] [7] 24 011-TOYD [01] [1] [7] [9] [7] [7] [7] 24	2-SALEM	022-CRAIG	1030	42	CORK	1949	ц	101	1	22	B	
02-CRAIG [03] 311 TOTALR3 02-CRAIG [036 311 CORK [934 F [01 1 22 02-CRAIG [036 311 CORK [934 F [01 1 22 02-CRAIG [046 [13 CORK [934 F [01 1 23 01-FLOYD [001 8 CORK [934 G [04 1 24 01-FLOYD [016 21 CORK [938 G [04 1 26 01-FLOYD [016 21 CORK [938 G [04 1 27 01-FLOYD [018 221 CORK [938 G [04 1 27 26 01-FLOYD [019 21 CORK [938 F 104 1 27 01-FLOYD [019 21 [018 27 [018 27 26 01-FLOYD	2-SALEM	022-CRAIG	1031	42	CORK	1942/1954	Ċ	101	I	23	В	
02-CRAG 106 311 CORK 194 F 101 1 22 02-CRAG 6046 615 SINGLE 1948 6 1 1 24 02-CRAG 6046 615 SINGLE 1948 6 1 1 24 031-FLOYD 1001 8 CORK 1936 6 1 1 24 031-FLOYD 1015 221 CORK 1936 6 104 1 26 031-FLOYD 1016 221 CORK 1936 6 104 1 26 031-FLOYD 1017 221 CORK 1936 6 104 1 27 26 031-FLOYD 1018 221 CORK 1938 7 1 41 031-FLOYD 1023 221 CORK 1938 7 1 41 031-FLOYD 1023 221 CORK 1938 7 1 <	2-SALEM	022-CRAIG	1033	311	TOTAL RB						U	
02-CRAIG 604 615 SINGLE 1948 67 61 1 34 031-FLOYD 1001 8 CORK 1936 6 10 2 65 031-FLOYD 1015 221 CORK 1936 6 104 2 65 031-FLOYD 1015 221 CORK 1939 6 104 1 28 031-FLOYD 1016 221 CORK 1939 6 104 1 28 031-FLOYD 1017 221 CORK 1939 6 104 1 29 031-FLOYD 1018 221 CORK 1938 7 1 1 41 031-FLOYD 1020 221 CORK 1938 7 1 1 3 031-FLOYD 102 221 CORK 1938 7 1 1 1 031-FLOYD 102 221 CORK 1938 7	2-SALEM	022-CRAIG	1036	311	CORK	1934	н	101	1	22	B	
01-FLOYD 100 8 CORK 195 6 6 01-FLOYD 101 21 CORK 193 6 104 2 65 01-FLOYD 1015 221 CORK 193 6 104 1 28 01-FLOYD 1016 221 CORK 193 6 104 1 28 01-FLOYD 1017 221 CORK 1939 6 104 1 28 01-FLOYD 1018 221 CORK 1939 6 104 1 41 01-FLOYD 1019 221 CORK 1938 6 104 1 41 01-FLOYD 1020 221 TOTALB3 7 1 1 1 1 01-FLOYD 1021 221 CORK 1938 6 1 1 1 1 01-FLOYD 1023 221 CORK 1936 6 1 1	2-SALEM	022-CRAIG	6046	615	SINGLE	1948	Ċ	104	1	34	Ð	
01-FLOYD 015 221 CORK 193 6 104 1 28 031-FLOYD 1016 221 CORK 1941 6 104 1 28 031-FLOYD 1016 221 CORK 1939 6 104 1 28 031-FLOYD 1018 221 CORK 1939 6 104 1 41 031-FLOYD 1018 221 CORK 1938 6 104 1 43 031-FLOYD 1019 221 CORK 1938 6 104 1 43 031-FLOYD 1020 221 CORK 1938 6 104 1 43 031-FLOYD 1021 221 CORK 1938 6 104 1 43 031-FLOYD 1023 221 CORK 1938 6 104 1 13 031-FLOYD 1024 221 CORK 1936 6 <td>2-SALEM</td> <td>031-FLOYD</td> <td>1001</td> <td>8</td> <td>CORK</td> <td>1936</td> <td>Ð</td> <td>104</td> <td>2</td> <td>65</td> <td>Ð</td> <td></td>	2-SALEM	031-FLOYD	1001	8	CORK	1936	Ð	104	2	65	Ð	
01-FLOYD 1016 221 CORK 1941 G 104 1 41 031-FLOYD 1017 221 CORK 1939 G 104 2 96 031-FLOYD 1018 221 CORK 1938 G 104 1 41 031-FLOYD 1018 221 CORK 1938 G 104 1 43 031-FLOYD 109 221 CORK 1938 F 104 1 43 031-FLOYD 1020 221 TOTAL RB F 104 3 9 13 031-FLOYD 1023 221 TOTAL RB F 104 3 13 031-FLOYD 1023 221 CORK 1936 G 104 1 3 13 031-FLOYD 1024 221 CORK 1936 G 104 1 13 031-FLOYD 1024 221 CORK 1936 G	2-SALEM	031-FLOYD	1015	221	CORK	1938	G	104	I	28	B	
031-FLOYD 101 221 CORK 193 G 104 2 96 031-FLOYD 1018 221 CORK 1938 G 104 2 96 031-FLOYD 1018 221 CORK 1938 G 104 1 43 031-FLOYD 1019 221 CORK 1938 F 104 3 93 031-FLOYD 1020 221 TOTALRB 1 1 43 031-FLOYD 1021 221 CORK 1938 G 104 3 113 031-FLOYD 1023 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 1 33 031-FLOYD 1025 221 CORK 1936 G 104 1 13 031-FLOYD 1026 221 CORK 1936 G 104<	2-SALEM	031-FLOYD	1016	221	CORK	1941	Ð	104	1	41	B	
031-FLOYD 1018 221 CORK 1938 G 104 1 43 031-FLOYD 1019 221 CORK 1938 F 104 1 43 031-FLOYD 1020 221 CORK 1938 F 104 3 98 031-FLOYD 1020 221 TOTAL RB 1 7 7 7 7 031-FLOYD 1021 221 CORK 1938 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 3 128 031-FLOYD 1025 221 CORK 1936 G 104 1 43 031-FLOYD 1026 221 CORK 1936 G 104 1 43 031-FLOYD 1027 221 CORK 1936	2-SALEM	031-FLOYD	1017	221	CORK	1939	ŋ	104	2	96	B	
031-FLOYD 1019 221 CORK 1938 F 104 3 98 031-FLOYD 1020 221 TOTALRB 7 7 7 7 98 031-FLOYD 1021 221 TOTALRB 7 7 7 7 7 031-FLOYD 1021 221 CORK 1936 6 104 3 128 031-FLOYD 1023 221 CORK 1936 6 104 3 128 031-FLOYD 1024 221 CORK 1936 6 104 1 33 031-FLOYD 1025 221 CORK 1936 6 104 1 33 031-FLOYD 1026 221 CORK 1936 6 104 1 43 031-FLOYD 1027 221 CORK 1936 6 104 1 43 031-FLOYD 1027 221 CORK 1935 F <td>2-SALEM</td> <td>031-FLOYD</td> <td>1018</td> <td>221</td> <td>CORK</td> <td>1938</td> <td>Ð</td> <td>104</td> <td>l</td> <td>43</td> <td>Ð</td> <td></td>	2-SALEM	031-FLOYD	1018	221	CORK	1938	Ð	104	l	43	Ð	
031-FLOYD 1020 221 TOTAL RB 031-FLOYD 1021 221 CORK 1938 G 104 3 113 031-FLOYD 1023 221 CORK 1936 G 104 3 128 031-FLOYD 1023 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 1 33 031-FLOYD 1025 221 CORK 1936 G 104 1 33 031-FLOYD 1026 221 CORK 1936 G 104 1 33 031-FLOYD 1026 221 CORK 1936 G 104 1 43 031-FLOYD 1027 221 CORK 1935 F 104 1 43 031-FLOYD 102 221 CORK 1935 F 104 1 43 <t< td=""><td>2-SALEM</td><td>031-FLOYD</td><td>1019</td><td>221</td><td>CORK</td><td>1938</td><td>ц</td><td>104</td><td>3</td><td>98</td><td>Ð</td><td></td></t<>	2-SALEM	031-FLOYD	1019	221	CORK	1938	ц	104	3	98	Ð	
031-FLOYD 1021 221 CORK 1938 G 104 3 113 031-FLOYD 1023 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 1 33 031-FLOYD 1025 221 CORK 1936 G 104 2 65 031-FLOYD 1026 221 CORK 1936 G 104 3 113 031-FLOYD 1027 221 CORK 1936 G 104 3 113 031-FLOYD 1027 221 CORK 1935 F 104 1 43 031-FLOYD 1030 8 TOTALRB 1 73 113	2-SALEM	031-FLOYD	1020	221	TOTAL RB						υ	
031-FLOYD 1023 221 CORK 1936 G 104 3 128 031-FLOYD 1024 221 CORK 1936 G 104 1 33 031-FLOYD 1025 221 CORK 1936 G 104 1 33 031-FLOYD 1025 221 CORK 1936 G 104 2 65 031-FLOYD 1026 221 CORK 1936 G 104 2 65 031-FLOYD 1027 221 CORK 1936 G 104 1 43 031-FLOYD 1027 221 CORK 1935 F 104 1 43 031-FLOYD 1030 8 TOTAL RB 1 73 133	2-SALEM	031-FLOYD	1021	221	CORK	1938	G	104	3	113	Ð	
031-FLOYD 1024 221 CORK 1936 G 104 1 33 1 031-FLOYD 1025 221 CORK 1936 G 104 2 65 1 031-FLOYD 1026 221 CORK 1936 G 104 2 65 1 031-FLOYD 1026 221 CORK 1936 G 104 3 113 1 031-FLOYD 1027 221 CORK 1935 F 104 1 43 1 031-FLOYD 1027 221 CORK 1935 F 104 1 43 1 031-FLOYD 1030 8 TOTAL RB TOTAL RB 1044 1 43 1	2-SALEM	031-FLOYD	1023	221	CORK	1936	G	104	3	128	Ð	
031-FLOYD 1025 221 CORK 1936 G 104 2 65 1 031-FLOYD 1026 221 CORK 1936 G 104 3 113 1 031-FLOYD 1027 221 CORK 1935 F 104 3 13 1 031-FLOYD 1027 221 CORK 1935 F 104 1 43 1 031-FLOYD 1030 8 TOTAL RB 107AL RB 1044 1 43 1	2-SALEM	031-FLOYD	1024	221	CORK	1936	Ð	104	I	33	Ð	
031-FLOYD 1026 221 CORK 1936 G 104 3 113 1 031-FLOYD 1027 221 CORK 1935 F 104 1 43 1 031-FLOYD 1030 8 TOTAL RB 0 1 43 1	2-SALEM	031-FLOYD	1025	221	CORK	1936	IJ	104	7	65	Ð	
031-FLOYD 1027 221 CORK 1935 F 104 1 43 1 031-FLOYD 1030 8 TOTAL RB	2-SALEM	031-FLOYD	1026	221	CORK	1936	ŋ	104	3	113	Ð	
031-FLOYD 1030 8 TOTAL RB	2-SALEM	031-FLOYD	1027	221	CORK	1935	н	104	1	43	Ð	
	2-SALEM	031-FLOYD	1030	×	TOTAL RB						υ	

Inventory of Pre-1950 Non-Arched Concrete Bridges	Rall Type Date Cond. Span Type Spans Total Len. Sign. Historical Rating	TOTAL RB	TOTAL RB C	TOTAL RB C	TOTAL RB C	CORK 1932 G 101 1 20 B	SINGLE 1942 F 104 4 192 B	SINGLE 1929/1952 F 104 1 33 B	SINGLE 1929/1952 G 104 1 43 B	SINGLE 1946 G 104 6 255 B	CORK 1929/1952 G 101 1 22 B	CORK 1929/1952 G 101 1 20 B	CORK 1937 G 104 2 65 B	TOTAL RB C	TOTAL RB C	TOTAL RB C	TOTAL RB C	SINGLE 1941 F 104 2 85 B	LOW SOLID/PIPE 1927 P 101 2 42 C	CORK 1937 F 101 1 23 B	CORK 1931 G 104 3 98 B	PIPE 1932 F 104 5 140 B	SINGLE 1949 G 104 3 126 B	LOWWATER 1932 F 101 8 98 B	LOWWATER 1932 F 101 5 61 B	SOLID 1924 P 102 3 129 C	VERTICAL 1930/1947 G 104 4 130 B	TOTAL RB C	TOTAL RB C	TOTAL RB C	CORK 1939 F 104 4 170 B	TOTAL RB C	
Inven	Bridge # Route #/Street	1043 58	1050 221	1062 221	1064 221	1007 40	1019 122	1027 220	1028 220	1034 122	1069 220	1070 220	1901 40	611 919	6212 919	6451 707	6499 756	1012 42	1023 61	1051 42	1929 219	6049 675	6052 700	6069 760	6070 759	6192 778	6215 219	1005 57	1020 108	1021 108	1022 220	1023 220	
	County	031-FLOYD	031-FLOYD	031-FLOYD	031-FLOYD	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	033-FRANKLIN	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	035-GILES	044-HENRY	044-HENRY	044-HENRY	044-HENRY	044-HENRY	
	District	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	

Inventory of Pre-1950 Non-Arched Concrete Bridges

107 220 TOTAL RB 604 734 TOTAL RB 604 734 TOTAL RB 604 734 TOTAL RB 617 11 SINGLE 618 114 SINGLE 617 114 SINGLE 618 114 SINGLE 619 611 TOTAL RB 617 11 TOTAL RB 618 11 TOTAL RB 619 614 11 TOTAL RB 614 745 CORK SINGLE 614 745 CORK CORK 614 745 CORK SINGLE 614 745 CORK CORK 619 614 745 CORK 610 8 TOTAL RB CORK 610 614 777 CORK 610 717 6 CORK 610 8 CORK CORK 610 9 <th>County</th> <th>Bridge #</th> <th>Route #/Street</th> <th>Rall Type</th> <th>Date</th> <th>Cond.</th> <th>Span Type</th> <th>Spans</th> <th>Total Len.</th> <th>Sign</th> <th>Historical Rating</th>	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
604 734 TOTAL RB 106 11 SNGLE 1923(143 F 104 3 108 111 SNGLE 1923(143 F 104 3 108 111 TOTAL RB 1923(143 F 104 2 108 111 TOTAL RB 1923(143 F 104 2 108 111 TOTAL RB 1923(143 F 104 2 108 11 TOTAL RB 101 101 2 2 613 041 051 101AL RB 101 1 2 614 717 CORK 1932 6 101 2 613 171 171 101AL RB 101 1 2 614 7 101 1 1 1 1 1 614 11 170AL RB 1 1 1 1 1 614 11 1 1 </td <td>044-HENRY</td> <td>1027</td> <td>220</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>U</td> <td></td>	044-HENRY	1027	220	TOTAL RB						U	
106 11 CORK 1926 6Rk 104 1 108 114 SINGLE 1927/1943 F 104 2 108 114 SINGLE 1927/1943 F 104 2 108 114 TOTALRB 107ALRB 922/1943 F 104 2 108 11 TOTALRB 107ALRB 107ALRB 107 104 2 601 64 CORK 1932 6 101 1 631 713 TOTALRB 107ALRB 107 1 101 633 15 TOTALRB 107ALRB 107 1 1 634 73 CORK 1932 6 101 1 634 13 TOTALRB 107ALRB 1 1 1 1 634 13 7 101 1 1 1 1 1 1 1 1 1 1	044-HENRY	6094	754	TOTAL RB						U	
108 11 SINGLE 192/1943 F 104 2 108 114 SINGLE 1942 0 104 4 1016 111 TOTALRB 1 101ALRB 5 104 4 1014 11 TOTALRB 101ALRB 1 101ALRB 6 104 1 601 604 CORK 1932 6 101 1 601 735 107ALRB 107ALRB 101 1 1 601 745 103 107ALRB 1 101 1 614 775 CORK 1932 6 1 1 614 777 CORK 1932 6 1 1 614 8 107ALRB 1 1 1 1 1 614 8 107ALRB 1 1 1 1 1 1 1 1 1 1 1 1	060-MONTGOMERY	1006	11	CORK	1926	G/RK	104	3	144	в	
108 114 SNGLE 192 6 104 11 1036 11 TOTALRB 107ALRB 101<	060-MONTGOMERY	1008	11	SINGLE	1925/1943	н	104	7	45	В	
106 11 TOTALRB 1030 11 TOTALRB 1041 11 TOTALRB 1041 11 TOTALRB 6101 64 CORK 192 6 611 713 TOTALRB 101 1 613 614 CORK 192 6 1 614 735 CORK 192 6 1 1 614 735 CORK 192 6 1 1 614 77 CORK 192 6 1 1 614 77 CORK 192 6 1 1 614 77 CORK 192 6 1 1 610 8 CORK 192 6 1 1 101 8 TOTALRB 7 6 1 1 101 8 TOTALRB 7 6 1 1 101	060-MONTGOMERY	1018	114	SINGLE	1942	G	104	4	181	В	
103 11 TOTALRB 1041 11 TOTALRB 601 TOTALRB 101 601 TOTALRB 102 0 601 103 102 0 601 TOTALRB 101 102 601 TOTALRB 192 0 101 613 TOTALRB 192 0 101 1 614 73 CORK 192 6 10 1 614 77 CORK 192 6 101 1 614 77 CORK 192 6 101 2 610 8 CORK 192 6 104 2 100 8 CORK 192 6 104 2 101 8 CORK 192 6 104 2 101 8 CORK 192 6 104 2 101 8 101	060-MONTGOMERY	1036	11	TOTAL RB						U	
[04] [1] TOTALRB 601 604 CORK [922 6 [01 1 601 604 CORK [922 6 [01 1 602 604 CORK [922 6 [01 1 603 615 TOTALB 107ALB 101 1 1 6141 713 CORK [922 6 101 1 6141 717 CORK [923 6 101 1 6141 717 CORK [923 6 101 1 6101 8 CORK [923 6 101 1 1002 8 CORK [923 6 101 2 1014 8 CORK [923 6 101 2 1014 8 CORK [923 6 101 2 1014 8 CORK [923 6 101 2 <td>060-MONTGOMERY</td> <td>1039</td> <td>11</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>C</td> <td></td>	060-MONTGOMERY	1039	11	TOTAL RB						C	
601 604 CORK 922 6 101 1 601 604 CORK 922 F 101 1 601 613 TOTALBB T TOTALB 1 1 1 613 745 CORK 922 F 101 1 614 745 CORK 922 F 101 1 6134 717 CORK 922 F 101 2 614 8 CORK 922 F 101 2 1001 8 CORK 922 6 101 2 1001 8 CORK 922 6 101 2 1014 8 CORK 923 6 101 2 1015 5 6 192 6 101 2 1014 8 TOTALB 192 6 101 2 1014 8 TOTALB <td>060-MONTGOMERY</td> <td>1041</td> <td>11</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>J</td> <td></td>	060-MONTGOMERY	1041	11	TOTAL RB						J	
601 604 CORK 932 Г 101 1 603 613 TOTALRB 101ALRB 101ALRB 101 2 6141 745 CORK 1926 107 10 2 6141 745 CORK 1926 101 2 6141 77 CORK 1926 101 2 6141 77 CORK 1932 67 101 2 6141 8 CORK 1932 67 104 1 1001 8 CORK 1932 67 104 2 1014 8 TOTALRB 7 67 104 2 1015 18 CORK 1932 67 104 2 1015 18 TOTALRB 67 104 2 2 1016 18 TOTALRB 7 67 104 2 1017 18 TOTALRB 102	060-MONTGOMERY	6011	604	CORK	1932	G	101	1	23	В	
603 613 TOTALRB 6141 745 CORK 926 6 101 2 6141 745 CORK 925 6 101 2 6336 13 TOTALRB 7 7 1 2 6341 777 CORK 932 FAK 101 1 6314 777 CORK 1932 FAK 101 1 6101 8 CORK 1932 G 104 1 1002 8 CORK 1932 G 104 2 1014 8 TOTALRB G 104 2 1015 18 TOTALRB G 104 1 1016 38 TOTALRB G 104 2 1018 8 TOTALRB G 104 1 1017 58 102 G 104 1 1018 101 103 G <td>060-MONTGOMERY</td> <td>6012</td> <td>604</td> <td>CORK</td> <td>1932</td> <td>н</td> <td>101</td> <td>1</td> <td>33</td> <td>B</td> <td></td>	060-MONTGOMERY	6012	604	CORK	1932	н	101	1	33	B	
(14) 745 CORK [926 G [01] 2 6236 15 TOTALRB 107ALRB 107ALRB 10 2 6314 777 CORK 1932 FRK 101 1 614 777 CORK 1941 61 1 1 614 8 SINGLE 1941 61 101 1 1001 8 CORK 1932 67K 104 1 1002 8 CORK 1932 67 104 1 1003 8 CORK 1932 67 104 2 1014 8 TOTALRB 107ALRB 6 104 2 1015 18 TOTALRB 107ALRB 6 104 2 1017 58 TOTALRB 107ALRB 6 104 2 1018 101 103 6 104 1 2 1019 10	060-MONTGOMERY	6023	615	TOTAL RB						C	
6236 13 TOTAL RB 6314 777 CORK 932 FRK 101 1 6314 777 CORK 932 FRK 101 1 1001 8 SINGLE 1941 0 104 2 1002 8 CORK 1932 GRK 104 2 1003 8 CORK 1932 0 104 2 1004 8 CORK 1932 0 104 2 1014 8 TOTALRB 0 0 104 2 1014 8 TOTALRB 0 0 104 2 1016 38 TOTALRB 7 0 104 2 1017 58 TOTALRB 7 0 104 1 1017 58 1026 102 104 1 2 1016 103 0 103 0 1 2	060-MONTGOMERY	6141	745	CORK	1926			7	45	В	
6314 777 CORK 932 FRK 101 1 1001 8 SNGLE 1941 67 04 3 1001 8 CORK 1932 67RK 101 1 1002 8 CORK 1932 67 104 3 1003 8 CORK 1932 67 104 1 1014 8 TOTALRB 1932 67 104 2 1015 58 CORK 1932 67 104 2 1017 58 TOTALRB 1 1 2 2 1017 58 CORK 1932 6 104 1 1017 58 CORK 1938 6 104 2 1020 58 CORK 1939 6 104 2 1021 103 6 104 7 2 1022 103 103 6	060-MONTGOMERY	6236	15	TOTAL RB						υ	
	060-MONTGOMERY	6314	777	CORK	1932	F/RK	101	1	22	B	
	070-PATRICK	1001	œ	SINGLE	1941	Ð	104	3	113	В	
	070-PATRICK	1002	8	CORK	1932	G/RK	104	1	33	В	
1004 8 CORK 1932 6 104 2 1005 8 CORK 1932 6 104 2 1014 8 TOTALRB 5 TOTALRB 5 104 1 1014 8 TOTALRB 5 CORK 1932 6 104 1 1017 58 CORK 1928 6 104 1 1 1017 58 CORK 1928 6 104 1 1 1020 58 CORK 1939 6 104 2 1 1021 103 CORK 1939 6 104 2 1 1025 103 CORK 1939 6 104 2 1 1026 103 SINGLE 1940 6 104 2 1 1037 103 103 SINGLE 1940 6 104 1 1040	070-PATRICK	1003	8	CORK	1932	Ð	104	7	67	В	
	070-PATRICK	1004	8	CORK	1932	C	104	7	65	B	
1014 8 TOTAL RB 1016 58 CORK 1928 G 104 1 1016 58 CORK 1928 G 104 1 1017 58 CORK 1928 F 104 1 1020 58 CORK 1939 G 104 2 1022 103 CORK 1939 G 104 2 1025 103 CORK 1939 G 104 2 1026 103 CORK 1939 G 104 2 1027 103 SINGLE 1940 F 104 3 1037 40 SINGLE 1940 G 104 3 1042 40 SINGLE 1940 G 104 3 1043 103 CORK 1940 G 104 1 1084 103 CORK 1940 G 104	070-PATRICK	1005	80	CORK	1932	Ŀ	104	1	33	В	
1016 58 CORK 1928 G 104 1 1017 58 CORK 1928 F 104 1 1017 58 CORK 1928 F 104 1 1017 58 CORK 1928 G 104 1 1020 103 CORK 1941 G 104 2 1021 103 CORK 1941 G 104 2 1025 103 CORK 1939 GRK 104 2 1027 103 CORK 1939 G 104 3 1027 103 SINGLE 1940 F 104 3 1037 40 SINGLE 1940 G 104 3 1042 103 SINGLE 1940 G 104 3 1058 104 1940 G 104 1 1 1066 103	070-PATRICK	1014	8	TOTAL RB						U	
	070-PATRICK	1016	58	CORK	1928	Ð	104	1	38	В	
	070-PATRICK	1017	58	CORK	1928	ц	104	1	38	В	
102 103 CORK 1941 G 104 2 1025 103 CORK 1939 G/RK 104 2 1026 103 CORK 1939 G/RK 104 2 1026 103 CORK 1939 G/RK 104 3 1027 103 SINGLE 1940 F 104 3 1037 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1947 G 104 1 1058 103 CORK 1939 G 101 1 1 1061 103 CORK 1939 G 101 1 1 1082 58 CORK 1939 G 101 1 1	070-PATRICK	1020	58	CORK	1928	Ċ	104	3	98	В	
1025 103 CORK 1939 GRK 104 2 1026 103 CORK 1939 G 104 3 1027 103 CORK 1939 G 104 3 1037 103 SINGLE 1940 F 104 4 1037 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1947 G 104 3 1043 103 CORK 1948 G 104 1 1058 103 CORK 1939 G 101 1 1061 103 CORK 1939 G 101 1 1 1082 58 CORK 1939 G 101 1 1	070-PATRICK	1022	103	CORK	1941	Ð	104	7	65	В	
1026 103 CORK 1939 G 104 3 1027 103 SINGLE 1940 F 104 4 1037 40 SINGLE 1947 G 104 4 1037 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1948 G 104 1 1042 103 CORK 1939 G 101 1 1058 103 CORK 1939 G 101 1 1066 103 CORK 1939 G 101 1 1 1082 58 CORK 1939 G 101 1 1	070-PATRICK	1025	103	CORK	1939	G/RK	104	7	65	В	
1027 103 SINGLE 1940 F 104 4 1037 40 SINGLE 1947 G 104 3 1037 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1948 G 104 1 1058 103 CORK 1939 G 101 1 1061 103 CORK 1939 G 101 1 1065 103 CORK 1939 G 101 1 1082 58 CORK 1930 G 101 1	070-PATRICK	1026	103	CORK	1939	Ð	104	£	98	В	
1037 40 SINGLE 1947 G 104 3 1042 40 SINGLE 1948 G 104 1 1058 103 CORK 1939 G 101 1 1061 103 CORK 1939 G 101 1 1066 103 CORK 1939 G 101 1 1082 58 CORK 1940 G 101 1	070-PATRICK	1027	103	SINGLE	1940	ц	104	4	153	В	
1042 40 SINGLE 1948 G 104 1 1058 103 CORK 1939 G 101 1 1061 103 CORK 1939 G 101 1 1066 103 CORK 1939 G 101 1 1065 103 CORK 1940 G 101 1 1082 58 CORK 1926 F 101 1	070-PATRICK	1037	40	SINGLE	1947	G	104	3	102	B	
1058 103 CORK 1939 G 101 1 1061 103 CORK 1939 G 101 1 1066 103 CORK 1939 G 101 1 1066 103 CORK 1940 G 101 1 1082 58 CORK 1926 F 101 1	070-PATRICK	1042	40	SINGLE	1948	G	104	1	56	В	
1061 103 CORK 1939 G 101 1 · 1066 103 CORK 1940 G 101 1 · 1062 58 CORK 1926 F 101 1	070-PATRICK	1058	103	CORK	1939	Ŀ	101	1	22	В	
- 1066 103 CORK 1940 G 101 1 1082 58 CORK 1926 F 101 1	070-PATRICK	1061	103	CORK	6861	G	101	1	22	В	
1082 58 CORK 1926 F 101 1	070-PATRICK	1066	103	CORK	1940	Ð	101	1	21	В	
	070-PATRICK	1082	58	CORK	1926	ч	101	1	53	В	

	Historical Rating						13													10														14
	Sign. H	່ ບ	В	IJ	В	B	A	B	U	U	В	В	В	В	В	В	В	В	U	A	C	В	C	В	В	В	В	В	В	υ	В	U	В	۷
	Total Len.		23		131	65	98	86			213	128	32	23	23	22	22	57		34		86		55	38	24	33	33	170		22		22	36
	Spans		1		3	7	ñ	3			Ś	3	7	1	1	1	1	3		3		3		2	1	1	1	1	4		I		I	1
	Span Type		101		104	104	102	104			104	104	201	101	101	101	101	104		201		104		104	104	104	104	104	104		101		101	103
idges	Cond.		ц		G/RK	IJ	Ċ	Ċ			F/RK	Ч	ن	ц	ч	Ġ	Ċ	G		G		IJ		G	ц	ч	Ċ	ч	IJ		ц		G/A	ŋ
ed Concrete Br	Date		1926		1948	1948	с. 1920	1924			1939/1955	1936	1924	1940	1940	1932	1932	1934		1932		1947		1922/1946	1937	1931	1947	1947	1947/1990		1932		1932	1921
f Pre-1950 Non-Arched Concrete Bridges	Rall Type	TOTAL RB	CORK	TOTAL RB	SINGLE	SINGLE	SOLID	CORK	TOTAL RB	TOTAL RB	CORK	CORK	SOLID	CORK	CORK	TOW SOLID	CURB	CORK	TOTAL RB	CORK	TOTAL RB	VERTICAL	TOTAL RB	SINGLE	CORK	CORK	SINGLE	SINGLE	SINGLE	TOTAL RB	CORK	TOTAL RB	CORK/CULVERT	SOLID
Inventory of P	Route #/Street	58	58	626	773	773	765	832	11	11	F-047	100	F-047	100	100	617	1109	747	752	736	607	11	11	11	24	221	220	220	220	221	221	220	221	612
	Bridge #	1083	1085	6028	6144	6148	6251	6308	1002	1007	1013	1015	1017	1026	1027	6013	6023	6058	6158	6180	6188	1001	1008	1009	1010	1023	1037	1038	1039	1069	1093	8601	1105	6016
	County	070-PATRICK	070-PATRICK	070-PATRJCK	070-PATRICK	070-PATRJCK	070-PATRICK	070-PATRICK	077-PULASKI	080-ROANOKE	080-ROANOKE																							
	District	2-SALEM	D 2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM	2-SALEM														

			Inventory of P1	FPre-1950 Non-Arched Concrete Bridges	ed Concrete Br	idges					
District	County	Brldge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Slgn.	Historical Rating
2-SALEM	080-ROANOKE	6609	617	SOLID	1926	 	101	5	37	В	
2-SALEM	080-ROANOKE	6119	863	SOLID	1920	ፈ	102	4	132	ပ	
2-SALEM	080-ROANOKE	6121	864	SOLID	1920	G	102	÷	83	В	
2-SALEM	080-ROANOKE	6144	864	CORK	1920/C. 1935	G/A	101	1	22	B	
2-SALEM	080-ROANOKE	6165	1662	SOLID	1932	IJ	101	1	23	В	
2-SALEM	080-ROANOKE	6244	766	CORK/SOLID	1922	F/A	101	1	23	в	
2-SALEM	080-ROANOKE	6274	1663	CORK	1930	Р	101	2	38	В	
2-SALEM	080-ROANOKE	6275	603	CORK	1921/1940	Ъ	201	2	44	B	
2-SALEM	113-GALAX	8005	GLENDALE RD	SINGLE	1941	Ъ	104	1	33	В	
2-SALEM	120-MARTINSVILLE	1802	58	SOLID	1934	ц	104	3	154	A	14
2-SALEM	125-PULASKI	1804	11	CORK/PIPE	1936	Α	101	1	21	В	
2-SALEM	125-PULASKI	1805	11	SPECIAL	1933	Ū	104	3	101	A	U
2-SALEM	125-PULASKI	1806	11	SOLID/PIPE	1932	G/A	101	1	23	B	
2-SALEM	125-PULASKI	8002	RANDOLPH AVE	CORK	1933	F	104	3	104	۲	U
7 2-SALEM	125-PULASKI	8003	JEFFERSON AVE	SOLID	1933	IJ	104	3	102	V	C
O 2-SALEM	126-RADFORD	1010	11	CORK	1936	Р	104	-7	130	B	
2-SALEM	128-ROANOKE	1810	460	TOTAL RB						с	
2-SALEM	128-ROANOKE	1821	. 221	CORK	1938	F	101	I	23	B	
2-SALEM	128-ROANOKE	1828	116	CORK	1932	G/RK	101	1	23	В	
2-SALEM	128-ROANOKE	1832	460	TOTAL RB						U	
2-SALEM	128-ROANOKE	1838	11	TOTAL RB						U	
2-SALEM	128-ROANOKE	1839	11	CORK	1932	G/RK	101	1	21	В	
2-SALEM	128-ROANOKE	8006	GILMER ST.	NONE	1932	IJ	101	1	41	B	
2-SALEM	128-ROANOKE	8012	FINCASTLE TURNPIKE	SINGLE	1949	IJ	104	3	113	B	
2-SALEM	128-ROANOKE	8024	BRANDON AVE.	SOLID	1932	ц	101	1	22	В	
2-SALEM	128-ROANOKE	8041	5TH STREET	NEAR -TOTAL RB						U	
2-SALEM	128-ROANOKE	8048	PROSPECT AVE.	SOLID	1932	Ч	104	1	32	B	
2-SALEM	128-ROANOKE	8054	WISE STREET	LOWWATER	1932	Ð	101	3	75	В	
2-SALEM	128-ROANOKE	8055	PERSINGER ROAD	SOLID	1932	G/RK/A	101	1	20	В	
2-SALEM	128-ROANOKE	8056	THOMASON ST.	PIPE	1932	F	101	1	20	B	
2-SALEM	129-SALEM	1802	11	TOTAL RB						c	
2-SALEM	129-SALEM	1805	11	CORK	1932/1948	IJ	107	1	56	A	17
2-SALEM	129-SALEM	1815	460	VERTICAL	1939	G	104	7	96	B	

				Inventory of Pr	Pre-1950 Non-Arched Concrete Bridges	ed Concrete B	ridges					
a	District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
2-S	2-SALEM	129-SALEM	1821	419	VERTICAL	1946	н	204	э Г	149	B	
2-S.	2-SALEM	129-SALEM	8004	BURWELL STREET	PIPE	1932	G	101	1	20	B	
2-S.	2-SALEM	149-VINTON	8001	WALNUT STREET	LOWWATER	1932	IJ	101	7	53	В	
2-S.	2-SALEM	154-CHRISTIANSBURG	1802	11	SINGLE	1927	P/A	101	1	25	В	
2-S.	2-SALEM	154-CHRISTIANSBURG	1803	11	TOTAL RB						U	
2-S.	2-SALEM	154-CHRISTIANSBURG	1805	11	TOTAL RB						U	
NAT-E	3-LYNCHBURG	005-AMHERST	1002	29	CORK	1940/1973	F/RK	104	1	33	В	
3-LYN	3-LYNCHBURG	005-AMHERST	1005	60	TOTAL RB						U	
3-LYN	3-LYNCHBURG	005-AMHERST	1006	60	TOTAL RB						U	
3-LYN	3-LYNCHBURG	005-AMHERST	1008	60	TOTAL RB						υ	
3-LYN	3-LYNCHBURG	005-AMHERST	1009	60	CORK	1932	Ч	104	3	98	B	
NAT-E	3-LYNCHBURG	005-AMHERST	1010	60	CORK	1932	P/RK	104	1	33	B	
3-LYN	3-LYNCHBURG	005-AMHERST	1011	60	CORK	1933/1974	ч	104	3	98	В	
3-LYN	3-LYNCHBURG	005-AMHERST	1012	60	TOTAL RB						U	
7 3-LYN	3-LYNCHBURG	005-AMIHERST	1016	130	SINGLE	1941/1974	G	104	3	98	B	
	3-TYNCHBURG	005-AMHERST	1020	29	SINGLE	1947/1977	ტ	104	1	48	B	
3-LYN	3-LYNCHBURG	005-AMHERST	1027	130	CORK	1928/1981	Ъ	104	1	43	В	
3-LYN	3-LYNCHBURG	005-AMHERST	6023	622	CORK	1939	ŋ	104	3	98	В	
3-T XN	3-LYNCHBURG	005-AMHERST	6029	627	WOODEN	1932	Ч	101	1	22	В	
3-T YN	3-LYNCHBURG	005-AMHERST	6085	622	SINGLE	1949	ŋ	104	3	128	B	
3-LYN	3-LYNCHBURG	005-AMHERST	6809	778	TOTAL RB						υ	
NAT-E	3-LYNCHBURG	005-AMHERST	0609	778	CORK	1938	G/RK	104	3	86	B	
3-LYN	3-LYNCHBURG	005-AMHERST	6120	610	WOODEN	1932	G/RK	101	1	24	B	
3-LYN	3-LYNCHBURG	005-AMHERST	6122	610	CORK	1932	Ċ	101	1	24	В	
3-LYN	3-LYNCHBURG	005-AMHERST	6124	610	CORK	1932	G/RK	101	1	22	В	
3-LYN	3-LYNCHBURG	005-AMHERST	6128	610	TIMBER	1932	Ľ	101	1	23	B	
3-TYN	3-LYNCHBURG	005-AMHERST	6137	618	CORK	1932	G/A	101	7	36	В	
NVT-E	3-LYNCHBURG	005-AMHERST	6140	621	CORK	1932	ŋ	101	1	20	В	
3-LYN	3-LYNCHBURG	005-AMHERST	6185	670	WOODEN	1932	ტ	101	1	23	В	
3-LYN	3-LYNCHBURG	005-AMHERST	6186	670	WOODEN	1932	ŋ	101	1	20	B	
3-LYNi	3-LYNCHBURG	005-AMHERST	6910	778	CORK	1631	ŋ	104	3	128	В	
3-LYN	3-LYNCHBURG	006-APPOMATTOX	1002	24	SPECIAL	1930/1971	G/A	104	1	33	A	21
3-LYN	3-LYNCHBURG	006-APPOMATTOX	1003	26	CORK	1932/1977	Ð	104	3	128	В	

Rrido ÷ U Pa Å -Inventory of Pre-1950 No

District 3-LYNCHBURG 00 3-LYNCHBURG 00			•								
	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Slgn.	Historical Rating
	006-APPOMATTOX	1004	26	CORK	1931/1977	G/RK	104		86		
	006-APPOMATTOX	1005	26	TOTAL RB						υ	
3-LYNCHBURG 00	006-APPOMATTOX	1007	60	CORK	1931	P/RK	104	3	113	в	
3-LYNCHBURG 00	006-APPOMATTOX	1016	24	TOTAL RB						υ	
3-LYNCHBURG 00	006-APPOMATTOX	6009	608	SINGLE	1949	Ċ	104	2	113	B	
3-LYNCHBURG 01	014-BUCKINGHAM	1004	20	CORK	1939	ŋ	104	I	48	B	
3-LYNCHBURG 01	014-BUCKINGHAM	1005	20	CORK	1939	IJ	104	3	98	В	
3-LYNCHBURG 01	014-BUCKINGHAM	1008	24	TOTAL RB						υ	
3-LYNCHBURG 01	014-BUCKINGHAM	1010	60	TOTAL RB						υ	
3-LYNCHBURG 01	014-BUCKINGHAM	1013	20	CORK	1930	Ч.	101	1	23	В	
3-LYNCHBURG 01	014-BUCKINGHAM	1014	60	CORK	1931/1974	F/RK	104	1	33	В	
3-LYNCHBURG 01	014-BUCKINGHAM	1016	24	TOTAL RB						U	
3-LYNCHBURG 01	014-BUCKINGHAM	1020	60	CORK	1932	Ъ	101	1	22	В	
3-LYNCHBURG	015-CAMPBELL	1003	24	CORK	1631	ც	104	3	98	В	
3-LYNCHBURG	015-CAMPBELL	1019	460E	TOTAL RB						υ	
3-LYNCHBURG	015-CAMPBELL	1023	501	TOTAL RB						υ	
3-LYNCHBURG	015-CAMPBELL	1024	501	TOTAL RB						U	
3-LYNCHBURG	015-CAMPBELL	1071	501	CORK	1932	ტ	101	1	23	в	
3-LYNCHBURG	015-CAMPBELL	6034	633	CORK	6£61	ტ	201	3	64	B	
3-LYNCHBURG	015-CAMPBELL	6115	811	CORK	1934	ი	104	7	150	B	
3-LYNCHBURG	019-CHARLOTTE	1004	40	TOTAL RB						υ	
3-LYNCHBURG 0	019-CHARLOTTE	1006	40	CORK	1927	ы	101	7	36	В	
3-LYNCHBURG 0	019-CHARLOTTE	1008	40	CORK	1929	ц	104	3	128	B	
3-LYNCHBURG 0	019-CHARLOTTE	6001	40	CORK	1927	ტ	104	3	98	В	
3-LYNCHBURG	019-CHARLOTTE	1011	47	CORK	0661/6£61	ტ	104	3	83	В	
3-LYNCHBURG	019-CHARLOTTE	1014	47	CORK	1940/1981	ц	104	ŝ	213	В	
3-LYNCHBURG	019-CHARLOTTE	1017	92	CORK	1931/1976	Ч	104	7	75	B	
3-LYNCHBURG 0	019-CHARLOTTE	1023	47	CORK	1932	Ċ	101	1	23	В	
3-LYNCHBURG	019-CHARLOTTE	6106	727	CORK	1934	ი	104	3	144	B	
3-LYNCHBURG	019-CHARLOTTE	6149	727	CORK	1932	ŋ	101	1	22	В	
3-LYNCHBURG	019-CHARLOTTE	6150	727	CORK	1932	Ċ	101	1	22	В	
3-LYNCHBURG 024	024-CUMBERLAND	6029	629	CORK	1933	Ċ	101	2	42	В	
3-LYNCHBURG 02	024-CUMBERLAND	6030	629	CORK	1932	ტ	101	1	22	B	

			Inventory of P	Inventory of Pre-1950 Non-Arched Concrete Bridges	ed Concrete B	ridges					
District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
3-LYNCHBURG	024-CUMBERLAND	6085	690	CORK	1932	ť	101	-	23	e e	
3-LYNCHBURG	041-HALIFAX	1007	58	TOTAL RB						c	
3-LYNCHBURG	041-HALIFAX	1008	58	TOTAL RB						U	
3-LYNCHBURG	041-HALIFAX	1009	58	CORK	1932/1978	н	104	3	114	B	
3-LYNCHBURG	041-HALIFAX	1010	58E	CORK	1933/1978	н	104	-	48	B	
3-LYNCHBURG	041-HALIFAX	1011	58E	CORK	1933/1978	C	104	3	84	B	
3-LYNCHBURG	041-HALIFAX	1013	96	CORK	1935	ц	104	-	43	В	
3-LYNCHBURG	041-HALIFAX	1014	96	CORK	1938/1983	Ċ	104	3	98	В	
3-LYNCHBURG	041-HALIFAX	1017	360	CORK	1938/1993	Ċ	104	-	33	В	
3-LYNCHBURG	041-HALIFAX	1022	360	CORK	1930/1988	G	104	3	86	B	
3-LYNCHBURG	041-HALIFAX	1023	360	CORK	1931/1988	F.	104	3	114	B	
3-LYNCHBURG	041-HALIFAX	1036	501	SINGLE	1948/1992	C	104	7	76	B	
3-LYNCHBURG	041-HALIFAX	1089	360	CORK	1938	Ч	101	1	22	B	
3-LYNCHBURG	041-HALJFAX	6039	642	SINGLE	1949/1979	Ċ	104	3	96	в	
3-LYNCHBURG	041-HALIFAX	6057	659	SINGLE	1949/1974	Ċ	104	4	170	B	
3-LYNCHBURG	041-HALIFAX	6079	684	MASONRY	1935	G	107	-	26	¥	18NIE
3-LYNCHBURG	041-HALIFAX	6129	832	CORK	1938	Ċ	104	1	43	B	
3-LYNCHBURG	041-HALIFAX	6130	832	CORK	1861/6£61	ŋ	104	3	98	B	
3-LYNCHBURG	041-HALIFAX	6131	832	CORK	1932	ტ	104	s	165	В	
3-LYNCHBURG	062-NELSON	1001	6	CORK	1933/1984	IJ	104	3	98	B	
3-LYNCHBURG	NOSTEN-790	1002	6	CORK	1939	IJ	104	7	105	B	
3-LYNCHBURG	NOSTEN-290	1003	6	CORK	1933/1985	G/RK	104	3	98	B	
3-LYNCHBURG	NOSTEN-290	1008	56	CORK	1931	U	104	3	86	B	
3-LYNCHBURG	062-NELSON	6001	29	TOTAL RB						υ	
3-LYNCHBURG	062-NELSON	1010	29	TOTAL RB						υ	
3-LYNCHBURG	062-NELSON	1016	56	CORK	1936/1983	G/RK	104	ব	170	В	
3-LYNCHBURG	062-NELSON	1018	56	CORK	1938/1973	ц	104	1	42	B	
3-LYNCHBURG	062-NELSON	1019	56	CORK	1938/1973	Ŀ	104	S	209	В	
3-LYNCHBURG	062-NELSON	1030	151	CORK	1936/1977	Ŀ	104	1	44	B	
3-LYNCHBURG	062-NELSON	1031	151	CORK	1936/1980	G	104	3	113	B	
3-LYNCHBURG	062-NELSON	1032	151	CORK	1936/1977	G	104	1	44	B	
3-LYNCHBURG	062-NELSON	·1043	29	CORK	1946	G/RK	101	1	23	B	
3-LYNCHBURG	062-NELSON	1051	29	TOTAL RB						υ	

			add I mey			add T mede	•		P	HISTOPICAL KACING
062-NELSON	1099	151	CORK	1932	ŋ	101	1	23	B	
062-NELSON	6146	626	TIMBER	1945	н	101	1	21	В	
062-NELSON	6150	626	TIMBER	1932	Ċ	101	1	20	B	
VII-PITTSYLVANIA	1002	29	TOTAL RB						U	
071-PITTSYLVANIA	1003	29	TOTAL RB						U	
071-PITTSYL VANIA	1005	29	TOTAL RB						U	
071-PITTSYLVANIA	1006	29	CORK	1936/1978	G	104	ŝ	165	B	
VII-PITTSYLVANIA	1008	29	TOTAL RB						U	
071-PITTSYLVANIA	1013	40	CORK	1932	ц	104	3	84	Ð	
071-PITTSYLVANIA	1014	40	CORK	1932	F	104	-	33	В	
071-PITTS YLVANIA	1015	40	CORK	1661/8261	F	104	3	117	B	
071-PITTS YLVANIA	1016	40	CORK	1932	G/RK	104	7	65	B	
071-PITTSYLVANIA	1030	58	CORK	1933/1989	F	104	3	114	ß	
VII-PITTSYLVANIA	1031	58	CORK	1932/1991	Ð	104	3	84	B	
071-PITTS YLVANIA	1033	29	CORK	1937/1954	F	101	1	23	В	
071-PITTSYLVANIA	1050	40 BUS.	CORK	1930	G	101	1	21	B	
071-PITTSYLVANIA	1056	40	CORK	1933	Ċ	101	1	23	В	
VII-PITTSYLVANIA	1057	40	CORK	1933	ე ,	101	1	23	B	
071-PITTSYLVANIA	1064	40	CORK	1932	ч	101	1	22	В	
071-PITTSYLVANIA	6021	612	SINGLE	1949/1958	IJ	104	3	128	B	
071-PITTSYLVANIA	6136	730	SINGLE	1947	Ċ	104	3	96	B	
VII-PITTSYLVANIA	6164	761	CORK	1926	ц	104	Ś	110	Ð	
071-PITTSYLVANIA	6274	832	CORK	1933	IJ	101	1	23	ß	
071-PTTTSYLVANIA	6276	832	CORK	1933	ц	104	I	33	B	
071-PITTSYLVANIA	6326	668	SOLID	1932	G	101	1	21	£	
073-PRINCE EDWARD	1005	360	SINGLE	1931/1973	Ð	104	3	132	£	
073-PRINCE EDWARD	1009	460	SINGLE	1928/1949	U	104	s	188	B	
073-PRINCE EDWARD	1010	460	TOTAL RB						U	
073-PRINCE EDWARD	6011	612	SINGLE	1949/1978	IJ	104	3	113	Ð	
073-PRINCE EDWARD	6012	612	SINGLE	1949	ч	104	1	49	Ð	
073-PRINCE EDWARD	6030	629	CORK	1933	IJ	101	1	22	B	
108-DANVILLE	1032	58E	CORK	1932	G	104	1	33	đ	
108-DANVILLE	1814	86	TOTAL RB						U	

	Total Len. Sign. Historical Rating	43 C	128 B	114 B	150 B	U	33 B	U	v	47 A 18	138 B	22 B	U	228 B	v	65 B	U	21 B	55 B	c	C	U	98 B	U	C	128 B	C	55 A 12	188 B	v	U	U	131 B	С
	Spans Tot	 _	3		S		1			1	3	1		7		2		1	2				3			3		2	s				4	
	Span Type S	104	104	104	104		101			101	104	101		104		104		101	104				104			104		102	104				104	
dges	Cond.	F/A	ŋ		н		ц			IJ	ц	G/A		G/A		IJ		ტ	Ч				ц			G/RK		G	Ċ				Ð	
ed Concrete Bri	Date	1936/C. 1980	1942	1947	1930		1932			1908	1936/1971	1932		1923/1942		1948		1936	1929/1941				1942			1940		1920	1941/1976				1939	
Pre-1950 Non-Arched Concrete Bridges	Rall Type	CORKINIB	VERTICAL	VERITCAL	CORK	TOTAL RB	SOLID	TOTAL RB	TOTAL RB	SOLID	CORK	SINGLE	NEAR-TOTAL RB	VERTICAL	TOTAL RB	SINGLE	TOTAL RB	SOLID	SINGLE	TOTAL RB	TOTAL RB	TOTAL RB	SINGLE	TOTAL RB	TOTAL RB	CORK	TOTAL RB	SOLID	SINGLE	TOTAL RB	TOTAL RB	TOTAL RB	CORK	TOTAL RB
Inventory of Pr	Route #/Street	56	655	FARRAR ST.	BALTIMORE AVE.	HOLLINS MILL RD.	221	460	501	BEDFORD AVE.	460W	501N	CAMPBELL AVE.	15	360	153	360	656	1	1	1	1	58	58	58	712	S	609	1	1	1	1	327	Ι
	Bridge #	1902	6912	8008	8011	1827	1828	1840	1847	1849	1865	1880	8002	1801	1009	1012	1021	6162	1002	1003	1005	1006	1015	1019	1056	6100	1001	6004	1001	1003	1004	1005	- 1014	1016
	County	108-DANVILLE	108-DANVILLE	108-DANVILLE	J08-DANVILLE	118-LYNCHBURG	118-LYNCHBURG	118-LYNCHBURG	118-LYNCHBURG	118-LYNCHBURG	118-L YNCHBURG	118-LYNCHBURG	118-LYNCHBURG	144-FARMVILLE	004-AMELIA	004-AMELIA	004-AMELIA	004-AMELIA	012-BRUNSWICK	018-CHARLES CITY	018-CHARLES CITY	020-CHESTERFIELD	020-CHESTERFTELD	020-CHESTERFIELD	020-CHESTERFTELD	020-CHESTERFIELD	020-CHESTERFTELD							
	District	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	3-LYNCHBURG	4-RICHMOND	4-RICHIMOND	4-RICHMOND	4-RICHMOND	4-RICHIMOND	4-RICHMOND	4-RICHMOND	4-RICHIMOND	4-RICHIMOND	4-RICHMOND	4-RICHIMOND	4-RICHMOND								

			Inventory of P	Inventory of Pre-1950 Non-Arched Concrete Bridges	ied Concrete Bi	idges					
District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
4-RICHMOND	020-CHESTERFIELD	1017	60	TOTAL, RB					ļ	υ	t b
4-RICHMOND	020-CHESTERFIELD	1018	1	CORK	1928/C. 1940	G/A	101	I	23	В	
4-RICHIMOND	020-CHESTERFIELD	1021	145	CORK	1931	С	104	1	28	B	
4-RICHMOND	020-CHESTERFIELD	1023	360	TOTAL RB						U	
4-RICHMOND	020-CHESTERFIELD	1024	360	CORK	1929	F	104	1	48	В	
4-RICHMOND	020-CHESTERFIELD	1026	360	TOTAL RB						U	
4-RICHMOND	020-CHESTERFIELD	1028	144	SINGLE	1949	Ð	104	1	46	B	
4-RICHMOND	020-CHESTERFIELD	1044	60	TOTAL RB						U	
4-RICHMOND	020-CHESTERFIELD	6028	678	CORK	1947	Ċ	101	1	23	B	
4-RICHMOND	020-CHESTERFIELD	6034	651	CORK	1941	Ċ	101	1	23	B	
4-RICHIMOND	020-CHESTERFIELD	6041	653	TOTAL RB						U	
4-RICHMOND	020-CHESTERFIELD	6059	678	CORK	1947	Ċ	101	1	23	В	
4-RICHMOND	020-CHESTERFIELD	6067	655	CORK	1947	Ð	101	1	23	B	
4-RICHMOND	020-CHESTERFIELD	6122	780	TIMBER	1937	IJ	101	1	27	B	
4-RICHMOND	020-CHESTERFIELD	6147	628	TOTAL RB						υ	
4-RICHIMOND	020-CHESTERFIELD	8002	2657	CORK	1943	н	104	1	33	B	
4-RICHIMOND	026-DINWIDDIE	1009	40	TOTAL RB						υ	
4-RICHIMOND	026-DINWIDDIE	1026	1	CORK	1926	Ċ	101	-	23	B	
4-RICHMOND	026-DINWIDDIE	1033	460	TOTAL RB						υ	
4-RICHIMOND	026-DINWIDDIE	6083	703	CORK	1940	G/RK	104	3	113	B	
4-RICHIMOND	026-DINWIDDIE	6084	703	CORK	1938	Ŀ	104	3	98	B	
4-RICHIMOND	026-DINWIDDIE	6069	708	CORK	1940	Ð	104	4	170	B	
4-RICHIMOND	037-GOOCHLAND	1002	6	CORK	1929	ы	104	3	88	в	
4-RICHIMOND	037-GOOCHLAND	1004	6	TOTAL RB						U	
4-RICHIMOND	037-GOOCHLAND	1005	6	TOTAL RB						U	
4-RICHIMOND	037-GOOCHLAND	1006	6	TOTAL RB						U	
4-RICHIMOND	037-GOOCHLAND	1007	6	TOTAL RB						U	
4-RICHIMOND	037-GOOCHLAND	1009	250	TOTAL RB						υ	
4-RICHIMOND	037-GOOCHLAND	1010	250	CORK	1931	Ч	104	1	33	в	
4-RICHIMOND	037-GOOCHLAND	1027	250	CORK	1930/1988	G/RK	101	-	23	B	
4-RICHIMOND	037-GOOCHLAND	6038	645	CORK	1929	Ð	104	3	98	в	
4-RICHIMOND	042-HANOVER	1004	Ι	TOTAL RB						υ	
4-RICHIMOND	042-HANOVER	1006	1	TOTAL RB						υ	

Intert Control Intert for the probability Intert for the proprobability Intert for the probability				Inventory of P	f Pre-1950 Non-Arched Concrete Bridges	ied Concrete B	ridges					
0431AMOOTR 011 54 UTALEB 0431AMOOTR 013 01 01 01 01 01 0431AMOOTR 010 01 010 011 01 01 0431AMOOTR 010 01 01 01 01 01 01 0431AMOOTR 010 01 01 01 01 01 01 0431AMOOTR 010 01 01 01 01 01 01 0431AMOOTR 010 01 01 010 010 010 01 01 0431AMOOTR 010 01 01 010 010 010 01 01 0431AMOOTR 010 01 010 010 010 010 01	District	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
0 0-0.4.06/VOR 010 0014 0 0 0-0.4.06/VOR 010 0.01	4-RICHMOND	042-HANOVER	101	54	TOTAL RB						υ	
0.04340/03 0.09 0.04 TOAL BB 0.04340/03 0.09 0.0 101 107AL BB 1 1 0.04340/037 0.69 0.0 0.0 0.0 0.0 0.0 0.0 0.04340/037 0.60 0.61 101 107AL BB 1 107AL BB 1 0.04340/037 0.60 0.61 101 1 107AL BB 1 107AL BB 1 1 107AL BB 1 1 107AL BB 1	4-RICHMOND	042-HANOVER	1015	301	TOTAL RB						υ	
0 101 107ALBB 107ALBB 0 0434A00TR 080 1 107ALBB 0 0434A00TR 080 1 107ALBB 0 0434A00TR 080 51 901130 5 11 5 0 0434A00TR 080 51 901130 5 101 2 14 5 0 0434A00TR 080 5011 9917970 5 101 2 14 5 0 0434A00TR 080 5011 9917970 5 101 2 14 7 0 1044HE80C0 101 10 VERTICAL 980410 981 7 101 12 12 12 0 1044HE80C0 101 10 101 101 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10	4-RICHMOND	042-HANOVER	1050	360	TOTAL RB						υ	
0 043-00000 16 1 10011.01 3	4-RICHMOND	042-HANOVER	1053	301	TOTAL RB						υ	
0414MOVER 640 661 SOLID 919/913 C 101 2 44 A 04244MOVER 689 639 630 103 101 2 44 A 04244MOVER 680 63 10 1 VERTICAL 1997/976 7 103 117 A 0444BARCO 100 1 7 124	4-RICHMOND	042-HANOVER	1968	1	TOTAL RB						υ	
04-14MOVR 660 56.11 50.110 9171976 G 101 A 04-14MOVR 608 123 URW30LD 930 7 103 13 A 04-14MOVR 100 1 URW30LD 100 1 104 13 104 04-14FBNCO 100 1 V VRMCL 940 1 13 14 04-14FBNCO 100 1 10 14 12 101 1 2 1 04-14FBNCO 101 13 VRTCAL 940 101 1 2 1 1 04-14FBNCO 101 101 10 1 1 1 2 1 <td< td=""><td>4-RICHMOND</td><td>042-HANOVER</td><td>6040</td><td>199</td><td>SOLID</td><td>1919/1973</td><td>Ċ</td><td>101</td><td>7</td><td>44</td><td>۲</td><td>13</td></td<>	4-RICHMOND	042-HANOVER	6040	199	SOLID	1919/1973	Ċ	101	7	44	۲	13
04-HENROC 000 61 10 11 0.0WSILM 60 61 11 0.0WSILM 60 11 0.0WSILM 60 11 0.0WSILM 10 1 0.0WSILM 10 11 0.0WSILM 10 11 0.0WSILM 10 10 11 20	4-RICHIMOND	042-HANOVER	6059	686	SOLID	1917/1976	Ċ	103	4	137	۷	12
(4)-HE-NEC() (0) 1 VRITOLI (98 3 NAILE (91 1 26 A 0.43-HE-NEC() (00) 3 NAILE (94.4) (91 1 2 8 1 0.43-HE-NEC() (01) 15 SINGLE (94.4) (91 1 2 8 1 0.43-HE-NEC() (01) 16 15 SINGLE (94.4) 921 1 2 1 2 1 2 1 2 1 2 1 2	4-RICHIMOND	042-HANOVER	6908	623	TIDM SOLID	1920	ц	103	4	134	۷	10
(4)-HENRICO (0) 3 SNGLE (92/1974 F (0) 1 23 8 (4)-HENRICO 108 33 VERTICAL 109 13 13 13 13 13 14 13 14 13 14 13 14	4-RICHMOND	043-HENRICO	1001	1	VERTICAL	1938	IJ	207	3	85	۷	19
043HENRICO 108 31 VERTICAL 196 7 101 12 23 8 043-HENRICO 101 105 103	4-RICHIMOND	043-HENRICO	1003	s,	SINGLE	1942/1974	щ	104	1	25	B	
04-HENRICO 01 15 SOLD 921 P 101 3 5 5 04-HENRICO 017 300 107ALB3 1 1 1 2 2 04-HENRICO 018 300 107ALB3 1 1 1 2 2 04-HENRICO 013 360 107ALB3 1 1 1 2 2 04-HENRICO 103 360 107ALB3 107ALB3 1 1 2 2 04-HENRICO 102 147 107ALB3 107ALB3 107ALB3 1 1 2 2 04-HENRICO 102 12 1 107ALB3 1 1 2 2 2 04-HENRICO 102 12 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4-RICHIMOND	043-HENRICO	1008	33	VERTICAL	1946	ц	101	1	23	B	
04-HENRICO 01 50 10TALEB 04-HENRICO 108 300 10TALEB 04-HENRICO 108 300 10TALEB 04-HENRICO 109 30 10TALEB 04-HENRICO 109 300 10TALEB 04-HENRICO 109 147 10TALEB 04-HENRICO 109 7 7 7 04-HENRICO 109 7 17 7 7 7 04-HENRICO 109 7 0 107ALEB 107ALEB 101 1 23 1 04-HENRICO 109 17 0 1	4-RICHIMOND	043-HENRICO	1014	156	SOLID	1921	Ч	101	3	54	B	
04)HENRIC0 108 30 TOTALRB 04)HENRIC0 109 30 TOTALRB 101 101 101 101 04)HENRIC0 109 360 TOTALRB TOTALRB 101 101 101 101 04)HENRIC0 102 147 TOTALRB TOTALRB 101 11 12 1 <t< td=""><td>4-RICHMOND</td><td>043-HENRICO</td><td>1017</td><td>360</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>υ</td><td></td></t<>	4-RICHMOND	043-HENRICO	1017	360	TOTAL RB						υ	
043-EBNRCO 019 36 TOTAL RB C <thc< th=""> C <thc< th=""> C</thc<></thc<>	4-RICHIMOND	043-HENRICO	1018	360	TOTAL RB						υ	
043-HENRIC 102 147 TOTALRB TOTALRB <thtotalrb< th=""> <thtotalrb< th=""> <thtotalr< td=""><td>4-RICHIMOND</td><td>043-HENRICO</td><td>1019</td><td>360</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>υ</td><td></td></thtotalr<></thtotalrb<></thtotalrb<>	4-RICHIMOND	043-HENRICO	1019	360	TOTAL RB						υ	
041-IENGC0 029 5 CORK 941 F 10 1 23 B 043-IENRC0 921 230 TCTALRB 7 1 1 23 B 043-IENRC0 921 230 TCTALRB 100 12 29 1 7 <td>4-RICHMOND</td> <td>043-HENRICO</td> <td>1022</td> <td>147</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>υ</td> <td></td>	4-RICHMOND	043-HENRICO	1022	147	TOTAL RB						υ	
04-HENRICO 121 230 TOTALRB C 231 <t< td=""><td>4-RICHIMOND</td><td>043-HENRICO</td><td>1029</td><td>S</td><td>CORK</td><td>1941</td><td>ц</td><td>101</td><td>1</td><td>23</td><td>B</td><td></td></t<>	4-RICHIMOND	043-HENRICO	1029	S	CORK	1941	ц	101	1	23	B	
054-LUNENBURG 100 19 0.0 19 10 11 43 B 054-LUNENBURG 101 102 40 CORK 1935 FRK 101 1 23 B 055-LUNENBURG 6102 723 SINGLE 1945 7 10 1 23 B 055-LUNENBURG 6102 612 63 SINGLE 1945 7 10 1 23 B 055-LUNENBURG 613 632 TIMBER 1940 F 101 1 23 B 055-LUNENBURG 101 1 TOTALB 1940 F 101 1 23 B 055-MECKLENBURG 101 1 TOTALB 177ALB 1 1 23 B 5 058-MECKLENBURG 101 1 1 1 1 1 23 B 5 1 1 1 1 1 1 1 1 <td< td=""><td>4-RICHMOND</td><td>043-HENRICO</td><td>1921</td><td>250</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>υ</td><td></td></td<>	4-RICHMOND	043-HENRICO	1921	250	TOTAL RB						υ	
055-LUNENBURG 101 102 40 CORK 193 FRK 101 1 23 B 055-LUNENBURG 6102 723 SINGLE 1948 6 104 3 130 18 055-LUNENBURG 613 633 SOLUD 1915 7 101 1 23 B 055-LUNENBURG 613 632 TIMBER 1940 F 101 1 23 A 055-LUNENBURG 600 723 SINGLE 1941 F 101 1 23 B 058-MECKLENBURG 101 1 TOTALRB 170TALRB 170TALRB 101 1 23 B 058-MECKLENBURG 101 1 1 1 1 23 B 30 10 1 <td>4-RICHIMOND</td> <td>055-LUNENBURG</td> <td>1009</td> <td>6†</td> <td>CORK</td> <td>1930</td> <td>Р</td> <td>104</td> <td>1</td> <td>43</td> <td>B</td> <td></td>	4-RICHIMOND	055-LUNENBURG	1009	6†	CORK	1930	Р	104	1	43	B	
055-LUNENBURG 610 72 SINGLE 948 6 104 3 130 B 055-LUNENBURG 613 638 SOLID 1915 F 101 1 23 A 055-LUNENBURG 619 63 50 TIMBER 1940 F 101 1 23 A 055-LUNENBURG 600 723 SNGLE 1941/1974 F 104 6 235 B 055-LUNENBURG 101 1 TOTALRB 1941/1974 F 104 6 235 B 058-MEEKLENBURG 101 1 TOTALRB 170TALRB 170 1 23 B 058-MEEKLENBURG 101 15 1920 FA 101 1 23 B 058-MEEKLENBURG 101 1 23 10 1 23 B 058-MEEKLENBURG 101 1 23 10 1 23 B	4-RICHIMOND	055-LUNENBURG	1012	40	CORK	1935	F/RK	101	1	23	В	
05-LUNENBURG 613 638 SOLID 915 F 101 1 23 A 05-LUNENBURG 619 622 TMBER 940 F 101 1 23 B 055-LUNENBURG 699 723 SNGL 17MBER 1941/974 F 101 1 23 B 058-MECKLENBURG 101 1 TOTALRB 1941/974 F 104 6 255 B 058-MECKLENBURG 101 1 TOTALRB 1707ALRB 1930 F/A 101 1 23 B 058-MECKLENBURG 101 15 CORK 1930 F/A 101 1 23 B 058-MECKLENBURG 101 15 CORK 1930 F/A 101 1 23 B 058-MECKLENBURG 101 1 2 1 1 23 1 C C 058-MECKLENBURG 101 1 1	4-RICHIMOND	055-LUNENBURG	6102	723	SINGLE	1948	IJ	104	3	130	B	
05+LUNENBURG 619 62 TMBER 1940 F 101 1 22 055-LUNENBURG 6909 723 SINGLE 1941/1974 F 104 6 255 055-LUNENBURG 100 1 TOTALRB 191/1974 F 104 6 255 058-MECKLENBURG 101 1 TOTALRB 152 1074 F 104 3 36 058-MECKLENBURG 1013 15 CORK 1930 F/A 101 1 23 058-MECKLENBURG 1017 58 TOTALRB 1030 F/A 101 1 23 058-MECKLENBURG 1018 58 TOTALRB 107ALRB 1 23 23 058-MECKLENBURG 1018 58 TOTALRB 1030 F/A 101 1 23 058-MECKLENBURG 1018 58 TOTALRB 107ALRB 1 1 23 058-MECKLENBURG 101 123	4-RICHMOND	055-LUNENBURG	6132	638	SOLID	1915	ц	101	1	23	۷	6
055-LUNENBURG 690 723 SINGLE 1941/1974 F 104 6 235 058-MECKLENBURG 1001 1 TOTAL RB 1 101 1 2 058-MECKLENBURG 101 1 TOTAL RB 1930 F/A 104 6 235 058-MECKLENBURG 101 15 CORK 1930 F/A 101 1 23 058-MECKLENBURG 101 58 TOTAL RB TOTAL RB 100 1 23 058-MECKLENBURG 101 58 TOTAL RB 100 1 23 058-MECKLENBURG 1019 58 TOTAL RB 100 1 23 058-MECKLENBURG 1019 58 TOTAL RB 100 1 2 3 058-MECKLENBURG 1019 58 TOTAL RB 100 1 1 2 1 058-MECKLENBURG 1029 58 TOTAL RB 1 1 1 1 1	4-RICHMOND	055-LUNENBURG	6139	652	TIMBER	1940	ц	101	1	22	B	
088-MECKLENBURG 101 1 TOTAL RB 058-MECKLENBURG 101 1 23 058-MECKLENBURG 101 58 SINGLE 1928/1949 F 104 3 98 058-MECKLENBURG 101 15 CORK 1930 F/A 101 1 23 058-MECKLENBURG 101 58 TOTAL RB F 101 1 23 058-MECKLENBURG 1018 58 TOTAL RB F 101 1 23 058-MECKLENBURG 1019 58 TOTAL RB F 1 1 23 058-MECKLENBURG 1019 58 TOTAL RB F 1 1 2 058-MECKLENBURG 1029 92 TOTAL RB F 1 1 1 1 058-MECKLENBURG 102 23 TOTAL RB F 1 1 1 058-MECKLENBURG 102 23 SINGLE 1 1 1 <	4-RICHMOND	055-LUNENBURG	6069	723	SINGLE	1941/1974	ц	104	6	255	B	
058-MECKLENBURG 101 58 SINGLE 1928/1949 F 104 3 98 058-MECKLENBURG 1013 15 CORK 1930 F/A 101 1 23 058-MECKLENBURG 1017 58 TOTAL RB F/A 101 1 23 058-MECKLENBURG 1017 58 TOTAL RB F 101 1 23 058-MECKLENBURG 1018 58 TOTAL RB F 1 23 058-MECKLENBURG 1019 58 TOTAL RB F 1 23 058-MECKLENBURG 1019 58 TOTAL RB F 1 23 058-MECKLENBURG 1029 92 TOTAL RB F 1 23 058-MECKLENBURG 1929 F 1 1 23 1 058-MECKLENBURG 1929 F 1 1 2 1 058-MECKLENBURG 101 273 SINGLE 1 1	4-RICHIMOND	058-MECKLENBURG	1001	1	TOTAL RB						υ	
088-MECKLENBURG 101 15 CORK 1930 F/A 101 1 23 058-MECKLENBURG 101 58 TOTAL RB 101 58 TOTAL RB 058-MECKLENBURG 1018 58 TOTAL RB 1 1 23 058-MECKLENBURG 1019 58 TOTAL RB 1 1 1 23 058-MECKLENBURG 1019 58 TOTAL RB 1 1 1 1 058-MECKLENBURG 1019 58 TOTAL RB 1 1 1 1 1 058-MECKLENBURG 1029 92 TOTAL RB 1	4-RICHIMOND	058-MECKLENBURG	1012	58	SINGLE	1928/1949	ц.	104	3	98	B	
088-MECKLENBURG 101 58 TOTAL RB 058-MECKLENBURG 1018 58 TOTAL RB 058-MECKLENBURG 1019 58 TOTAL RB 058-MECKLENBURG 1019 58 TOTAL RB 058-MECKLENBURG 1029 92 TOTAL RB 058-MECKLENBURG 1029 92 F 104 3 058-MECKLENBURG 1001 273 SINGLE 1947 G 101 2 45	4-RICHIMOND	058-MECKLENBURG	1013	15	CORK	1930	F/A	101	1	23	B	
088-MECKLENBURG 1018 58 TOTAL RB 058-MECKLENBURG 1019 58 TOTAL RB 058-MECKLENBURG 1029 52 TOTAL RB 058-MECKLENBURG 1029 92 TOTAL RB 058-MECKLENBURG 1029 92 TOTAL RB 058-MECKLENBURG 1926 49 CORK 1929 F 104 3 108 063-NEW KENT 1001 273 SINGLE 1947 G 101 2 45	4-RICHIMOND	058-MECKLENBURG	1017	58	TOTAL RB						υ	
058-MECKLENBURG 1019 58 TOTAL RB 058-MECKLENBURG 1029 92 TOTAL RB 058-MECKLENBURG 1929 F 104 3 108 058-MECKLENBURG 1926 49 CORK 1929 F 104 3 108 063-NEW KENT 1001 273 SINGLE 1947 G 101 2 45	4-RICHIMOND	058-MECKLENBURG	1018	58	TOTAL RB						υ	
058-MECKLENBURG 1029 92 TOTAL RB 058-MECKLENBURG 1926 49 CORK 1929 F 104 3 108 053-MECKLENBURG 1926 49 CORK 1929 F 104 3 108 063-NEW KENT 1001 273 SINGLE 1947 G 101 2 45	4-RICHMOND	058-MECKLENBURG	1019	58	TOTAL RB						υ	
058-MECKLENBURG 1926 49 CORK 1929 F 104 3 108 063-NEW KENT 1001 273 SINGLE 1947 G 101 2 45	4-RICHMOND	058-MECKLENBURG	1029	92	TOTAL RB						υ	
063-NEW KENT 1001 273 SINGLE 1947 G 101 2 45	4-RICHIMOND	058-MECKLENBURG	1926	49	CORK	1929	ц	104	3	108	B	
	4-RICHIMOND	063-NEW KENT	1001	273	SINGLE	1947	IJ	101	7	45	B	

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				Inventory of P	Pre-1950 Non-Arched Concrete Bridges	d Concrete Br	idges					2 a)
Τ	District	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len	Sign.	Historical Rating
4-RJ(4-RUCHIMOND	063-NEW KENT	1002	249	TOTAL RB					1	U	
4-RI(4-RICHMOND	063-NEW KENT	1009	155	CORK	1931	IJ	104	2	75	B	
4-RIC	4-RICHIMOND	063-NEW KENT	1010	60	SINGLE	1946/1984	G/A	104	1	43	B	
4-RJ(4-RICHMOND	063-NEW KENT	1013	60	SINGLE	1947	A	104	1	43	B	
4-RI(4-RICHIMOND	063-NEW KENT	1014	60	TOTAL RB						U	
4-RJ(4-RICHMOND	063-NEW KENT	1025	60	CORK	1924	ц	101	1	23	B	
4-RIC	4-RICHIMOND	063-NEW KENT	1929	155	CORK	1931/1973	G/A	104	7	55	В	
4-RIC	4-RICHMOND	063-NEW KENT	1956	60	TOTAL RB						U	
· 4-RIC	4-RICHIMOND	063-NEW KENT	6025	629	TOTAL RB						U	
4-RIC	4-RICHIMOND	VANOTTOWAY	1010	307	TOTAL RB						U	
4-RIC	4-RICHIMOND	VANOTTOWAY	1012	460	TOTAL RB						U	
4-RIC	4-RICHIMOND	VAWOTTOWAY	6058	723	SINGLE	1946	ч	104	S	188	B	
4-RIC	4-RICHIMOND	072-POWHATAN	1009	13	SOLID	1920/1945	IJ	101	1	23	A	8
4-RIC	4-RICHMOND	072-POWHATAN	1011	313	CURB/GUARDRAIL	1945	IJ	101	2	46	B	
7 4-RIC	4-RICHIMOND	072-POWHATAN	6024	711	CORK	1940	F/A	104	3	128	B	
-	4-RICHMOND	072-POWHATAN	6025	711	CORK	1939	Ċ	104	S	128	В	
4-RIC	4-RICHIMOND	072-POWHATAN	6026	711	CORK	1940	ŋ	104	7	85	B	
4-RIC	4-RICHIMOND	072-POWHATAN	6045	684	CORK	1938	ч	101	1	23	B	
4-RIC	4-RICHIMOND	072-POWHATAN	6904	684	CORK	1940/1973	Ð	104	4	130	B	
4-RIC	4-RICHIMOND	074-PRINCE GEORGE	1002	10	TOTAL RB						U	
4-RIC	4-RICHMOND	074-PRINCE GEORGE	1003	10	TOTAL RB						U	
4-RIC	4-RICHIMOND	074-PRINCE GEORGE	1004	10	TOTAL RB						U	
4-RIC	4-RICHMOND	074-PRINCE GEORGE	1012	301	CORK	1927/1939	G/RK	104	1	33	B	
4-RIC	4-RICHIMOND	074-PRINCE GEORGE	1013	301	TOTAL RB						U	
4-RIC	4-RICHIMOND	074-PRINCE GEORGE	1021	156	TOTAL RB						U	
4-RIC	4-RICHMOND	123-PETERSBURG	1807	1	TOTAL RB						U	
4-RIC	4-RICHIMOND	123-PETERSBURG	1810	460	TOTAL RB						U	
4-RIC	4-RICHIMOND	123-PETERSBURG	1813	1	VERTICAL	1925/1976	ц	204	8	451	۷	Y
4-RIC	4-RICHIMOND	123-PETERSBURG	1829	36	PIPE	1935	G/A	104	1	31	B	
4-RIC	4-RICHIMOND	123-PETERSBURG	1912	1	VERTICAL	1925/1976	ц	204	37	1683	۷	Y
4-RIC	4-RICHIMOND	123-PETERSBURG	8019	HINTON ST.	SOLID/NONE	1930	Ð	101	-	27	B	
4-RIC	4-RICHIMOND	127-RICHMOND	1850	S	SOLID	1913	ц	101	7	32	۲	10
4-RIC	4-RICHIMOND	127-RICHMOND	8027	4TH STREET	TOTAL RB						C	

			Inventory of	f Pre-1950 Non-Arched Concrete Bridges	I Concrete Bri	dges					
District	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
5-SUFFOLK	121-NEWPORT NEWS	1824	167	TOTAL RB						c	
5-SUFFOLK	121-NEWPORT NEWS	8003	O, C. H. HWY	CORK	1915/1931	ц	104	1	29	B	
5-SUFFOLK	121-NEWPORT NEWS	8004	LUCAS CR. RD.	NEAR TOTAL RB						U	
5-SUFFOLK	122-NORFOLK	1801	13	VERTICAL	1943	IJ	104	7	48	B	
5-SUFFOLK	122-NORFOLK	1807	58	CORK	1924/1938/1949	IJ	104	3	98	B	
5-SUFFOLK	122-NORFOLK	1810	60	VERTICAL	1929/1949	IJ	104	8	224	B	
5-SUFFOLK	122-NORFOLK	1843	26TH STREET	ART DECO CONC. POST	1939	IJ	201	13	455	۷	177
5-SUFFOLK	122-NORFOLK	1913	13	NEAR TOTAL RB						υ	
5-SUFFOLK	122-NORFOLK	8003	ROBIN HOOD RD.	SINGLE	1944/1987	IJ	204	7	48	B	
5-SUFFOLK	124-PORTSMOUTH	1816	239	SINGLE	1944	ц	101	8	184	B	
5-SUFFOLK	131-CHESAPEAKE	1808	13	SINGLE	1948/1960	IJ	104	Ś	275	۷	17
5-SUFFOLK	131-CHESAPEAKE	1823	58	CORK	1932	G/RK	101	1	23	B	
5-SUFFOLK	131-CHESAPEAKE	1844	168	CORK	1932	Ċ	101	1	23	B	
5-SUFFOLK	133-SUFFOLK	1802	10	CORK	1924/1967	G/RK/A	104	1	28	B	
5-SUFFOLK	133-SUFFOLK	1815	32	CORK	1927/1963	RB	104	3	105	B	
5-SUFFOLK	133-SUFFOLK	1819	337	CORK	1932	IJ	101	1	28	B	
5-SUFFOLK	133-SUFFOLK	1836	337	CORK	1920	RK	104	1	33	B	
5-SUFFOLK	133-SUFFOLK	8043	759	SINGLE	1949	IJ	104	3	86	B	
6-FREDERICKSBURG	016-CAROLINE	1001	1	TOTAL RB						υ	
6-FREDERICKSBURG	016-CAROLINE	1002	1	TOTAL RB						υ	
6-FREDERICKSBURG	016-CAROLINE	1003	1	TOTAL RB						U	
6-FREDERICKSBURG	016-CAROLINE	1005	1	TOTAL RB						υ	
6-FREDERICKSBURG	016-CAROLINE	1008	1	TOTAL RB						υ	
6-FREDERICKSBURG	016-CAROLINE	1009	17	TOTAL RB						U	
6-FREDERICKSBURG	016-CAROLINE	1010	17	CORK	1933	Ь	104	1	43	U	
6-FREDERICKSBURG	016-CAROLINE	1011	1	TOTAL RB						υ	
6-FREDERICKSBURG	016-CAROLINE	1013	2	CORK	1932	F	101	1	22	B	
6-FREDERICKSBURG	016-CAROLINE	1018	301	TOTAL RB						U	
6-FREDERICKSBURG	016-CAROLINE	1021	2	TOTAL RB						U	
6-FREDERICKSBURG	016-CAROLINE	6008	603	TOTAL RB						U	
6-FREDERICKSBURG	016-CAROLINE	6017	614	CURB	1914	G	101	7	44	۷	6
6-FREDERICKSBURG	016-CAROLINE	6076	652	TOTAL RB						U	
6-FREDERICKSBURG	028-ESSEX	6017	684	CORK	1932	Ь	101	-	23	U	

			Inventory of P	Inventory of Pre-1950 Non-Arched Concrete Bridges	ied Concrete Bi	ridges					
District	County	Bridge #	Route #/Str ce t	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
6-FREDERICKSBURG	028-ESSEX	6018	169	Solution	1923	ъ	103	-	67	A	13
6-FREDERICKSBURG	036-GLOUCESTER	1001	3	CORK	1938	Ċ	104	1	38	В	
6-FREDERICKSBURG	036-GLOUCESTER	1003	17	SINGLE	1917/1938	IJ	104		69	B	
6-FREDERICKSBURG	036-GLOUCESTER	1004	198	CORK	1938	Ċ	104	1		В	
6-FREDERICKSBURG	036-GLOUCESTER	1005	198	CORK	1941	IJ	104	ı	43	B	
6-FREDERICKSBURG	048-KING GEORGE	1962	3	SINGLE	1931	ц	104	7	78	B	
6-FREDERICKSBURG	049-KING & QUEEN	1954	14	CORK	1938	Ч	101	7	46	υ	
6-FREDERICKSBURG	051-LANCASTER	1004	3	CORK	1939	ц	104	æ	96	B	
6-FREDERICKSBURG	051-LANCASTER	1005	3	TOTAL RB						υ	
6-FREDERICKSBURG	051-LANCASTER	6016	695	CORK	1930	ĹL.	101	1	23	B	
6-FREDERICKSBURG	057-MATHEWS	1003	14	SINGLE	1949	Ð	104	3	98	в	
6-FREDERICKSBURG	057-MATHEWS	1956	3	SINGLE	1948	IJ	104	3	86	в	
6-FREDERICKSBURG	059-MIDDLESEX	1955	17	CORK	1931	Ģ	104	3	114	В	
6-FREDERICKSBURG	066-NORTHUMBERLAND	1953	202	CORK	1931	ы	104	3	66	в	
6-FREDERICKSBURG	079-RICHMOND	1001	3	TOTAL RB						U	
6-FREDERICKSBURG	079-RICHMOND	6013	637	TOTAL RB						U	
6-FREDERICKSBURG	079-RICHMOND	6049	697	CORK	1929	ፈ	104	1	33	В	
6-FREDERICKSBURG	088-SPOTSYLVANIA	1004	1	TOTAL RB						υ	
6-FREDERICKSBURG	088-SPOTSYLVANIA	1005	1	TOTAL RB						U	
6-FREDERICKSBURG	088-SPOTSYLVANIA	1007	3	TOTAL RB						υ	
6-FREDERICKSBURG	088-SPOTSYLVANIA	1012	208	CORK	1931	F/RK	104	3	126	B	
6-FREDERICKSBURG	088-SPOTSYLVANIA	1022	208	TOTAL RB						υ	
6-FREDERICKSBURG	088-SPOTSYL VANIA	6059	738	CORK	1930	IJ	101	1	22	B	
6-FREDERICKSBURG	088-SPOTSYLVANIA	6063	738	CORK	1930	ц	101	-	23	B	
6-FREDERICKSBURG	089-STAFFORD	1001	1	SINGLE	1925/1938/7	G	104	7	86	B	
6-FREDERICKSBURG	089-STAFFORD	1003	3	CORK	1933	IJ	104	1	43	B	
6-FREDERICKSBURG	089-STAFFORD	1004	1	TOTAL RB						υ	
6-FREDERICKSBURG	089-STAFFORD	1016	1	TOTAL RB						U	
6-FREDERICKSBURG	089-STAFFORD	1023	3	CORKNONE	1947	ŋ	101	1	23	υ	
6-FREDERICKSBURG	089-STAFFORD	6020	630	PIPE	1917	ц	207	3	98	A	15
6-FREDERICKSBURG	089-STAFFORD	6075	607	SOLID	1931/19207	ი	101	1	23	A	11
6-FREDERICKSBURG	096-WESTMORELAND	- 1001	3	TOTAL RB						U	
6-FREDERICKSBURG	096-WESTMORELAND	1002	3	TOTAL RB						U	

rete Bridges	Cond. Span Type Spans Total Len. Sign. Historical Rating	C	F/RK 104 1 43 C	F 101 2 36 B	931 P 104 2 74 C	U	G 204 3 144 B	G 104 3 114 B	F 104 1 33 B	F 104 1 48 B	A 101 1 29 B	G 104 4 192 B	U	v	U	C	F 107 1 40 A 13	v	G 104 1 42 B	P 101 1 22 C	F 101 1 22 C	U	J	F 101 1 21 C	U	v	U	U	G 101 1 23 B	F 201 2 40 B	J	G 101 1 18 B	G 101 1 21 B
	Spans		104 1	101 2			204 3	104 3	104 1	104 1	101 1	104 4					107 1		104 1	101 1	101 1			101 1					101 1	201 2		101 1	101 1
Bridges			F/RK	ц	Р		IJ	IJ	ц	ſĽ	A	Ċ					Ч		IJ	Ъ	ш			Ъ					IJ	ц		IJ	ŋ
ed Concrete	Date		1933	1944/7	1930/1931		1945	1946	1935	1935	1932	1935					1936		1949	1932	1932			1932					1932	1932		1948	1932
Pre-1950 Non-Arched Concrete Bridges	Rall Type	TOTAL RB	CORK	TOW SOLID	CORK	TOTAL RB	VERTICAL	VERTICAL	CORK	CORK	CORK	CORK	TOTAL RB	NEAR-TOTAL RB	NEAR-TOTAL RB	TOTAL RB	CORK	TOTAL RB	SINGLE	CORK	CORK	TOTAL RB	TOTAL RB	CORK/GUARDRAIL	TOTAL RB	TOTAL RB	TOTAL RB	TOTAL RB	CORK	LOWWATER	TOTAL RB	SINGLE	CORK
Inventory of]	Route #/Street	3	205	639	1	1	1	1	6	6	20	22	22	240	231	240	250	20	53	22	22	22	22	29	231	231	231	250	6	672	674	810	810
	Bridge #	1003	1006	6006	1801	1802	1803	1804	1001	1002	1007	1010	1011	1024	1041	1042	1046	1056	1059	1073	1074	1077	1081	1085	1107	1109	1111	1118	1143	6061	6062	6126	6127
	County	096-WESTMORELAND	096-WESTMORELAND	096-WESTMORELAND	111-FREDERICKSBURG	111-FREDERICKSBURG	111-FREDERICKSBURG	111-FREDERICKSBURG	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE	002-ALBEMARLE								
	District	6-FREDERICKSBURG	6-FREDERICKSBURG	6-FREDERICKSBURG	6-FREDERICKSBURG	6-FREDERICKSBURG	6-FREDERICKSBURG	6-FREDERICKSBURG	7-CULPEPER	COLPEPER	2 7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER												

	Historical Rating															15						2									13			
	Historica																																	
	Sign.	В	B	B	в	B	B	B	U	U	U	ပ	U	U	U	۲	В	в	U	B	U	۷	B	U	ပ	ပ	В	U	U	U	A	U	U	B
	Total Len.	77	23	21	22	25	23	23		33						148	132	23		22		130	22	21			43				33			22
	Spans	-	-	-	1	1	1	1		1						4	4	-		1		S	1	1			1				1			1
	Span Type	101	101	101	101	101	101	101		104						103	101	101		101		103	101	101			104				102			101
lges	Cond.	Ð	G	ц	ы	ŋ	IJ	ს		ц						ŋ	Ċ	ŋ		ŋ		ŋ	Ċ	ፈ			ц				IJ			IJ
crete Brid																																		
ed Con	Date	1932	1932	1932	1932	1932	1932	1932		1932						1915	1928	1940		1948		1913	1920	1933			1936				1923			1928
of Pre-1950 Non-Arched Concrete Bridges	Rall Type	SOLID	SOLID	GUARDRAIL	CORK	CORK	SOLID	SOLID	TOTAL RB	CORK	TOTAL RB	TOTAL RB	TOTAL RB	TOTAL RB	NEAR-TOTAL RB	SOLID	LOWWATER	SOLID	TOTAL RB	SINGLE	TOTAL RB	SOLID	SOLID	CORK	TOTAL RB	TOTAL RB	CORK	TOTAL RB	TOTAL RB	TOTAL RB	SOLID	TOTAL RB	TOTAL RB	CORK
Inventory of P	Route #/Street	626	631	691	692	692	715	795	522	762	15	229	229	615	615	620	628	640	647	649	652	669	647	685	15	15	55	55	17	211	215	28	28	15
	Bridge #	6165	6175	6203	6207	6208	6219	6241	1004	1006	1008	1011	1014	6008	6009	6010	6018	6026	6034	6037	6038	6046	6097	6112	1001	1002	1018	1019	1023	1028	1033	1045	1047	1051
	County	002-ALBEMARLE	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	023-CULPEPER	030-FAUQUIER	030-FAUQUIER	030-FAUQUIER	030-FAUQUIER	030-FAUQUIER	030-FAUQUER	030-FAUQUIER	030-FAUQUER	030-FAUQUER	030-FAUQUER												
	District	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	∞ 7-CULPEPER	• 7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER	7-CULPEPER						

County										
	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
030-FAUQUIER	1053	15	TOTAL RB						່ ບ	
030-FAUQUTER	1065	F-185	SOLID	1925	Ð	101	-	24	۷	10
030-FAUQUIER	1074	55	TOTAL RB						U	
030-FAUQUIER	6012	605	CORK	1932	RK	101	3	44	В	
030-FAUQUIER	6036	626	PROTO-CORK	1928	G	201	7	26	۷	11
030-FAUQUIER	6040	629	CORK	1942	F/RK	101	7	44	В	
030-FAUQUIER	6047	635	CORK	1932	ы	101	7	44	в	
030-FAUQUIER	6053	647	SOLID	c. 1923-1925	ц	102	1	34	۷	12
030-FAUQUIER	6054	647	SOLID	1923	Ŀ	102	1	34	۷	13
030-FAUQUIER	6057	651	CORK	1933	F/RK	101	7	44	B	
030-FAUQUIER	6087	688	SOLID	1925	Ŀ	101	7	44	в	
030-FAUQUIER	6104	713	CORK	1938	н	101	7	44	в	
030-FAUQUIER	6141	610	SOLID	1921	IJ	101	I	22	в	
030-FAUQUIER	6142	610	SOLID	1921	Ð	101	1	23	В	
030-FAUQUIER	6143	616	CORK	1936	ч	101	1	22	B	
030-FAUQUIER	6171	651	CORK	1946	Ъ	101	1	23	В	
030-FAUQUIER	6172	651	CORK	1933	IJ	101	-	22	В	
030-FAUQUIER	6181	802	CURB	1936	ტ	101	1	20	В	
030-FAUQUIER	6183	802	CURB	1936	Ċ	101	1	22	B	
030-FAUQUIER	6192	603	CORK	1937	Ч	101	1	22	U	
030-FAUQUER	6232	776	PROTO-CORK	6161	н	201	2	44	¥	6
030-FAUQUIER	6234	629	CORK	1928	ы	101	1	22	В	
030-FAUQUIER	6235	686	CORK	1933	Ъ	101	1	20	В	
030-FAUQUIER	6237	109	CORK	1933	Ð	101	1	22	В	
030-FAUQUIER	6241	702	CORK	1936	P/RK	101	1	23	B	
030-FAUQUIER	6253	623	CORK	1934	IJ	101	1	23	В	
030-FAUQUIER	6255	713	SOLID	1922	Ŀ	101	-	20	В	
030-FAUQUIER	6262	647	SOLID	1927	IJ	101	1	23	В	
030-FAUQUIER	6304	625	TOTAL RB						U	
032-FLUVANNA	1009	250	CORK	1938	н	104	s	220	В	
032-FLUVANNA	6050	659	CORK	1940	н	104	4	172	В	
039-GREENE	1006	33	CORK	1931	F	101	1	22	В	
039-GREENE	1008	230	UDBK	1041	Ċ	101	•		ſ	

Intert cont Barb <				Inventory of P	Inventory of Pre-1950 Non-Arched Concrete Bridges	ned Concrete B	iridges					
0%-GEDE 600 500LE 500LE <th< th=""><th>District</th><th>County</th><th>Bridge #</th><th></th><th>Rall Type</th><th>Date</th><th>Cond.</th><th>Span Type</th><th>Spans</th><th>Total Len.</th><th>Sign</th><th>Historical Rating</th></th<>	District	County	Bridge #		Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
0H-LOURN 101 12 TONLEB 0H-LOURN 10 1 TONLEB 0H-LOURN 100 1 TONLEB 0H-LOURN 100 1 TONLEB 0H-LOURN 100 1 TONLEB 0H-LOURN 100 21 10 0H-LOURN 100 21 10 0H-LOURN 100 21 10 0H-LOURN 101 10	7-CULPEPER	039-GREENE	6006		SINGLE	1949	U	104	5	96	B	
04-LOUGN 101 12 TONLED 04-LOUGN 100 13 TONLED 06-AMDISON 100 13 TONLED 06-AMDISON 100 10 20 TONLED 06-AMDISON 100 10 10 10 10 06-AMDISON 100 10 10 10 10 10 06-AMDISON 101 10 10 10 10 10 10 06-AMDISON 101 10 101 10 10 10 10 06-AMDISON 101 10 10 10 10 10 10 06-AMDISON 101 10 10 10 10 <td< td=""><td>7-CULPEPER</td><td>054-LOUISA</td><td>1004</td><td>22</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>в</td><td></td></td<>	7-CULPEPER	054-LOUISA	1004	22	TOTAL RB						в	
064-1013A 100 13 TOIALBA 064-1013A 100 21 TOIALBA 064-1013A 100 21 TOIALBA 065-MADISON 000 21 TOIALBA 065-MADISON 100 21 CORK 193 6 065-MADISON 100 21 CORK 193 6 104 3 125 065-MADISON 101 21 CORK 194 6 104 3 135 065-MADISON 101 21 CORK 194 7 14 12 065-MADISON 101 21 TOTALBA 193 16 12 12 065-MADISON 101 21 TOTALBA 193 16 16 12 065-MADISON 101 101 107 193 16 12 12 065-MADISON 101 101 107 107 13 16 12 065-MADISON 101<	7-CULPEPER	054-LOUISA	1007	15	TOTAL RB						U	
064-COLRA 010 211 TOTALBA 01 012 13 TOTALBA 065-MADISON 000 13 CORK 193 7 065-MADISON 000 21 CORK 193 7 13 065-MADISON 001 21 CORK 193 7 14 15 065-MADISON 101 210 TOTALBB 1707ALB 7 14 14 065-MADISON 101 21 TOTALBB 1707ALB 7 14 14 066-MANE 101 21 TOTALBB 1707ALB 7 14 14 068-MANE 101 21 107ALB 107ALB 17	7-CULPEPER	054-LOUISA	1009	15	TOTAL RB						U	
066-MAJISON 101 13 TOALBA 066-MAJISON 100 21 COAR 933 1	7-CULPEPER	054-LOUISA	1010	231	TOTAL RB						U	
066-MAJISON 101 21 CORK 193 6 104 3 105 066-MAJISON 100 20 CORK 193 6 104 3 105 066-MAJISON 101 20 CORK 193 6 104 3 105 066-MAJISON 101 20 CORK 193 6 104 3 13 066-MAJISON 104 20 CORK 193 6 104 3 13 066-MAJISON 101 20 CORK 193 6 10 3 13 066-MAJISON 101 20 CORK 193 6 10 3 13 066-MAJISON 101 21 CORK 193 6 10 1 1 1 068-GAMJISON 101 21 CORK 193 6 1 1 1 068-GAMJISON 101 21 CORK 101A	7-CULPEPER	NOSICIEVADISON	1002	15	TOTAL RB						U	
066-MADISON 001 21 CORK 932 101 21 21 056-MADISON 101 20 CORK 940 1	7-CULPEPER	056-MADISON	1003	231	CORK	1928	IJ	104	3	126	В	
(55-MADISON (10) (20) CORK (94) (11) (21)	7-CULPEPER	NOSIGEWADISON	1007	231	CORK	1932	U	104	4	152	В	
05-MADISON 013 29 TOTAL RB 05-MADISON 104 21 TOTAL RB 05-MADISON 104 13 TOTAL RB 05-MADISON 104 13 TOTAL RB 05-MADISON 104 21 TOTAL RB 05-MADISON 104 24 13 TOTAL RB 05-MADISON 607 07 193 13 1 05-MADISON 607 07 193 1 1 1 05-MADISON 607 07 107AL RB 1 1 1 1 068-ORANGE 101 13 TOTAL RB 1 1 1 1 068-ORANGE 101 1 TOTAL RB 1 1 1 1 1 068-ORANGE 101 1 TOTAL RB 1 1 1 1 1 068-ORANGE 101 1 1 1 1 1 1 1 088-ORAN	7-CULPEPER	NOSIGAMADISON	1010	230	CORK	1940	IJ	101	S	215	В	
054MDISON 106 21 TOTAL RB 056MDISON 198 13 TOTAL RB 056MDISON 198 13 TOTAL RB 056MDISON 191 230 TOTAL RB 056MDISON 001 03 TOTAL RB 056MDISON 011 31 TOTAL RB 056MDISON 011 31 TOTAL RB 056MDISON 015 107 19341983 1 068-ORANGE 015 107 107AL RB 1 3 10 068-ORANGE 015 107AL RB 107AL RB 1 3 10 068-ORANGE 016 521 TOTAL RB 107AL RB 107AL RB 1 3 10 068-ORANGE 016 521 TOTAL RB 107AL RB 1 3 11 073-ALPALAINNOCK 104 21 TOTAL RB 107AL RB 1 3 11 073-ALPALAINNOCK 104 22 TOTAL RB 107AL RB	7-CULPEPER	NOSIGEWADISON	1015	29	TOTAL RB						υ	
066-MAJISON 508 15 TOTALRB 191 52 133 101ALRB 33 133	7-CULPEPER	NOSIGEWADISON	1046	231	TOTAL RB						υ	
065-MADISON 91 20 CORK 199 6 101 20 103	7-CULPEPER	026-MADISON	1908	15	TOTAL RB						υ	
066-MADISON 601 603 CORK 938/1981 6 101 3 107AL RB 7 1 3 60 068-ORANGE 011 33 107AL RB 107AL RB 1	7-CULPEPER	NOSICIP-950	1914	230	CORK	1939	ŋ	104	3	129	B	
068-ORANGE 01 33 TOTAL RB 068-ORANGE 103 22 TOTAL RB 068-ORANGE 103 12 TOTAL RB 068-ORANGE 103 13 TOTAL RB 068-ORANGE 103 107AL RB TOTAL RB 068-ORANGE 109 52 TOTAL RB 068-ORANGE 109 52 TOTAL RB 078-RAPHANNOCK 104 21 TOTAL RB 078-RAPPAHANNOCK 106 52 CORK 1939 F 104 1 30 078-RAPPAHANNOCK 106 22 CORK 1939 F 104 1 30 078-RAPAHANNOCK 106 22 CORK 1939 F 104 1 30 078-RAPAHANNOCK 101 211 TOTAL RB 1 1 31 078-RAPAHANNOCK 101 211 TOTAL RB 1 30 1 1 1 078-RAPAHANNOCK 102 22 </td <td>7-CULPEPER</td> <td>056-MADISON</td> <td>6007</td> <td>609</td> <td>CORK</td> <td>1938/1983</td> <td>ט</td> <td>104</td> <td>3</td> <td>60</td> <td>B</td> <td></td>	7-CULPEPER	056-MADISON	6007	609	CORK	1938/1983	ט	104	3	60	B	
068-ORANGE 013 522 TOTAL RB 068-ORANGE 023 15 TOTAL RB 068-ORANGE 026 3 TOTAL RB 068-ORANGE 060 3 TOTAL RB 068-ORANGE 060 627 TOTAL RB 068-ORANGE 6016 627 TOTAL RB 078-RAPDATANNOCK 610 521 TOTAL RB 078-RAPDATANNOCK 104 322 CORK 078-RAPDATANNOCK 104 222 CORK 1939 F 104 1 078-RAPDATANNOCK 104 222 CORK 1939 F 104 1 30 078-RAPDATANNOCK 104 21 TOTAL RB TOTAL RB 104 3 114 078-RAPDATANNOCK 102 222 TOTAL RB 1070AL RB 3 114 078-RAPDATANNOCK 102 223 TOTAL RB 1070AL RB 3 114 078-RAPDATANNOCK 102 222 TOTAL RB <t< td=""><td>7-CULPEPER</td><td>068-ORANGE</td><td>1011</td><td>33</td><td>TOTAL RB</td><td></td><td></td><td></td><td></td><td></td><td>U</td><td></td></t<>	7-CULPEPER	068-ORANGE	1011	33	TOTAL RB						U	
068-ORANGE 15 TOTAL RB 068-ORANGE 109 3 TOTAL RB 068-ORANGE 606 57 TOTAL RB 068-ORANGE 6016 627 TOTAL RB 068-ORANGE 610 621 TOTAL RB 078-RAPPAHANNOCK 100 52 CORK 1943 G 14 078-RAPPAHANNOCK 100 52 CORK 1943 G 14 3 114 078-RAPPAHANNOCK 100 231 TOTAL RB CORK 1939 F 104 1 30 078-RAPPAHANNOCK 1014 211 TOTAL RB TOTAL RB 107AL RB 3 114 078-RAPPAHANNOCK 102 231 TOTAL RB 107AL RB 3 114 078-RAPPAHANNOCK 102 232 TOTAL RB 107AL RB 3 114 078-RAPPAHANNOCK 102 232 TOTAL RB 107AL RB 1 1 17 078-RAPPAHANNOCK 102 <td>7-CULPEPER</td> <td>068-ORANGE</td> <td>1015</td> <td>522</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>U</td> <td></td>	7-CULPEPER	068-ORANGE	1015	522	TOTAL RB						U	
068-ORANGE 109 3 TOTALRB 068-ORANGE 6016 627 TOTALRB 101 068-ORANGE 610 627 TOTALRB 101 068-ORANGE 610 621 TOTALRB 101 068-ORANGE 610 621 TOTALRB 101 078-RAPPAHANNOCK 104 52 CORK 1939 F 104 1 30 078-RAPPAHANNOCK 106 221 CORK 1939 F 104 3 114 078-RAPPAHANNOCK 104 21 TOTALRB TOTALRB 5 104 3 114 078-RAPPAHANNOCK 101 211 TOTALRB TOTALRB 5 1 3 114 078-RAPPAHANNOCK 102 222 TOTALRB TOTALRB 5 1 3 1 3 1 3 078-RAPPAHANNOCK 102 222 TOTALRB TOTALRB 5 1 3 1 3	7-CULPEPER	068-ORANGE	1025	15	TOTAL RB						υ	
068-ORANGE 601 627 TOTAL RB 068-ORANGE 610 621 TOTAL RB 068-ORANGE 610 621 TOTAL RB 068-ORANGE 610 621 TOTAL RB 068-ORANGE 610 52 CORK 943 G 1 30 078-RAPPAHANNOCK 1004 52 CORK 1939 F 104 1 30 078-RAPPAHANNOCK 1014 211 TOTAL RB 1073 1 1 30 078-RAPPAHANNOCK 1014 211 TOTAL RB 1074 1 1 30 078-RAPPAHANNOCK 1014 211 TOTAL RB 1 1 31 078-RAPPAHANNOCK 102 52 TOTAL RB 1 31 1 078-RAPPAHANNOCK 102 52 TOTAL RB 1 31 1 078-RAPPAHANNOCK 102 52 TOTAL RB 1 31 1 1 1	7-CULPEPER	068-ORANGE	1069	3	TOTAL RB						υ	
068-ORANGE 610 621 TOTAL RB 078-RAPDAHANNOCK 104 52 CORK 943 6 104 1 30 078-RAPDAHANNOCK 106 522 CORK 1943 6 104 1 30 078-RAPDAHANNOCK 108 231 TOTAL RB 6 104 3 114 078-RAPDAHANNOCK 108 231 TOTAL RB 7	7-CULPEPER	068-ORANGE	6016	627	TOTAL RB						U	
078-RAPAHANNOCK 104 52 CORK 1943 G 104 1 30 078-RAPAHANNOCK 106 522 CORK 1939 F 104 1 30 078-RAPAHANNOCK 108 231 TOTAL RB F 104 3 114 078-RAPAHANNOCK 108 231 TOTAL RB F 104 3 114 078-RAPAHANNOCK 101 211 TOTAL RB F 104 3 114 078-RAPAHANNOCK 102 522 TOTAL RB F 104 3 114 078-RAPAHANNOCK 102 522 TOTAL RB F 1 37 078-RAPAHANNOCK 102 522 TOTAL RB F 1 37 078-RAPAHANNOCK 103 522 TOTAL RB F 1 37 078-RAPAHANNOCK 102 522 TOTAL RB F 1 37 078-RAPAHANNOCK 103 231 TOT	7-CULPEPER	068-ORANGE	6110	621	TOTAL RB						υ	
078-RAPPAHANNOCK 106 52 CORK 1939 F 104 3 114 078-RAPPAHANNOCK 108 231 TOTALRB TOTALRB 1	7-CULPEPER	078-RAPPAHANNOCK	1004	522	CORK	1943	G	104	1	30	B	
078-RAPPAHANNOCK 108 231 TOTAL RB 078-RAPPAHANNOCK 1014 211 TOTAL RB 078-RAPPAHANNOCK 1014 211 TOTAL RB 078-RAPPAHANNOCK 102 522 TOTAL RB 078-RAPPAHANNOCK 102 522 TOTAL RB 078-RAPPAHANNOCK 102 522 TOTAL RB 078-RAPPAHANNOCK 1023 522 TOTAL RB 078-RAPPAHANNOCK 1024 522 TOTAL RB 078-RAPPAHANNOCK 1030 231 TOTAL RB 078-RAPPAHANNOCK 103 231 TOTAL RB 078-RAPPAHANNOCK 103 231 TOTAL RB 078-RAPPAHANNOCK 103 231 T	7-CULPEPER	078-RAPPAHANNOCK	1006	522	CORK	1939	ц	104	3	114	B	
078-RAPPAHANNOCK 101 211 TOTAL RB 078-RAPPAHANNOCK 1021 522 TOTAL RB 078-RAPPAHANNOCK 1022 522 TOTAL RB 078-RAPPAHANNOCK 1023 522 TOTAL RB 078-RAPPAHANNOCK 1023 522 TOTAL RB 078-RAPPAHANNOCK 1024 522 TOTAL RB 078-RAPPAHANNOCK 1030 231 TOTAL RB 078-RAPPAHANNOCK 1030 231 TOTAL RB 078-RAPPAHANNOCK 1030 231 TOTAL RB 078-RAPPAHANNOCK 1033 231 TOTAL RB 078-RAPPAHANNOCK 103 231 TOTAL RB 078-RAPPAHANNOCK 105 522 TOTAL RB 078-RAPPAHANNOCK 105 522 TOTAL RB 078-RAPPAHANNOCK 105 522 TOTAL RB	7-CULPEPER	078-RAPPAHANNOCK	1008	231	TOTAL RB						U	
078-RAPPAHANNOCK 1021 522 TOTAL RB 078-RAPPAHANNOCK 1022 522 TOTAL RB 078-RAPPAHANNOCK 1023 522 TOTAL RB 078-RAPPAHANNOCK 1023 522 TOTAL RB 078-RAPPAHANNOCK 1024 522 CORK 1923/1939 G 104 1 37 078-RAPPAHANNOCK 1030 231 TOTAL RB 1074.RB 1 37 078-RAPAHANNOCK 1030 231 TOTAL RB 6 104 1 37 078-RAPAHANNOCK 1033 231 TOTAL RB 6 104 1 37 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 7 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 7 7 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 7 7 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 7 7 7 078-RAPPAHANNOCK 1055 52 TOT	7-CULPEPER	078-RAPPAHANNOCK	1014	211	TOTAL RB						U	
078-RAPAHANNOCK 102 522 TOTAL RB 078-RAPAHANNOCK 1023 522 TOTAL RB 078-RAPAHANNOCK 1023 522 TOTAL RB 078-RAPAHANNOCK 1024 522 CORK 1923/1939 G 1 37 078-RAPAHANNOCK 1030 231 TOTAL RB 7 7 37 078-RAPAHANNOCK 1030 231 TOTAL RB 7 7 37 078-RAPAHANNOCK 1033 231 TOTAL RB 7 7 7 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 7 078-RAPAHANNOCK 1032 231 TOTAL RB 7 7 7 078-RAPAHANNOCK 1052 522 TOTAL RB 7 7 7 078-RAPAHANNOCK 1053 522 TOTAL RB 7 7 7 078-RAPAHANNOCK 1059 522 TOTAL RB 7 7 7 078-RAPAHANNOCK	7-CULPEPER	078-RAPPAHANNOCK	1021	522	TOTAL RB						υ	
078-RAPAHANNOCK 1023 522 TOTAL RB 078-RAPAHANNOCK 1024 522 CORK 1923/1939 G 104 1 37 078-RAPAHANNOCK 1030 231 TOTAL RB CORK 1923/1939 G 104 1 37 078-RAPAHANNOCK 1030 231 TOTAL RB TOTAL RB 7 078-RAPAHANNOCK 1033 231 TOTAL RB TOTAL RB 7 078-RAPAHANNOCK 1034 231 TOTAL RB 7 7 078-RAPAHANNOCK 1052 522 TOTAL RB 7 7 078-RAPAHANNOCK 1052 522 TOTAL RB 7 7 7 078-RAPAHANNOCK 1052 522 TOTAL RB 7 7 7 7 7 7 7 7 7 7 7 7 7<	7-CULPEPER	078-RAPPAHANNOCK	1022	522	TOTAL RB						U	
078-RAPAHANNOCK 1024 522 CORK 1923/1939 G 104 1 37 078-RAPAHANNOCK 1030 231 TOTAL RB TOTAL RB 31 37 078-RAPAHANNOCK 1030 231 TOTAL RB TOTAL RB 31 078-RAPAHANNOCK 1034 231 TOTAL RB 31 31 078-RAPAHANNOCK 1034 231 TOTAL RB 33 33 078-RAPAHANNOCK 1052 522 TOTAL RB 33 33 078-RAPAHANNOCK 1059 522 TOTAL RB 33 33	7-CUL PEPER	078-RAPPAHANNOCK	1023	522	TOTAL RB						U	
078-RAPAHANNOCK 1030 231 TOTAL RB 078-RAPAHANNOCK 1033 231 TOTAL RB 078-RAPAHANNOCK 1034 231 TOTAL RB 078-RAPAHANNOCK 1034 231 TOTAL RB 078-RAPAHANNOCK 1052 522 TOTAL RB 078-RAPAHANNOCK 1059 522 TOTAL RB	7-CULPEPER	078-RAPPAHANNOCK	1024	522	CORK	1923/1939	G	104	-	37	B	
078-RAPAHANNOCK 1033 231 TOTAL RB 078-RAPAHANNOCK 1034 231 TOTAL RB 078-RAPAHANNOCK 1052 231 TOTAL RB 078-RAPAHANNOCK 1052 522 TOTAL RB 078-RAPAHANNOCK 1059 522 TOTAL RB	7-CULPEPER	078-RAPPAHANNOCK	1030	231	TOTAL RB						υ	
078-RAPAHANNOCK1034231TOTAL RB078-RAPAHANNOCK1052522TOTAL RB078-RAPAHANNOCK1059522TOTAL RB	7-CUL PEPER	078-RAPPAHANNOCK	1033	231	TOTAL RB						U	
078-RAPAHANNOCK 1052 522 TOTAL RB 078-RAPPAHANNOCK 1059 522 TOTAL RB	7-CULPEPER	078-RAPPAHANNOCK	1034	231	TOTAL RB						υ	
078-RAPPAHANNOCK 1059 522 TOTAL RB	7-CULPEPER	078-RAPPAHANNOCK	1052	522	TOTAL RB						υ	
	7-CULPEPER	078-RAPPAHANNOCK	1059	522	TOTAL RB						υ	

	County	Bridge #	Co Route #Street Rall Type Date Co	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
	(suma)						open type				
078	078-RAPPAHANNOCK	1060	522	TOTAL RB						U	
10	078-RAPPAHANNOCK	6047	655	SOLID	1920	IJ	102	6	94	۷	12
0	078-RAPPAHANNOCK	6051	1001	GUARDRAIL	1938/1980	н	101	7	56	B	
Ŭ	078-RAPPAHANNOCK	6080	678	CORK	1929	н	101	1	23	C	
Ŭ	078-RAPPAHANNOCK	6083	675	CORK	1914/1930	ፈ	101	7	44	U	
-	078-RAPPAHANNOCK	6110	637	SOLID	1931	Ч	101	1	23	B	
	078-RAPPAHANNOCK	6122	644	LOWWATER	1930	IJ	101	1	30	в	
	078-RAPPAHANNOCK	6123	707	TOTAL RB						U	
	078-RAPPAHANNOCK	6130	683	CORK	1914/1930	Ч	104	3	105	U	
	078-RAPPAHANNOCK	6910	644	LOWWATER	1933	IJ	101	7	50	B	
	104-CHARLOTTES VILLE	1811	250	SOLID	1916	Ч	101	4	112	c	
	104-CHARLOTTES VILLE	8012	29	SOLID	1932	ď	104	e	98	B	
	204-CULPEPER	1801		TOTAL RB						υ	
	204-CULPEPER	1804	522	TOTAL RB						υ	
	003-ALLEGHANY	1007	18	CORK	1942	ч	104	3	129	B	
	003-ALLEGHANY	1013	18	CORK	1932	н	101	1	23	В	
	003-ALLEGHANY	1016	850	CORK	1927	F/RK	104	3	84	В	
	003-ALLEGHANY	1017	269	CORK	1930	Р	104	7	66	B	
	003-ALLEGHANY	1018	269	CORK	1930	ტ	104	7	96	в	
	003-ALLEGHANY	1020	269	CORK	1930	G/RK	104	1	43	B	
	003-ALLEGHANY	1030	60	CORK	1929/1989	G/RK	104		162	B	
	003-ALLEGHANY	1036	159	CORK	1928	ď	104	1	48	U	
	003-ALLEGHANY	1040	159	NEAR-TOTAL RB						U	
	003-ALLEGHANY	1049	159	CORK	1928	Ċ	101	7	36	B	
	003-ALLEGHANY	1059	18	CORK	1941	IJ	104	s	215	B	
	003-ALLEGHANY	1107	18	CORK	1940	Ð	101	1	22	B	
	003-ALLEGHANY	1119	159	CORK	1929	ы	101	1	23	B	
	003-ALLEGHANY	1120	311	CORK/GDRAIL	1929/1982	۷	101	I	23	ပ	
	003-ALLEGHANY	1121	311	CORK	1929	ч	101	1	23	U	
	003-ALLEGHANY	1122	311	TOTAL RB						C	
	003-ALLEGHANY	6006	603	TOTAL RB						U	
	003-ALLEGHANY	6007	603	SINGLE	1932	RB/G	101	7	44	В	
	003-ALLEGHANY	6009	604	SINGLE	1932	RB/G	101	1	22	B	

			Inventory of I	01 Fre-1950 Non-Arched Concrete Bridges	ed Concrete Br	ldges					
District	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
8-STAUNTON	003-ALLEGHANY	6010	604	SINGLE	1932	RB/G	101	7	30	в	
8-STAUNTON	003-ALLEGHANY	6011	604	SINGLE	1932	RB/G	101	7	32	B	
8-STAUNTON	003-ALLEGHANY	6046	632	TOW SOLID	1932	ų	104	1	44	۷	6
8-STAUNTON	003-ALLEGHANY	6067	696	VERTICAL	1925	ц	204	6	324	۷	٨٦
8-STAUNTON	003-ALLEGHANY	6084	661	SINGLE	1932/19507	Ð	101	2	44	B	
8-STAUNTON	003-ALLEGHANY	0609	661	SINGLE	1940	щ	104	4	172	B	
8-STAUNTON	003-ALLEGHANY	6091	661	SINGLE	1948	Ð	104	3	76	B	
8-STAUNTON	003-ALLEGHANY	6160	687	NEAR TOTAL RB						U	
8-STAUNTON	003-ALLEGHANY	6169	1104	SINGLE	1925/1947	ы	104	4	86	B	
8-STAUNTON	003-ALLEGHANY	6447	696	CORK	1900(1930?)	Р	104	6	227	υ	
8-STAUNTON	003-ALLEGHANY	6450	640	SINGLE	1932/19507	Ð	101	7	44	B	
8-STAUNTON	003-ALLEGHANY	6464	709	CORK	1938	ط	104			υ	
8-STAUNTON	007-AUGUSTA	1001	11	CORK	1932/1936	F/A	104	4	112	B	
8-STAUNTON	007-AUGUSTA	1003	11	SINGLE	1930/1941	G/A	104	1	43	B	
8-STAUNTON	007-AUGUSTA	1006	11	VERTICAL	1934/1949	G/RK	104	1	43	B	
2 8-STAUNTON	007-AUGUSTA	1008	340	TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	1011	42	PIPE	1917	G/A	101	1	33	В	
8-STAUNTON	007-AUGUSTA	1028	250	CORK	1938	ц	104	2	76	Ð	
8-STAUNTON	007-AUGUSTA	1030	250	CORK	1929	G	104	4	132	B	
8-STAUNTON	007-AUGUSTA	1031	250	TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	1032	250	SINGLE	1949/1987	Ð	101	3	101	B	
8-STAUNTON	007-AUGUSTA	1033	250	SINGLE	1925/1949	IJ	101	3	54	B	
8-STAUNTON	007-AUGUSTA	1034	250	SINGLE	1935/1949	Ð	101	3	57	В	
8-STAUNTON	007-AUGUSTA	1035	250	SINGLE	1935/1949	G	101	7	40	B	
8-STAUNTON	007-AUGUSTA	1036	250	CORK	1934	G	104	3	98	B	
8-STAUNTON	007-AUGUSTA	1037	250	NEAR-TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1039	250	CORK	1924	Ч	104	1	33	υ	
8-STAUNTON	007-AUGUSTA	1045	254	CORK	1926	G	104	3	56	U	
8-STAUNTON	007-AUGUSTA	1047	254	CORK	1926	Ð	101	2	46	B	
8-STAUNTON	007-AUGUSTA	1063	340	SINGLE	1942/1987	F/RK	104	3	98	в	
8-STAUNTON	007-AUGUSTA	1064	340	SINGLE	1942/1987	G/RK	104	3	88	B	
8-STAUNTON	007-AUGUSTA	1067	340	SINGLE	1947	Ċ	104	æ	98	в	
8-STAUNTON	007-AUGUSTA	1070	250	NEAR-TOTAL RB						U	

District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
8-STAUNTON	007-AUGUSTA	1078	42	SINGLE	1949/1986	G/RK	104	3	86	B	X
8-STAUNTON	007-AUGUSTA	1079	42	SINGLE	1949	IJ	104	1	32	B	
8-STAUNTON	007-AUGUSTA	1080	11	SINGLE	1930/?	G/RB	101	1	22	U	
8-STAUNTON	007-AUGUSTA	1114	42	CORK	1945	ŋ	101	1	23	Ð	
8-STAUNTON	007-AUGUSTA	1128	42	NEAR-TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1132	42	NEAR-TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1140	42	NEAR-TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1143	42	NEAR-TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1148	42	NEAR-TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	1156	250	SINGLE	1938/1949	Ċ	101	1	22	U	
8-STAUNTON	007-AUGUSTA	1182	252	SOLID	1920	н	101	1	20	۷	
8-STAUNTON	007-AUGUSTA	1183	252	TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	1185	252	CORK	1945	ŋ	101	1	23	B	
8-STAUNTON	007-AUGUSTA	1186	252	CORK	1945	Ð	101	1	21	B	
8-STAUNTON	007-AUGUSTA	1187	252	CORK	1945	Ð	101	1	22	B	
8-STAUNTON	007-AUGUSTA	1201	340	TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	1207	340	TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	1212	340	CORK	1940	F	101	1	22	B	
8-STAUNTON	007-AUGUSTA	6017	608	LOW/PIPE	1940	IJ	101	1	28	B	
8-STAUNTON	007-AUGUSTA	6024	612	CORK	1940	Ŀ	101	1	22	B	
8-STAUNTON	007-AUGUSTA	6033	613	TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	6035	613	TOTAL RB						υ	
8-STAUNTON	007-AUGUSTA	6063	831	CORK	1925	ŋ	101	6	46	B	
8-STAUNTON	007-AUGUSTA	6086	685	SOLID/GONE	1925	Р	103	7	70	U	
8-STAUNTON	007-AUGUSTA	6100	703	PIPE	1930	Ċ	101	7	48	B	
8-STAUNTON	007-AUGUSTA	6104	705	PIPE/POST	1919	Ð	101	1	27	۲	
8-STAUNTON	007-AUGUSTA	6105	707	PIPE	1935	Ċ	101	1	25	B	
8-STAUNTON	007-AUGUSTA	6106	707	SOLID	1920	Ċ	101	1	28	A	
8-STAUNTON	007-AUGUSTA	6113	722	SOLID	1909	IJ	103	1	44	A	
8-STAUNTON	007-AUGUSTA	6119	730	PIPE	1935/	G/A	101	1	22	B	
8-STAUNTON	007-AUGUSTA	6121	731	TOTAL RB						U	
8-STAUNTON	007-AUGUSTA	6125	732	TOTAL RB						U	

Matrix Matrix<	-tere	4 co Prid	n r			Cond	ower Teners	and J	Total I on	Chan	Historical Dating
(13) 78 CORK [940] GRK [01] 2 38 (16) 80 SNGLEUKL 1936 AKK [01] 2 38 (16) 90 SNGLEUKL 1940 66K [01] 1 25 (20) 90 SNGLEUKL 1940 91406 1 1 2 (21) 72 PEE 191 191466 1 1 2 3 (22) 73 PEE 191 11 2 2 3 (23) 73 PEE 1930 1 1 2 3 (23) 73 PEE 1000000 1 2 2 3 (24) 73 PEE 1030 1 1 2 3 (24) 101 1 1 1 1 2 3 (24) 101 1 1 1 1 1 1 <tr< th=""><th>1</th><th>Bridge #</th><th>Koute #/Street</th><th>Katl 1 ype</th><th>Date</th><th>Cond.</th><th>Span Lype</th><th>Spans</th><th>I otal Len</th><th>ugu</th><th>Historical Kaung</th></tr<>	1	Bridge #	Koute #/Street	Katl 1 ype	Date	Cond.	Span Lype	Spans	I otal Len	ugu	Historical Kaung
84 SOLIDICIR8 128 Arres 101 1 25 72 PAPE 1941/3605 FA 101 1 28 72 NRMAJOTAL RB 1911/3605 FA 101 1 28 72 PAPE 1941 1911/3605 FA 101 1 28 72 PAPE 1931 101AL RB 1911 6 101 1 29 73 PAPE 1930 103 101 1 23 23 73 CONSCLID 1935 F 101 1 23 73 CONSCLID 1935 G 101 1 23 73 CONSCLID 1035 101 1 <td></td> <td>6153</td> <td>786</td> <td>CORK</td> <td>1940</td> <td>G/RK</td> <td>101</td> <td>2</td> <td>38</td> <td>В</td> <td></td>		6153	786	CORK	1940	G/RK	101	2	38	В	
86 PUE 1940 0 1 28 77 SINGLERAL 1911/19665 FA 101 2 39 77 RAR-FOTALRS 1911/19665 FA 101 2 39 77 RAR-FOTALRS 1931 61 1 2 39 78 PUE 1931 61 1 2 39 718 PUE 1930 61 1 2 39 713 CORK 1932 6 101 1 21 713 LOWWAIRR 1935 6 101 1 21 713 LOWWAIRR 1935 6 101 1 21 713 LOWWAIRR 1935 6 101 1 21 714 SOLUD 1945 6 101 1 21 715 SOLUD 1945 101 1 21 21 715 SOLUD 1945 <td></td> <td>6163</td> <td>804</td> <td>SOLID/CURB</td> <td>1926</td> <td>ARK</td> <td>101</td> <td>1</td> <td>25</td> <td>B</td> <td></td>		6163	804	SOLID/CURB	1926	ARK	101	1	25	B	
801 SINGLERAL 1911/1605 FA 101 2 39 723 NEAR-TOTALEB 911 0 101 1 23 733 TOTALEB 1071ALEB 1 1 23 39 734 TOTALEB 1 1 1 23 31 735 TOTALEB 1 1 1 23 31 735 TOTALEB 1 1 1 23 31 737 TOWSOLD 1 1 1 23 31 737 TOWSOLD 1 1 1 23 31 738 PUE 1 1 1 1 23 739 SOLD 1 1 1 1 23 731 SOLD 1 1 1 23 23 731 SOLD 1 1 1 23 23 731 SOLD 1 1 <td></td> <td>6168</td> <td>865</td> <td>PIPE</td> <td>1940</td> <td>Ċ</td> <td>101</td> <td>1</td> <td>28</td> <td>В</td> <td></td>		6168	865	PIPE	1940	Ċ	101	1	28	В	
72 NEAR-TOTAL RB 727 PEPE 191 0 101 1 23 78 PTPE 191 0 101 1 23 78 PTPE 193 0 1 23 23 79 LOWALRB 193 1 0 11 23 79 LOWALRB 193 0 1 2 23 71 CORK 1930 0 0 1 2 23 733 SOLUD 1935 0 0 1 2 23 733 SOLUD 1945 1 1 2 23 734 SOLUD 1945 1 1 2 23 735 SOLUD 1945 1 1 2 23 735 SOLUD 1 1 1 23 23 735 SOLUD 1 1 1 23 24		6206	907	SINGLE/RAIL	S'0961/E161	F/A	101	7	39	ပ	
77 FPE [91 6 [01 1 23 718 TOTALBB TOTALBB 10TALAB 1 1 2 876 TOTALB 10TALAB 1 1 2 2 879 LOWSOLD 1932 1 1 2 2 731 CORK 1932 1 1 2 2 732 CORK 1932 1 1 2 2 733 SOLID 1932 1 1 2 2 734 PFE 1930 1 1 2 2 735 SOLID 1 1 1 2 2 735 SOLID 1 1 1 2 2 735 TOTALRB 1 1 1 2 2 715 TOTALRB 1 1 1 2 2 735 TOTALRB 1 1 1 </td <td></td> <td>6221</td> <td>762</td> <td>NEAR-TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ပ</td> <td></td>		6221	762	NEAR-TOTAL RB						ပ	
718 TOTALRB 356 PFPE 1930 6 101 1 22 737 LOW SOLD 1932 7 0 1 2 737 LOW SOLD 1932 7 0 1 2 739 SOLD 1930 6 0 1 2 732 SOLD 1935 6 0 1 2 732 SOLD 1935 6 0 1 2 2 733 SOLD 1935 6 0 1 2 2 734 SOLD 1935 6 0 1 2 2 735 SOLD 1945 6 1 1 2 2 713 TOTALRB 101 1 2 2 2 2 713 TOTALRB 101 1 2 2 2 2 713 TOTALRB 101 1<		6224	727	PIPE	1931	Ċ	101	1	22	В	
836 PPE 1390 6 101 1 22 737 LOW SOLID 1932 F 101 1 21 731 CORK 1935 F 101 1 21 732 CORK 1935 6 101 1 21 732 LOWWATER 1925 0 1 2 21 733 LOWWATER 1925 6 101 1 2 21 733 SOLID 1945 1948 6 101 1 21 734 SOLID 1945 1 1 1 21 735 TOTALRB TOTALRB 7 1 2 2 735 TOTALRB TOTALRB 1 1 2 2 2 735 TOTALRB 1 1 1 2 2 2 736 TOTALRB 1 1 1 2 2 <		6228	718	TOTAL RB						U	
77 LOW SOLID 192 F 101 1 21 71 CORK 1930 F 101 1 21 71 CORK 1930 F 101 1 21 71 SOLID 1935 F 101 1 21 713 PIPE 1930 G 101 1 21 713 SINGL 1945 G 101 1 21 713 SINGL 1945 G 101 1 21 713 SOLD 107ALRB 1 1945 G 101 1 21 713 TOTALRB 107ALRB 1 1945 G 101 1 21 713 TOTALRB 1 1945 G 101 1 23 713 TOTALRB 1 101 1 2 2 2 2 713 TOTALRB 1 1 1 1 2 2 2 2 2 2 2 <td></td> <td>6236</td> <td>836</td> <td>PIPE</td> <td>1930</td> <td>IJ</td> <td>101</td> <td>1</td> <td>22</td> <td>В</td> <td></td>		6236	836	PIPE	1930	IJ	101	1	22	В	
71 CORK 190 6 201 2 54 613 SOLID 1935 F 101 1 2 2 54 722 LOWWATER 1925 6 101 1 2 2 54 81 PIPE 1930 6 101 1 2 2 54 814 SOLID 1948 6 104 1 2 2 153 TOTALRB 101ALRB 101ALRB 1 1 2 2 154 TOTALRB 101ALRB 1 1 2		6251	737	TOM SOLID	1932	ц	101	1	21	В	
61 SOLID 193 F 101 1 21 72 LOWWATER 192 6 01 1 21 801 PPE 193 6 01 1 21 801 PPE 193 6 10 1 21 81 SOLID 192 0 1 21 21 610 TOTALE 194 6 104 1 21 814 SOLID 1945 194 6 104 1 21 715 TOTALEB 1945 194 6 104 1 23 715 TOTALEB 101 194 1 23 24 24 715 TOTALEB 101 1 1 23 24 715 TOTALEB 101 1 1 23 24 813 LOWSOLDWIPPE 125 1 1 23 24 <		6262	731	CORK	1930	Ċ	201	2	54	В	
732 LOWWATER 925 G 101 1 27 801 PFE 1930 G 101 1 21 732 SOLID 1925 G 101 1 21 732 SINGLE 1945 G 101 1 21 610 TOTALRB 101 1945 G 104 1 21 713 TOTALRB 101 1945 104 1 38 713 TOTALRB 101ALRB 101ALRB 1 1 23 613 TOTALRB 1 1 1 23 613 LOWWATER 1935 G 1 21 613 LOWWATER 1935 G 1 23 613 LOWWATER 1935 G 1 23 613 LOWWATER 1935 G 1 23 613 LOWWATER 1935 G 1 23 <td></td> <td>6283</td> <td>613</td> <td>SOLID</td> <td>1935</td> <td>ы</td> <td>101</td> <td>l</td> <td>21</td> <td>٨</td> <td>8</td>		6283	613	SOLID	1935	ы	101	l	21	٨	8
801 PPE 1930 6 101 1 23 732 SOLID 1945 6 101 1 21 624 SNGLE 1945 6 101 1 21 814 SOLID 1945 6 101 1 21 814 SOLID 1045 145 6 101 1 21 715 TOTALRB TOTALRB 101ALRB 1 1 38 715 TOTALRB TOTALRB 1 1 21 21 715 TOTALRB 1 1 1 23 871 LOWWATER 192 6 1 1 23 871 LOWSOLDWPRE 192 6 1 1 23 871 LOWSOLDWPRE 192 6 1 1 23 873 LOWSOLDWPRE 192 6 1 1 23 874 LOWSOLDWPRE <td></td> <td>6294</td> <td>732</td> <td>LOWWATER</td> <td>1925</td> <td>Ċ</td> <td>101</td> <td>1</td> <td>27</td> <td>B</td> <td></td>		6294	732	LOWWATER	1925	Ċ	101	1	27	B	
732 SOLID 925 6 101 1 21 624 SNGLE 1948 6 104 4 173 814 SOLID 1945 6 104 1 38 610 TOTALRB 101ALRB 1 14 13 715 TOTALRB 1 14 1 36 715 TOTALRB 1 14 1 36 715 TOTALRB 1 1 1 36 715 TOTALRB 1 1 1 36 715 TOTALRB 1 1 1 21 871 LOWWATER 192 6 1 1 23 871 LOWWATER 192 6 1 1 23 871 LOWWATER 192 6 1 1 23 873 LOWWATER 192 6 1 1 23 874 LOWSOLDWATER 192 6 1 23 24 1205 L		6306	801	PIPE	1930	Ċ	101	1	22	B	
634 SINGLE 1948 6 104 4 173 814 SOLID 1045 104 1 3 107 107 10 1 3 10 1 3 10 1 3 10 1 3 10 1 3 10 1 3 10 1 3 10 1 1 3 10 1 1 3 10 1 1 3 10 1		6339	732	SOLID	1925	Ċ	101	1	21	۲	10
814 SOLD 1945 G 104 1 38 715 TOTALRB TOTALRB 101ALRB 1 38 715 TOTALRB TOTALRB 101 1 23 715 TOTALRB 1300 A 101 1 23 715 CORKPPE 1300 A 101 1 23 627 CORKPPE 1325 F 101 1 23 632 LOWMATER 1225 G 101 1 23 633 TOTALRB 1225 G 101 1 23 634 LOWSOLD WPPE 1225 G 1 23 635 TOTALRB 1225 G 1 1 23 635 TOTALRB 1255 G 1 1 23 649 LOWSOLD WPPE 1925 G 1 1 23 649 LOWSOLD WPPE 1925 G 1 23 34 649 TOTALRB 104 1 <t< td=""><td></td><td>6425</td><td>624</td><td>SINGLE</td><td>1948</td><td>IJ</td><td>104</td><td>4</td><td>172</td><td>B</td><td></td></t<>		6425	624	SINGLE	1948	IJ	104	4	172	B	
610 TOTALRB 713 TOTALRB 714 TOTALRB 715 TOTALRB 716 TOTALRB 717 TOTALRB 718 TOTALRB 719 TOTALRB 714 TOTALRB 627 CORKOPE 637 LOWWATER 638 LOWSOLD WPPE 930 TOTALRB 641 LOWSOLD WPPE 925 G 613 LOWSOLD WPPE 924 101 925 G 610 11 620 SOLD 1205 SOLD 920 GRK 921 LOW SINGLE 925 GRK 926 GR 927 GRK 928 GRK 929 GRK 929 GRK 920 G 921 11 923 12 924 12 925 12 92<		6429	814	SOLID	1945	IJ	104	1	38	В	
715 TOTALRB 715 TOTALRB 716 TOTALRB 627 CORKOPE 628 LOWWATER 631 LOWWATER 643 LOWWATER 643 LOWWATER 643 LOWSOLDWIPPE 643 LOWSOLDWIPPE 643 TOTALRB 643 TOTALRB 644 LOWSOLDWIPPE 645 TOTALRB 646 LOWSOLDWIPPE 647 LOWSOLDWIPPE 648 LOWSOLDWIPPE 649 LOWSOLDWIPPE 649 LOWSOLDWIPPE 649 LOWSOLDWIPPE 649 LOWSOLD 649 LOWSOLD 649 LOWSOLD 649 LOWSOLD 649 LOWSOLD 649 LOWSOLD 640 LOWSOLD 641 LOWSOLD 642 CORK 643 CORK 644 LOWSOLD 645 CORK 646 CORK		6430	610	TOTAL RB						ပ	
715 TOTAL RB 627 CORKAPTE 130 A 101 1 23 632 LOWWATER 1930 F 101 1 23 643 LOWWATER 1925 F 101 1 23 643 LOWWATER 1925 G 101 1 23 613 LOWSOLD WIPPE 1925 G 101 1 23 613 LOW SOLD WIPPE 1925 G 101 1 23 629 TOTAL RB 1925 G 101 1 23 631 LOW SOLD WIPPE 1925 G 101 1 23 649 LOW SOLD WIPPE 1925 G 101 1 23 649 LOW SOLD WIPPE 1935 G 101 1 23 641 LOW SOLD WIPPE 1935 G 101 1 23 643 TOTAL RB TOTAL RB 104 1 23 643 SOLD G 101 1 25 </td <td></td> <td>6432</td> <td>715</td> <td>TOTAL RB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>c</td> <td></td>		6432	715	TOTAL RB						c	
621 CORK/PIPE 1930 A 101 1 23 652 LOWWATER 1925 F 101 1 23 651 LOWSOLD WPPE 1925 G 101 1 23 613 LOW SOLD WPPE 1925 G 101 1 23 613 LOW SOLD WPPE 1925 G 101 1 23 629 TOTALRB 1925 G 101 1 23 639 SOLD WPPE 1925 G 101 1 23 649 LOW SOLD WPPE 1935 GRK 104 1 37 649 LOW SINGLE 1940 G 101 1 25 649 TOTALRB 1 104 1 26 37 139 CORK 1940 G 101 1 25 139 TOTALRB 1 101 1 26 139 TOTALRB 1 101 1 27 139 TOTALRB 1		6433	715	TOTAL RB						ပ	
652 LOWWATER 125 F 101 1 21 871 LOW SOLD WPRE 1925 G 101 1 23 871 LOW SOLD WPRE 1925 G 101 1 23 613 LOW SOLD WPRE 1925 G 101 1 23 629 TOTAL RB 1925 G 101 1 23 630 UOW SOLD WPRE 1925 G 101 1 23 1205 SOLD WPRE 1925 G 101 1 23 644 LOW SINGLE 1940 G 101 1 25 653 TOTAL RB 1940 G 101 1 25 654 TOTAL RB 1940 G 101 1 25 139 CORK 1925 GRK 104 3 84 139 TOTAL RB 102 1 1 20 139 TOTAL RB 1925 GRK 104 1 20 139 TOTA		6458	627	CORK/PIPE	1930	A	101	I	23	B	
871 LOW SOLD W/ PIPE 1925 G 101 1 23 613 LOW SOLD W/ PIPE 1925 G 101 1 23 629 TOTAL RB 102 101 1 23 639 TOTAL RB 1925 G 101 1 23 1205 SOLD 1925 G 101 1 23 632 SOLD 1935 GRK 104 1 37 64 LOW SINGLE 1940 G 101 1 25 633 TOTAL RB 1040 G 101 1 25 643 TOTAL RB 1040 G 101 1 25 139 CORK 1925 GRK 104 3 84 230 TOTAL RB 102 101 1 25 34 TOTAL RB 1025 GRK 104 3 84 35 TOTAL RB TOTAL RB 101 10 20 20 35 TOTAL RB 102<		6478	652	LOWWATER	1925	н	101	1	21	В	
613 LOW SOLD W/ PIPE 1925 G 101 1 22 629 TOTAL RB 1 1 1 1 23 684 LOW SOLD W/ PIPE 1925 G 101 1 20 684 LOW SOLD W/ PIPE 1925 G 101 1 20 1205 SOLD 1925 G 102 1 37 652 CORK 1935 GRK 104 1 37 633 TOTAL RB 1940 G 101 1 25 633 TOTAL RB 1940 G 101 1 25 39 TOTAL RB 1925 GRK 104 3 84 39 TOTAL RB TOTAL RB 107 1 20 20 39 TOTAL RB 107 1 3 84		6486	871	LOW SOLID W/ PIPE	1925	Ð	101	1	23	В	
629 TOTAL RB 634 LOW SOLD WIPPE 1925 G 101 1 20 635 SOLID 1925 G 101 1 20 1205 SOLID 1925 G 101 1 20 652 CORK 1935 G/RK 104 1 37 604 LOW SINGLE 1940 G 101 1 25 633 TOTAL RB 1 101 1 25 64 SINGLE 1940 G 101 1 25 33 CORK 1925 G/RK 104 3 84 210 TOTAL RB 1 101 1 20 33 TOTAL RB 1 104 3 84 34 TOTAL RB 1 104 3 84 35 TOTAL RB 1 104 3 84		6492	613	LOW SOLID W/ PIPE	1925	G	101	1	77	B	
684 LOW SOLD WIPTE 1925 G 101 1 20 1205 SOLD 1925 G/R 102 1 38 652 CORK 1935 G/R 104 1 37 604 LOW SINGLE 1940 G 101 1 25 603 TOFAL RB 1940 G 101 1 25 64 SINGLE 1940 G 101 1 25 39 CORK 1925 G/R 104 3 84 210 TOFAL RB 1940 G 101 1 20 39 TOFAL RB 1925 G/R 104 3 84 39 TOFAL RB TOFAL RB 101 104 3 84		6502	629	TOTAL RB						c	
1205 SOLID 1925 G 102 1 38 652 CORK 1935 GRK 104 1 37 604 LOW SINGLE 1940 G 101 1 25 603 TOTAL RB G 101 1 25 64 SINGLE 1940 G 101 1 25 39 CORK 1925 GRK 104 3 84 39 TOTAL RB TOTAL RB 3 84 3 84 39 TOTAL RB TOTAL RB 3 84 3 84		6517	684	LOW SOLID W/ PIPE	1925	Ð	101	1	20	В	
652 CORK 1935 GRK 104 1 37 604 LOW SINGLE 1940 G 101 1 25 693 TOTAL RB G 101 1 25 644 SINGLE 1940 G 101 1 20 39 CORK 1925 GRK 104 3 84 39 TOTAL RB TOTAL RB 101 1 20		6553	1205	SOLID	1925	Ð	102	1	38	A	19
604 LOW SINGLE 1940 G 101 1 25 693 TOTAL RB TOTAL RB 2 644 SINGLE 1940 G 101 1 20 39 CORK 1925 G/RK 104 3 84 220 TOTAL RB TOTAL RB 104 3 84		6570	652	CORK	1935	G/RK	104	1	37	B	
693 TOTAL RB 664 SINGLE 1940 G 101 1 20 39 CORK 1925 G/RK 104 3 84 220 TOTAL RB TOTAL RB 1 104 3 84		6604	604	TOW SINGLE	1940	Ð	101	1	25	B	
664 SINGLE 1940 G 101 1 20 39 CORK 1925 GRK 104 3 84 20 TOTAL RB TOTAL RB 3 7 84 39 TOTAL RB TOTAL RB 1 104 3 84		6610	£69	TOTAL RB						U	
39 CORK 1925 G/RK 104 3 84 220 TOTAL RB 70TAL RB		6629	664	SINGLE	1940	Ð	101	I	20	B	
220 TOTAL RB 39 TOTAL RB		1013	39	CORK	1925	G/RK	104	e	84	В	
39 TOTAL RB		1016	220	TOTAL RB						U	
		1041	39	TOTAL RB						U	

STAUNTON OBMATH DD DD <thdd< th=""> DD DD</thdd<>	District	County	Bridge #	LILVEILLUEY OF J Route #/Street	of Fre-1250 (1011-AFC) ted Collecte Dringes Rail Type Date Co	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
103 220 CORK 193 P 101 1 23 600 633 CORK 193 7 101 1 1 21 610 673 CORK 193 7 101 1 21 610 10 17 CORK 193 7 1 23 101 23 CORK 193 7 1 2 46 101 23 CORK 193 6 1 1 23 600 61 CORK 193 6 1 2 46 600 1 TOTALRB 107ALRB 103 2 1 2 46 600 1 TOTALRB 107ALRB 103 2 1 2 46 600 1 TOTALRB 107ALRB 103 1 2 4 1 3 601 2 6 101 1		008-BATH	=	220	CORK	1932	d	101		23	ບ	
609 613 CORK 923 F 104 1 41 610 367 TORM 923 6 101 1 23 610 340 NEAR-TOMAL Radius 1923 6 101 1 23 1010 340 NEAR-TOMAL Radius 1939 6 101 1 23 1011 255 CORK 999 6 101 1 23 003 11 NEAR-TOMAL Radius 1936 6 101 1 23 0046 21 NEAR-TOMAL Radius 1936 6 101 1 23 0040 11 NEAR-TOMAL Radius 1936 6 101 1 23 0101 22 NEAR-TOMAL Radius 1936 6 101 1 23 0101 23 000 0 101 1 1 1 1 1 0101 23 NEAR-TOMAL Radius <		008-BATH	1054	220	CORK	1932	Ч	101	-	23	υ	
619 629 CORK 192 G 101 1 23 617 687 TOTAL RB TOTAL RB 107AL RB 1 1 2 46 101 235 CORK 1939 617 CORK 101 1 23 101 235 CORK 1939 67 101 1 23 608 617 CORK 1939 67 101 1 23 608 761 LOWALRB 102ALLB 101 1 23 46 600 11 TOTALRB 107ALLB 101 1 23 46 1001 239 CORK 1093 67 101 1 23 1011 TOTALRB TOTALRB 107ALRB 101 1 23 46 1011 232 NEAR-TOTALRB 107ALRB 104 1 23 46 1011 232 NEAR-TOTALRB 107ALRB		008-BATH	6039	633	CORK	1932	ч	104	1	41	B	
647 61 TOTALEB 101 340 NEAR-TOTALEB 9281988 687 94 2 46 101 253 CORK 939 6 101 1 2 46 101 125 CORK 939 6 101 1 2 46 003 617 CORK 949 6 101 1 2 46 003 11 TOTALBB 940 6 101 1 2 46 003 11 TOTALBB 107ALBB 101 1 2 46 1001 22 NEAR-FOTALBB 104 3 9 9 1011 TOTALBB 107ALBB 104 1 2 46 1011 22 NEAR-FOTALBB 104 1 2 46 1011 22 NEAR-FOTALBB 104 1 2 46 1011 22 NEAR-FOTALBB		008-BATH	6109	629	CORK	1932	Ċ	101	1	23	В	
01-CLARK 010 340 NEAR-TOTA BIA 01-CLARK 011 23 CORK 1930/986 6/1 1 2 4/6 01-CLARK 003 1/1 CORK 1930/986 6/1 1 2 4/6 01-CLARK 003 6/1 NEAR-TOTA BIA 9/9 0 1 1 2 4/6 01-CLARK 003 1/1 CORK 1939 0 1 1 2 4/6 011-CLARK 003 1/1 CORK 1939 0 1 1 2 4/6 011-CLARK 006 1/1 TOTAL BIA 1 1 1 2 4/6 1 1 2 4/6 1 2 4/6 1 1 2 4/6 1 2 4/6 1 2 4/6 1 2 4/6 1 2 4/6 1 2 4/6 1 2 4/6 1 2<		008-BATH	6147	687	TOTAL RB						ບ	
01-CLARG 011 23 CORK 1920 6RK 104 2 46 01-CLARG 603 617 CORK 1939 6 10 1 2 46 01-CLARG 606 61 T CORK 1939 6 10 1 2 46 01-CLARG 606 61 NEAR-TOTARB 1384 RK 10 1 2 46 01-CLARG 606 11 TOTALBB 10 11 TOTALBB 14 1 1 2 46 01-FREDRUCK 100 1 1 TOTALBB 17 10 1 2 46 01+FREDRUCK 101 23 NEAR-TOTALB 10 1 1 2 46 01+FREDRUCK 101 23 NEAR-TOTALB 104 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	021-CLARKE	0101	340	NEAR-TOTAL RB						U	
01-CLARGE 011 17 CORK 999 0 01 1 23 01-CLARGE 669 617 NEAR-TOTLARG 900 0 0 101 1 23 01-CLARGE 660 51 NEAR-TOTLARG 900 0 1 1 23 01-CLARGE 600 51 NEAR-TOTLARG 900 0 1 1 23 01-CLARGE 000 11 TOTLARG 900 1 1 23 1 1 23 04-FREDERICK 100 1 23 TOTLARG 93 1 1 1 23 04-FREDERICK 101 23 TOTLARG 93 1 1 1 33 04-FREDERICK 101 23 NEAR-TOTARG 93 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	021-CLARKE	1011	255	CORK	1928/1988	G/RK	104	7	46	B	
Q1-CLARGE 603 617 CORK 940 G 101 1 23 Q1-CLARGE 608 73 1 UAR-TOTALRB 1 1 24 1 24 Q1-CLARGE 608 76 LOWWITR 928	-	021-CLARKE	1013	17	CORK	1939	G	101	1	23	В	
01-CLARGE 608 621 NEAR-TOTAL RB 1 <th1< th=""> <th1< th=""></th1<></th1<>	_	021-CLARKE	6005	617	CORK	1940	Ð	101	1	23	B	
Q1-CLARKE 605 71 LOWMATER 1924 101 4 79 01+FEDERICK 100 1 TOTAL BB TOTAL BB 101/LLB 101	-	021-CLARKE	6008	621	NEAR-TOTAL RB						U	
01+REDERCK 000 11 TOTALRB 03+FREDERCK 000 17 TOTALRB 03+FREDERCK 000 17 TOTALRB 03+FREDERCK 000 10 10 3 03+FREDERCK 000 10 20 CORK 1937 6RK 104 3 03+FREDERCK 010 23 CORK 1937 6RK 104 3 84 03+FREDERCK 011 23 NEAR-TOTALRB 1937 P 104 1 3 03+FREDERCK 013 22 NEAR-TOTALRB 1937 P 104 1 3 03+FREDERCK 013 22 NEAR-TOTALRB 1937 P 104 1 3 03+FREDERCK 020 11 NEAR-TOTALRB P 104 2 4 178 03+FREDERCK 020 11 NEAR-TOTALRB P 104 2 4 178 03+FREDERCK 103<	7	021-CLARKE	6905	761	LOWWATER	1928/	RK	101	4	79	В	
04-FREDERICK 106 17 TOTAL RB 03-FREDERICK 100 29 CORK 928 9 64 3 84 03-FREDERICK 101 239 CORK 1937 104 3 84 03-FREDERICK 101 239 CORK 1937 104 3 84 03-FREDERICK 101 232 NEAR-TOTAL RB 104 1 3 34 03-FREDERICK 101 222 NEAR-TOTAL RB 104 1 3 34 03+FREDERICK 101 11 NEAR-TOTAL RB 1 1 3 03+FREDERICK 101 11 NEAR-TOTAL RB 1 1 3 03+FREDERICK 101 11 NEAR-TOTAL RB 1 1 3 4 03+FREDERICK 102 222 NEAR-TOTAL RB 1 1 3 4 03+FREDERICK 102 101 1 1 1 1 3 <td>7</td> <td>034-FREDERICK</td> <td>1003</td> <td>11</td> <td>TOTAL RB</td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td>U</td> <td></td>	7	034-FREDERICK	1003	11	TOTAL RB		•				U	
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| Rail Type | SOLID | TOTAL RB | CURB | 8" STEAMPIPE | CURB | GUARDRAIL | CURB | SOLID | LOWWATER | CORK

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 | CORK | NEAR-TOTAL RB |
| Route #/Street | 723 | 671 | 608 | 608 | 645 | 656 | 659 | 723 | 623 | 84

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 | 84 | 84 | 220 | 220
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 | 84 | 220 | 250 | 340 | 340 | 340 | 340 | 340
 | 340 | 211 |
| Bridge # | 6049 | 6053 | 6055 | 6084 | 6116 | 6124 | 6127 | 6904 | 8069 | 1001

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| County | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 034-FREDERICK | 045-HIGHLAND

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| | County Bridge# Route#Street Rail Type Date Cond. Span Type Spans Total Len. | County Bridge # Route #Street Rail Type Date Cond. Span Type Spans Total Len. Sign. Historical Rating 1034-FREDERICK 6049 723 SOLID 1918/1941 RK 102 2 66 A | County Bridge # Route #Street Rail Type Date Cond. Span Type Span R Itstorteal Rating Image: State in the image in the ima | County Bridge # Route #/Street Rail Type Date Cond. Span Type Span Ice. Sign Historical Ratio 1 034-FREDERICK 6049 723 SOLID 1918/1941 RK 102 2 66 A 034-FREDERICK 6053 671 TOTAL RB 101 1 23 C 0 034-FREDERICK 6053 671 TOTAL RB 101 1 23 C | Courty Bridge # Route #/Street Rail Type Date Cond. Span Type Span I Historical Ratio 034-FREDERICK 6049 723 SOLID 1918/1941 RK 102 2 66 A 034-FREDERICK 6053 671 TOTAL RB 1 1918/1941 RK 102 2 66 A 034-FREDERICK 6053 671 TOTAL RB 1 1 23 C 034-FREDERICK 6053 608 CURB 1932 P 101 1 23 C 034-FREDERICK 6084 608 8"STEAMPPE 1932 P 101 1 20 C | Courty Bridge # Route #/Street Rail Type Date Cond. 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Span Type Span Type</th> <th>JustrationControlFolderRote (NEW)Rate (NEW)Rat</th> <th>JutterLutterCoupLutterMage with the MisterieRall TypeDataCarlSpanTableTableRall</th> <th>Detter Coup Math Run silves Math Detter Span Teal to tag Span <th< th=""><th>Ditter Coup Bigle Rota Niset Rail Ya Span Top Four Low Span Top Spa</th><th>DirtyCourseBiglierMartieBiglierMartieBiglierMartieBiglierMartieBiglierMartBiglierMartBiglier<th>Dirty Cany Bip/re Cany Bip/re Can Control Bip/re Can Control Span Control</th><th>Dirty Cany Biper Cany Biper Cany Biper Can Can <</th><th>Dirty Cony Big/s Des Network Dirty Span Type Span Type</th></th></th<><th>Differ Cash Didfe Read Mail Face Mail Span Span</th><th>Diff case, Index case, Index case, Index index</th><th>Durf coup degr man of the product of</th><th>Differ Courty Bolies Date Courty Bolies Date Courty Spin-1 Spin-1</th><th>Durt Courty Baye Courty Baye Call Baye Call Baye Call Baye Call Spin Spin</th><th>Duty Cours) Baye Bare Start, but with a specific sector secto</th><th>Duck Courty Data Data<</th><th>Intert Cont Buth Cont Buth Desc Colt State Desc State State Desc State Desc Desc</th></th> | County Hdge // None WiStreet Rall Type Date Could. Span Type Tool I = 0 Squa I = 0 Hatorial I = 0 041-FREDERICK 6049 733 SOLUD 198/1941 KK 102 2 66 A 041-FREDERICK 603 671 TOTAL RB 170 TOTAL RB 17 2 66 A 041-FREDERICK 603 671 TOTAL RB 1701/L RB 17 2 66 A 041-FREDERICK 604 635 CURB 1922 P 101 1 23 C 041-FREDERICK 616 645 CURB 1922 P 101 1 20 C 041-FREDERICK 616 645 CURB 1922 P 101 1 20 C 041-FREDERICK 616 723 CURB 101 1 20 C C 041-FREDERICK 6101 101 1 20 1< | CountyBridgerRole #/StreteRall TypeDateCountSpan TypeSpan | County Bridge it Rome MSTreet Rall Type Date Count. Span Type Span T | Ditty Coup, Bigit Role #/Street Ral Type Date Coup. Sym Type Sym T | Cump. Endors Redds. Rad Type Date Cand. Span Type Total Lat. Span Type Span Type | JustrationControlFolderRote (NEW)Rate (NEW)Rat | JutterLutterCoupLutterMage with the MisterieRall TypeDataCarlSpanTableTableRall | Detter Coup Math Run silves Math Detter Span Teal to tag Span Span <th< th=""><th>Ditter Coup Bigle Rota Niset Rail Ya Span Top Four Low Span Top Spa</th><th>DirtyCourseBiglierMartieBiglierMartieBiglierMartieBiglierMartieBiglierMartBiglierMartBiglier<th>Dirty Cany Bip/re Cany Bip/re Can Control Bip/re Can Control Span Control</th><th>Dirty Cany Biper Cany Biper Cany Biper Can Can <</th><th>Dirty Cony Big/s Des Network Dirty Span Type Span Type</th></th></th<> <th>Differ Cash Didfe Read Mail Face Mail Span Span</th> <th>Diff case, Index case, Index case, Index index</th> <th>Durf coup degr man of the product of</th> <th>Differ Courty Bolies Date Courty Bolies Date Courty Spin-1 Spin-1</th> <th>Durt Courty Baye Courty Baye Call Baye Call Baye Call Baye Call Spin Spin</th> <th>Duty Cours) Baye Bare Start, but with a specific sector secto</th> <th>Duck Courty Data Data<</th> <th>Intert Cont Buth Cont Buth Desc Colt State Desc State State Desc State Desc Desc</th> | Ditter Coup Bigle Rota Niset Rail Ya Span Top Four Low Span Top Spa | DirtyCourseBiglierMartieBiglierMartieBiglierMartieBiglierMartieBiglierMartBiglierMartBiglier <th>Dirty Cany Bip/re Cany Bip/re Can Control Bip/re Can Control Span Control</th> <th>Dirty Cany Biper Cany Biper Cany Biper Can Can <</th> <th>Dirty Cony Big/s Des Network Dirty Span Type Span Type</th> | Dirty Cany Bip/re Cany Bip/re Can Control Bip/re Can Control Span Control | Dirty Cany Biper Cany Biper Cany Biper Can Can < | Dirty Cony Big/s Des Network Dirty Span Type Span Type | Differ Cash Didfe Read Mail Face Mail Span Span | Diff case, Index case, Index case, Index index | Durf coup degr man of the product of | Differ Courty Bolies Date Courty Bolies Date Courty Spin-1 Spin-1 | Durt Courty Baye Courty Baye Call Baye Call Baye Call Baye Call Spin Spin | Duty Cours) Baye Bare Start, but with a specific sector secto | Duck Courty Data Data< | Intert Cont Buth Cont Buth Desc Colt State Desc State State Desc State Desc Desc |

			Inventory of P	f Pre-1950 Non-Arched Concrete Bridges	led Concrete B	ridges					
District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len	Sign	Historical Rating
8-STAUNTON	069-PAGE	1021	211	CORK	1926		101	-	22	0	
8-STAUNTON	069-PAGE	1024	340	TOTAL RB						ပ	
8-STAUNTON	069-PAGE	6006	609	TOTAL RB						c	
8-STAUNTON	069-PAGE	6010	611	CORK	1928	Ð	101	3	75	в	
8-STAUNTON	069-PAGE	6020	616	CORK	1930	G	101	7	40	B	
8-STAUNTON	069-PAGE	6021	616	CORK	1930	ч	101	7	36	B	
8-STAUNTON	069-PAGE	6023	626	TOTAL RB						U	
8-STAUNTON	069-PAGE	6029	642	CORK	1948	ч	201	3	99	B	
8-STAUNTON	069-PAGE	6030	642	SOLID	1915	IJ	103	3	105	A	15
8-STAUNTON	069-PAGE	6037	662	SOLID	1919	ц	102	7	68	Α	11
8-STAUNTON	069-PAGE	6040	718	ł	1924	A/G	101	1	24	В	
8-STAUNTON	069-PAGE	6049	689	CORK	1929	U	101	3	75	В	
8-STAUNTON	069-PAGE	6109	766	CORK	1925	IJ	104	7	46	В	
8-STAUNTON	081-ROCKBRIDGE	1001	11	CORK	1935/1976	G/RK	104	7	72	В	
8-STAUNTON	081-ROCKBRIDGE	1008	39	LOWWATER	1935	F	101	3	99	B	
STAUNTON	081-ROCKBRIDGE	1011	39	CORK	1941	G	104	ı	43	В	
8-STAUNTON	081-ROCKBRIDGE	1016	42	CORK	1930	Ρ	104	1	43	ပ	
8-STAUNTON	081-ROCKBRIDGE	1025	130	CORK	1930	F/RK	204	3	144	В	
8-STAUNTON	081-ROCKBRIDGE	1026	130	CORK	1930	F/RK	104	s	165	В	
8-STAUNTON	081-ROCKBRIDGE	1042	501	TOTAL RB						U	
8-STAUNTON	081-ROCKBRIDGE	1043	11	VERTICAL	1947	Ð.	101	7	46	В	
8-STAUNTON	081-ROCKBRIDGE	1057	11	CORK	1938	Ċ	101	1	23	В	
8-STAUNTON	081-ROCKBRIDGE	1099	850	GUARDRAILS	1927	A	101	I	23	U	
8-STAUNTON	081-ROCKBRIDGE	1109	130	CORK	1932	GIA	101	7	46	U	
8-STAUNTON	081-ROCKBRIDGE	1128	501	TOTAL RB						U	
8-STAUNTON	081-ROCKBRIDGE	1130	501	TOTAL RB						ပ	
8-STAUNTON	081-ROCKBRIDGE	1142	850	GUARDRAILS	1932	ч	101	1	23	B	
8-STAUNTON	081-ROCKBRIDGE	1143	850	CORK	1932	ц	101	1	23	В	
8-STAUNTON	081-ROCKBRIDGE	6008	602	TOTAL RB						U	
8-STAUNTON	081-ROCKBRIDGE	6012	602	TIMBER CURB	1932	IJ	104	-	30	B	
8-STAUNTON	081-ROCKBRIDGE	6025	624	LOWWATER	1932	н	101	4	60	В	
8-STAUNTON	081-ROCKBRIDGE	6039	809	SINGLE	1947	Ð	104	1	42	B	
8-STAUNTON	081-ROCKBRIDGE	6044	610	LOWWATER	19327/1984	¥	101	9	42	В	

Operationality Court Dept Courty Dept Dent Deft Dept Dept <th></th> <th></th> <th></th> <th>Inventory of I</th> <th>t Pre-1950 Non-Arched Concrete Bridges</th> <th>ed Concrete Bi</th> <th>idges</th> <th></th> <th></th> <th></th> <th></th> <th></th>				Inventory of I	t Pre-1950 Non-Arched Concrete Bridges	ed Concrete Bi	idges					
weisenconstance 66 61 LOWMATES 1377/064 61 67 62 62 63 0643COCRENTICE 668 701/04 92 7 7 7 7 7 7 7 0643COCRENTICE 668 701/04 92 7	District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
013-00000000000000000000000000000000000	8-STAUNTON	081-ROCKBRIDGE	6046	610	LOWWATER	1932?/1984	RB	101	6	42	B	
Interfacionalization 68 TOALRIA 7 7 7 7 7 1 014/OCCRRIDIG 068 064 TOALRIA 1 <td< td=""><td>8-STAUNTON</td><td>081-ROCKBRIDGE</td><td>6058</td><td>612</td><td>TOW SOLID</td><td>1932</td><td>IJ</td><td>201</td><td>7</td><td>44</td><td>B</td><td></td></td<>	8-STAUNTON	081-ROCKBRIDGE	6058	612	TOW SOLID	1932	IJ	201	7	44	B	
0 0000 00000 00000 00000 00000 00000 00000 00000 00000 000000 000000 000000 000000 000000 000000 000000 000000 000000 000000 0000000 0000000 0000000 0000000 00000000 000000000000 00000000000000000000000 000000000000000000000000000000000000	8-STAUNTON	081-ROCKBRIDGE	6085	638	TOTAL RB						υ	
Inter-Contractione 610 646 New-TOTA RID	8-STAUNTON	081-ROCKBRIDGE	8609	645	CORK	1936	IJ	104	1	43	B	
0 0	8-STAUNTON	081-ROCKBRIDGE	6100	646	NEAR-TOTAL RB						υ	
0 0	8-STAUNTON	081-ROCKBRIDGE	6106	646	SOLID	1928	IJ	101	2	48	A	6
0 0	8-STAUNTON	081-ROCKBRIDGE	6117	670	LOWWATER	1932	н	101	9	54	B	
081-80CGRBIDGE 617 692 CORK 192 6 10 1 22 B 081-80CGRBIDGE 518 869 LOWWATR 192 P 101 1 2 2 2 081-80CGRBIDGE 578 780 CORK 1923 P 101 1 2 2 2 2 081-80CGRBIDGE 578 780 CORK 1923 6 101 1 2 2 2 2 081-80CGBBIDGE 644 792 CURB 1923 6 101 1 2 <	8-STAUNTON	081-ROCKBRIDGE	6149	759	CORK	1938	ц	104	7	76	Ð	
081-80CGRBIDE 618 809 LOWMLR 923 P 101 4 60 C 081-80CGRBIDE 637 780 2X4 932 7 7 24 932 7 24 932 7 24 932 7 24 932 7 24 932 7 24 932 7 24 932 7 24 932 7 23 2 2 24 <	8-STAUNTON	081-ROCKBRIDGE	6177	692	CORK	1932	IJ	101	1	22	B	
081-ROCKREDGE 627 816 224 921 9 10 1 23 C 081-ROCKREDGE 528 730 730 730 730 731 73 73 73 73 73 73 73 73 73 73 73 73 73 73 73 74 73 74 74 74 74 74 74 74 73 74	8-STAUNTON	081-ROCKBRIDGE	6183	809	LOWWATER	1932	д,	101	4	60	υ	
081-KOCKBRIDGE 623 700 CORK 932 6 10 1 23 8 081-KOCKBRIDGE 6346 700 SIMGLE 9327 8 101 1 23 8 081-KOCKBRIDGE 6416 700 SINGLE 9327 8 101 1 23 8 081-KOCKBRIDGE 641 761 SINGLE 9327 8 101 1 23 8 081-KOCKBRIDGE 641 732 CORK 9321964 R4 101 1 23 8 081-KOCKBRIDGE 641 703 LOWMATER 9321964 R8 101 1 23 8 081-KOCKBRIDGE 641 793 LOWMATER 9321964 R8 101 1 23 8 101 1 23 8 1 1 21 1 21 8 1 1 23 8 1 1 23 8 1 1 </td <td>8-STAUNTON</td> <td>081-ROCKBRIDGE</td> <td>6257</td> <td>816</td> <td>2X4</td> <td>1932</td> <td>4</td> <td>101</td> <td>1</td> <td>23</td> <td>U</td> <td></td>	8-STAUNTON	081-ROCKBRIDGE	6257	816	2X4	1932	4	101	1	23	U	
08140CCRRIDGE 638 639 CURB 932 6 101 1 22 8 08140CCRRIDGE 616 770 SINGLE 9327 8 101 1 22 8 08140CCRRIDGE 614 732 CURB 9327 6 101 1 23 8 08140CCRRIDGE 640 764 SOLID 9327 6 101 1 23 8 08140CCRRIDGE 641 769 CURMATER 9321/984 RB 101 1 23 8 08140CCRRIDGE 641 709 LOWWATER 9321/984 RB 101 2 1 2 1 08140CCRRIDGE 641 709 LOWWATER 9321/984 RB 101 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 2 2 <	8-STAUNTON	081-ROCKBRIDGE	6278	780	CORK	1932	IJ	101	1	23	B	
081-ROCKBRIDGE 016 770 SINGLE 1927 RB 101 1 22 B 081-ROCKBRIDGE 640 641 72 101 1 2 1 2 1 081-ROCKBRIDGE 640 761 510 541 72 001 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	8-STAUNTON	081-ROCKBRIDGE	6288	629	CURB	1932	IJ	101	1	22	B	
Weilence 684 641 SINGLE 631 611 212 2 2 081-ROCKRRIDGE 641 723 COKK 1932 0 101 1 22 2 081-ROCKRRIDGE 641 732 COKK 1932 0 10 1 2 2 2 2 081-ROCKRRIDGE 641 763 COKK 1932/984 R3 101 1 2 2 2 2 081-ROCKRRIDGE 641 739 LOWMATRK 1932/1984 R3 101 1 2 1 2 <td>8-STAUNTON</td> <td>081-ROCKBRIDGE</td> <td>6316</td> <td>770</td> <td>SINGLE</td> <td>1932/7</td> <td>RB</td> <td>101</td> <td>1</td> <td>22</td> <td>B</td> <td></td>	8-STAUNTON	081-ROCKBRIDGE	6316	770	SINGLE	1932/7	RB	101	1	22	B	
081-ROCKBRIDGE 641 72 CORK 192 6 10 1 23 B 081-ROCKBRIDGE 6430 764 SOLID 1932 6 101 1 21 23 B 081-ROCKBRIDGE 6430 610 LOWWATER 1932/954 RB 101 5 40 B 081-ROCKBRIDGE 6431 630 101 101 5 40 B 081-ROCKBRIDGE 644 739 LOWWATER 1932/954 RB 101 7 2 B 081-ROCKBRIDGE 644 739 LOWWATER 1932 A 101 7 2	8-STAUNTON	081-ROCKBRIDGE	6364	641	SINGLE	1932	IJ	101	1	22	B	
081-ROCKBRIDE 640 764 SOLD 192 6 10 1 21 B 081-ROCKBRIDE 6430 610 1.00WATER 1932/1584 RB 101 5 40 B 081-ROCKBRIDE 6431 610 LOWMATER 1932/1584 RB 101 5 40 B 081-ROCKBRIDE 6431 759 NEAR-TOTALRB 1932/1584 RB 101 3 24 B 24	8-STAUNTON	081-ROCKBRIDGE	6414	792	CORK	1932	ŋ	101	1	23	B	
081-KOCKBRIDGE 640 610 LOWWATER 1921/984 RB 101 5 40 B 081-KOCKBRIDGE 641 610 10 NEAR-TOTAL RB 1921/984 RB 101 5 40 B 081-KOCKBRIDGE 641 759 NEAR-TOTAL RB 1921/984 RB 101 1 21 1 C 081-KOCKBRIDGE 641 759 NEAR-TOTAL RB 1932 AF 101 1 21 B C 081-KOCKBRIDGE 643 643 643 107AL RB 1932 AF 101 1 22 B 081-KOCKBRIDGE 653 673 107AL RB 1932 AF 101 1 23 A 081-KOCKBRIDGE 653 706 513 107AL RB 107AL RB 101 1 23 B 081-KOCKBRIDGE 653 706 514 1 1 23 A 1 1 24 B<	8-STAUNTON	081-ROCKBRIDGE	6420	764	SOLID	1932	U	101	1	21	B	
081-ROCKBRIDGE 641 610 LOWWATER 19321984 R.B 101 3 24 B 081-ROCKBRIDGE 641 739 NEAR-TOTAL RB 7 7 7 7 7 7 7 081-ROCKBRIDGE 641 739 NEAR-TOTAL RB 933 F 101 1 24 B 081-ROCKBRIDGE 643 633 UOWATER 1932 AF 101 1 23 B 081-ROCKBRIDGE 643 633 LOWATER 1932 AF 101 1 23 B 081-ROCKBRIDGE 643 102 11 TOTAL RB 1932 A 101 1 23 A 081-ROCKBRIDGE 643 706 SIMOLL 1932 A 101 1 24 B 081-ROCKBRIDGE 643 104 10 1 24 1 24 24 082-ROCKINGHAM 1002 101 1 <td< td=""><td>8-STAUNTON</td><td>081-ROCKBRIDGE</td><td>6430</td><td>610</td><td>LOWWATER</td><td>1932/1984</td><td>RB</td><td>101</td><td>Ś</td><td>40</td><td>B</td><td></td></td<>	8-STAUNTON	081-ROCKBRIDGE	6430	610	LOWWATER	1932/1984	RB	101	Ś	40	B	
081-ROCKBRIDGE 641 679 NEAR-TOTAL RB 7 C 081-ROCKBRIDGE 641 739 CORK 1938 F 101 1 22 B 081-ROCKBRIDGE 643 683 -LDWWATER 1932 AF 101 1 22 B 081-ROCKBRIDGE 633 674753 LOWWATER 1932 67 10 1 22 B 081-ROCKBRIDGE 653 63 766 SINGLE 1932 6 101 16 12 A 081-ROCKBRIDGE 653 766 SINGLE 1932 A 101/02 1 22 B 081-ROCKBRIDGE 663 766 SINGLE 1932 A 101/02 1 22 B 082-ROCKINGHAM 1002 11 TOTAL RB 1932 A 101/02 1 23 C C 082-ROCKINGHAM 1001 100 10 N N N	8-STAUNTON	081-ROCKBRIDGE	6431	610	LOWWATER	1932/1984	RB	101	3	24	B	
081-ROCKBRDGE 641 759 COKK 193 F 101 1 22 B 081-ROCKBRDGE 643 683 1-BEAM 193 AF 101 1 22 B 081-ROCKBRDGE 633 674753 LOWWATER 1932 AF 101 1 22 B 081-ROCKBRDGE 653 63 706 UOWMATER 1932 G 101 16 12 A 081-ROCKBRDGE 653 706 SNGLE 1932 A 101/102 1 22 B 082-ROCKINGHAM 1002 11 TOTAL RB 107AL RB 1 10 22 B 082-ROCKINGHAM 1002 11 TOTAL RB 1 1 22 B 082-ROCKINGHAM 1006 340 NEAR-TOTAL RB 1 1 2 C 082-ROCKINGHAM 1006 340 NEALE 1932/1986 RK 104 1 2	8-STAUNTON	081-ROCKBRIDGE	6437	619	NEAR-TOTAL RB						U	
081-KOCKBRIDGE 643 688 I-BEAM 193 AF 104 1 22 B 081-KOCKBRIDGE 613 674733 LOWWATR 1932 G 101 16 12 B 081-KOCKBRIDGE 653 633 TOTAL RB 932 G 101 16 12 A 081-KOCKBRIDGE 653 706 SINGLE 1932 A 101/102 1 2 B 081-KOCKBRIDGE 653 706 SINGLE 1932 A 101/102 1 2 B C 082-ROCKBRIDGE 104 10 7 1 1 2 B C 082-ROCKBRIDGE 104 10 7 1 1 2 B C 082-ROCKBRIDGE 106 340 NEAR-TOTAL RB 1939/1986 RK 104 1 2 C C 082-ROCKBRIDGE 100 100 340 NEAR-TOTAL RB	8-STAUNTON	081-ROCKBRIDGE	6441	759	CORK	1938	ц	101	1	22	B	
081-ROCKBRIDGE 613 614/73 LOWWATER 932 6 101 16 112 A 081-ROCKBRIDGE 632 633 TOTAL RB TOTAL RB 101/102 12 2 2 081-ROCKBRIDGE 663 706 SINGLE 101 12 12 2 081-ROCKBRIDGE 663 11 TOTAL RB 1 101/102 1 22 B 082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 1 1 22 B 2 082-ROCKINGHAM 1006 340 NEAR-TOTAL RB 1 1 2 2 2 082-ROCKINGHAM 1007 340 NEAR-TOTAL RB 1 1 1 1 1 2 2 2 082-ROCKINGHAM 1007 340 NEAR-TOTAL RB 1 1 43 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8-STAUNTON	081-ROCKBRIDGE	6454	688	I-BEAM	1932	AF	104	1	22	B	
081-ROCKBRIDGE 652 623 TOTAL RB 081-ROCKBRIDGE 6653 706 SINGLE 1932 A 101/102 1 22 081-ROCKBRIDGE 6653 706 SINGLE 1932 A 101/102 1 22 082-ROCKINGHAM 1002 11 TOTAL RB 102 11 22 082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 1 1 23 082-ROCKINGHAM 1006 340 CORK 1939/1986 RK 104 3 082-ROCKINGHAM 1007 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 101 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 101 340 SINGLE 1941/1987 G/RK 104 2 66 <tr< td=""><td>8-STAUNTON</td><td>081-ROCKBRIDGE</td><td>6513</td><td>674/753</td><td>LOWWATER</td><td>1932</td><td>ß</td><td>101</td><td>16</td><td>112</td><td>۷</td><td>10</td></tr<>	8-STAUNTON	081-ROCKBRIDGE	6513	674/753	LOWWATER	1932	ß	101	16	112	۷	10
081-ROCKBRIDGE 653 706 SINGLE 1932 A 101/102 1 22 082-ROCKINGHAM 1002 11 TOTAL RB 102 11 22 082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 1 23 98 082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 1 1 43 082-ROCKINGHAM 1006 340 CORK 1939/1986 RK 104 3 98 082-ROCKINGHAM 1007 340 SINGLE 1942 1 43 98 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 101 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104<	8-STAUNTON	081-ROCKBRIDGE	6522	623	TOTAL RB						U	
082-ROCKINGHAM 100 11 TOTAL RB 082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 082-ROCKINGHAM 1006 340 NEAR-TOTAL RB 082-ROCKINGHAM 1006 340 CORK 1939/1986 RK 104 3 082-ROCKINGHAM 1007 340 CORK 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 <td>8-STAUNTON</td> <td>081-ROCKBRIDGE</td> <td>6653</td> <td>706</td> <td>SINGLE</td> <td>1932</td> <td>۷</td> <td>101/102</td> <td>1</td> <td>22</td> <td>B</td> <td></td>	8-STAUNTON	081-ROCKBRIDGE	6653	706	SINGLE	1932	۷	101/102	1	22	B	
082-ROCKINGHAM 1004 340 NEAR-TOTAL RB 082-ROCKINGHAM 1006 340 NEAR-TOTAL RB 082-ROCKINGHAM 1006 340 CORK 1939/1986 RK 104 3 98 082-ROCKINGHAM 1007 340 SINGLE 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1010 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 172	8-STAUNTON	082-ROCKINGHAM	1002	11	TOTAL RB						U	
082-ROCKINGHAM 1006 340 CORK 193/1986 RK 104 3 98 082-ROCKINGHAM 1007 340 SINGLE 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 GRK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 GRK 104 2 86 082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 14	8-STAUNTON	082-ROCKINGHAM	1004	340	NEAR-TOTAL RB						υ	
082-ROCKINGHAM 1007 340 SINGLE 1942 F 104 1 43 082-ROCKINGHAM 1008 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1009 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 G/RK 104 2 86 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104 4 172 082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 44	8-STAUNTON	082-ROCKINGHAM	1006	340	CORK	1939/1986	RK	104	3	98	B	
082-ROCKINGHAM 1008 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1009 340 SINGLE 1941/1987 G/RK 104 2 66 082-ROCKINGHAM 1011 340 SINGLE 1941/1987 G/RK 104 2 86 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104 4 172 082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 44	8-STAUNTON	082-ROCKINGHAM	1007	340	SINGLE	1942	Ľ.	104	1	43	B	
082-ROCKINGHAM 1009 340 SINGLE 1941/1987 G/RK 104 2 86 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104 2 86 082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104 4 172 082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 44	8-STAUNTON	082-ROCKINGHAM	1008	340	SINGLE	1941/1987	G/RK	104	2	66	B	
082-ROCKINGHAM 1011 340 SINGLE 1942/1987 G/RK 104 4 172 082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 44	8-STAUNTON	082-ROCKINGHAM	1009	340	SINGLE	1941/1987	G/RK	104	7	86	В	
082-ROCKINGHAM 1013 33 CORK 1929 G 201 2 44	8-STAUNTON	082-ROCKINGHAM	1011	340	SINGLE	1942/1987	G/RK	104	4	172	B	
	8-STAUNTON	082-ROCKINGHAM	1013	33	CORK	1929	IJ	201	7	44	B	

				Inventory of F	Pre-1950 Non-Arched Concrete Bridges	ed Concrete B	ridges					
Dis	District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
8-STAI	8-STAUNTON	082-ROCKINGHAM	1014	33	CORK	1928	RK	104	3	114	B	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1017	33	CORK	1937	P/R/K	104	2	66	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1018	33	CORK	1938	IJ	104	1	33	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1019	33	TOTAL RB						υ	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1020	33	TOTAL RB						v	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1021	33	CORK	1934	F/RK	104	1	43	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1022	33	CORK	1934	IJ	104	1	43	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1023	33	CORK	1935	Р	104	3	86	U	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1024	42	CORK	1941/1971	IJ	201	2	36	в	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1035	259	TOTAL RB						U	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1040	259	SINGLE	1942/1986	G/RK	104	7	76	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1041	259	SINGLE	1942/1986	FARK	104	3	129	B	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1066	11	SINGLE	1948/1986	G/RK	104	7	86	В	
8-STAI	8-STAUNTON	082-ROCKINGHAM	1067	259	SINGLE	1949	IJ	104	3	129	B	
	8-STAUNTON	082-ROCKINGHAM	1099	42	TOTAL RB						U	
1VLS-8	8-STAUNTON	082-ROCKINGHAM	1116	257	CORK	1932	ц	101	I	23	υ	
8-STAI	8-STAUNTON	082-ROCKINGHAM	6021	617	TOTAL RB						υ	
8-STAI	8-STAUNTON	082-ROCKINGHAM	. 6079	726	LOWWATER	1940	G	101	1	26	в	
8-STAU	8-STAUNTON	082-ROCKINGHAM	6164	881	CORK	1948	ŋ	104	1	33	B	
8-STAI	8-STAUNTON	082-ROCKINGHAM	6190	759	PIPE	1945	IJ	101	1	33	B	
8-STAI	8-STAUNTON	082-ROCKINGHAM	6255	721	SOLID	1935	IJ	101	1	24	В	
8-STAL	8-STAUNTON	082-ROCKINGHAM	6257	721	SOLID	1935	IJ	101	1	22	В	
8-STAU	8-STAUNTON	082-ROCKINGHAM	6367	101	TOTAL RB						υ	
8-STAU	8-STAUNTON	082-ROCKINGHAM	6504	721	SOLID	1925	ዋ	101	1	24	B	
8-STAU	8-STAUNTON	082-ROCKINGHAM	6584	966	VERTICAL	1934/1941	IJ	107	1	28	۷	17
8-STAU	8-STAUNTON	082-ROCKINGHAM	6617	748	LOWWATER	1925/	G/RK	101	4	64	В	
8-STAL	8-STAUNTON	082-ROCKINGHAM	6622	875	NONE	1932/1975	Ъ	101	I	25	υ	
8-STAU	8-STAUNTON	085-SHENANDOAH	1002	11	VERTICAL	1935	Ċ	101	7	28	В	
8-STAU	8-STAUNTON	085-SHENANDOAH	1003	11	NEAR-TOTAL RB						υ	
8-STAU	8-STAUNTON	085-SHENANDOAH	1004	11	VERTICAL	1934	ί μ	201	7	54	в	
8-STAU	8-STAUNTON	085-SHENANDOAH	1006	11	VERTICAL	1932/1969	RK	201	2	36	В	
8-STAU	8-STAUNTON	085-SHENANDOAH	1009	11	TOTAL RB						U	
8-STAL	8-STAUNTON	085-SHENANDOAH	1010	11	VERTICAL	1934	G	104	3	114	В	

			Inventory of P	f Pre-1950 Non-Arched Concrete Bridges	ed Concrete B	ridges					
District	County	Bridge #	Route #/Street	Rail Type	Date	Cond.	Span Type	Spans	Total Len	Sign	Historical Rating
8-STAUNTON	085-SHENANDOAH	1013	55	CORK	1940	 L	104	-	43	B	
8-STAUNTON	085-SHENANDOAH	1022	11	SINGLE	1934/1956	RB	101	I	23	U	
8-STAUNTON	085-SHENANDOAH	1031	42	VERTICAL	1947	Ð	104	1	43	B	
8-STAUNTON	085-SHENANDOAH	1032	55	SINGLE	1949	IJ	101	7	46	В	
8-STAUNTON	085-SHENANDOAH	1035	55	SINGLE	1947	G	104	1	33	B	
8-STAUNTON	085-SHENANDOAH	1038	11	CORK	1935/1956	P/RB	101	1	23	U	
8-STAUNTON	085-SHENANDOAH	6004	600	LOWWATER	1932/1980	ц	101	10	121	B	
8-STAUNTON	085-SHENANDOAH	6011	609	LOWWATER	1932	ŋ	101	15	212	¥	10
8-STAUNTON	085-SHENANDOAH	6039	653	LOWWATER	1932	ц	101	3	42	U	
8-STAUNTON	085-SHENANDOAH	6040	747	TOTAL RB						υ	
8-STAUNTON	085-SHENANDOAH	6041	663	GUARDRAILS	1922	Α	101	£	60	B	
8-STAUNTON	085-SHENANDOAH	6042	663	GUARDRAILS	19227	۰ ۲	101	7	44	B	
8-STAUNTON	085-SHENANDOAH	6043	663	LOWWATER	1922	G	101	16	293	A	8
8-STAUNTON	085-SHENANDOAH	6045	672	LOWWATER	1932	G	101	13	181	В	
8-STAUNTON	085-SHENANDOAH	6046	675	CURB	1932	IJ	101	3	51	B	
6-STAUNTON	085-SHENANDOAH	6056	169	LOWWATER	1932	Ч	101	7	44	υ	
8-STAUNTON	085-SHENANDOAH	6072	708	TOTAL RB						υ	
- 8-STAUNTON	085-SHENANDOAH	6073	709	TOTAL RB						U	
8-STAUNTON	085-SHENANDOAH	6074	710	LOWWATER	1929	RK	101	4	76	B	
8-STAUNTON	085-SHENANDOAH	6075	729	CURB	1932	ŋ	101	7	50	B	
8-STAUNTON	085-SHENANDOAH	6088	730	CURB	1932	Ч	101	7	36	υ	
8-STAUNTON	085-SHENANDOAH	6092	744	LOWWATER	1932	G/RK	101	12	204	۷	6
8-STAUNTON	085-SHENANDOAH	6094	749	TOTAL RB						υ	
8-STAUNTON	085-SHENANDOAH	6100	730	TOTAL RB						U	
8-STAUNTON	085-SHENANDOAH	6111	678	TOTAL RB						υ	
8-STAUNTON	085-SHENANDOAH	6112	678	CORK	1934	ч	101	1	25	В	
8-STAUNTON	085-SHENANDOAH	6113	758	LOWWATER	1916	RK	101	÷	63	۷	8
8-STAUNTON	085-SHENANDOAH	6117	769	CURB	1932	G	101	2	42	В	
8-STAUNTON	085-SHENANDOAH	6118	772	LOWWATER	1928	RK	101	3	60	В	
8-STAUNTON	085-SHENANDOAH	6119	774	LOWWATER	1927	RK	101	3	54	В	
8-STAUNTON	085-SHENANDOAH	6120	775	CURB	1932	Ŀ	101	e	48	B	
8-STAUNTON	085-SHENANDOAH	6121	776	CURB	1932	G	101	7	42	B	
8-STAUNTON	085-SHENANDOAH	6138	726	TOTAL RB						U	

Concrete Bridges	Date Cond. Span Type Spans Total Len. Sign. Historical Rating		C	C	1932 G 101 I 22 B	1932 G 101 I 21 B	1932 G 101 I 21 B	1934 G 101 I 21 B	1932 F 101 I 23 B	1932 F 101 1 20 B	1932 F 101 I 22 B	1932 F 101 2 32 B	1934 G 101 I 21 A 14	1936 G 101 I 22 B	C	U	1930 P 101 1 23 C	v	1932/1947 F 101 1 23 B	C	1932 F 101 2 50 B	1918 G 102 1 64 A 15	1918 A/RK 102 1 33 B	1918 G 101 1 23 B	1923 G 101 13 266 A 8	1918 G 101 I 22 B	1918 G 103 2 70 A N	1925 G 101 16 321 A 9	C	1920/1982 A/RB 101 1 23 C	1932/1966 A/RB 101 2 66 C	U	1948 G 104 3 126 B	
of Pre-1950 Non-Arched Concrete Bridges	Rail Type	TOTAL RB	TOTAL RB	TOTAL RB	CURB	CORK	CORK	CORK	SOLID	PIPE	CORK	CORK	CORK	CORK	NEAR-TOTAL RB	NEAR-TOTAL RB	CORK	TOTAL RB	SOLID/CORK	NEAR-TOTAL RB	LOWWATER	SOLID	SOLID	CURB	LOWWATER	LOWWATER	SOLID	LOWWATER	TOTAL RB	SOLID/GUARDRAIL	SOLID/SINGLE	TOTAL RB	SINGLE	
Inventory o	Route #/Street	730	645	669	675	678	678	678	703	758	767	675	678	55	522	55	55	55	522	340	610	613	613	613	613	613	622	624	647	649	649	649	627	
	Bridge #	6175	6198	6209	6217	6224	6225	6227	6252	6284	6287	6367	6368	1002	1006	1010	1012	1013	1024	1027	6004	6007	6008	6009	6011	6012	6017	6019	6027	6033	6034	6035	6052	
	County	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	085-SHENANDOAH	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	093-WARREN	
	District	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	6-STAUNTON	9 8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	

f Pre-1950 Non-Arched Concrete Bridges	Rall Type Date Cond. Span Type Spans Total Len. Sign. Historical Rating	LOWWATER 1928/1980 RK 101 4 104 B	TOTAL RB C	CORK 1932 G 101 1 23 B	NEAR-TOTAL RB C	VERTICAL 1940 G 101 1 23 B	CURB 1932 G 101 1 25 B	SOLID 1917 ARB 104 2 72 C	VERTICAL 1928 F 104 1 36 A 10	SINGLEBUILDING 1932 P 104 4 52 C	PIPE/GUARDRAIL 1932 F 101 1 28 B	TOTAL RB C	TOTAL RB C	TOTAL RB C	INTB-ICORK 1932 P 101 1 23 C	1932 F 101 1 20 C	PIPE 1940/ RB 104 2 36 C	TOTAL RB C	PIPE 1935 G 101 2 46 B	PIPE/NJB 1938/ RB 104 1 26 C	CORK 1927 G 104 3 129 B	TOTAL RB C	CORK 1932 G 101 1 20 B	TOTAL RB C	NEAR-TOTAL RB C	SOLID 1932 G 101 1 21 B	PIPE/CURB 1912 G 102 1 25 A 17	TOTAL RB 129 C	TOTAL RB C	TOTAL RB C	SINGLE 1923/1957 RB 104 4 170 C	CORK 1933 G 104 4 106 B	
Inventory of Pre-	Route #/Street	635		60				60/MAIN ST.	LOWELL ST.	ALLEY	CRISER ST.	11	33	11	COUNTRY CLUB LN.	COUNTRY CLUB LN.	S. BRUCE ST.	WATER ST.	W. WASH. ST.	GUY ST.	60	250	MIDDLEBROOK AVE.	254	11	252	STP ENT.		ENT. PUB. WORKS	DUPONT ENT.	211	340	211
	Bridge #	6905	1041	1082	1801	1802	8002	1803	8006	8007	8007	1801	1802	1804	6585	6586	8003	8004	8007	8014	1806	1026	1189	1193	1805	1806	8002	8003	8004	8006	1016	1800	1003
	County	093-WARREN	103-BUENA VISTA	103-BUENA VISTA	103-BUENA VISTA	103-BUENA VISTA	103-BUENA VISTA	105-CLIFTON FORGE	105-CLIFTON FORGE	105-CLIFTON FORGE	112-FRONT ROYAL	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	115-HARRISONBURG	117-LEXINGTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	132-STAUNTON	136-WAYNESBORO	159-LURAY	159-LURAY	1 COLUMN V
	District	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	6 8-STAUNTON	4 8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	8-STAUNTON	O CTAT TATO

			y of	Pre-1950 Non-Arched Concrete Bridges	ed Concrete Bi	ridges					
District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign	Historical Rating
A-NORTHIERN VA	000-ARLINGTON	1024	27	PIPE/NJB	1944	P/A	107	1	88	В	
A-NORTHERN VA	000-ARLINGTON	1027	50	TOTAL RB						υ	
A-NORTHERN VA	000-ARLINGTON	2011	27 (RAMP AA)	PIPE	1942/1992	Ð	104	3	209	В	
A-NORTHERN VA	000-ARLINGTON	5020	MEMORIAL AVE	HOLLY HEDGE	1945	Ð	107	7	60	A	23
A-NORTHERN VA	000-ARLINGTON	5069	CIVIE HTIMS	METAL	1941	IJ	107	1	36	A	13
A-NORTHERN VA	029-FAIRFAX	1001	1	NEAR-TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	1004	1	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	1006	I	TOTAL RB						U	
A-NORTHERN VA	029-FARFAX	1014	50	TOTAL RB						ပ	
A-NORTHERN VA	029-FAIRFAX	1015	50	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	1021	29	CORK/SINGLE	1927/1941	ዋ	104	7	45	В	
A-NORTHERN VA	029-FAIRFAX	1022	29	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	1064	228	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	1069	29	CORK	1932	ц	101	1	77	B	
A-NORTHERN VA	029-FAIRFAX	1927	29	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	2146	95	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	2147	95	TOTAL RB						ပ	
A-NORTHERN VA	029-FAIRFAX	2148	95	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	2149	95	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	2150	95	TOTAL RB						ပ	
A-NORTHERN VA	029-FAIRFAX	2153	395	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	6044	642	CORK	1935	G/RK	104	7	67	В	
A-NORTHERN VA	029-FAIRFAX	6067	658	TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	6210		TOTAL RB						U	
A-NORTHERN VA	029-FAIRFAX	6332	3546	SOLID	1920	G	101	1	23	۷	10
A-NORTHERN VA	NNOQNOJ-ES0	1004	712	CORK	1930	G	104	1	33	B	
A-NORTHERN VA	053-LOUDOUN	1006	6	TOTAL RB						υ	
A-NORTHERN VA	053-LOUDOUN	1007	6	TOTAL RB						υ	
A-NORTHERN VA	053-LOUDOUN	1020	287	CORK	1938	ц	104	1	48	B	
A-NORTHERN VA	NNOQNOT-ES0	1021	287	TOTAL RB						U	
A-NORTHERN VA	NNOGNOT-ESO	1022	287	CORK	1938	F/RK	104	3	113	B	
A-NORTHERN VA	053-LOUDOUN	- 1026	50	CORK	1929	ч	104	1	28	B	
A-NORTHERN VA	NNOQNOT-ESO	1034	7	TOTAL RB						U	

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ANORTHERN VA 633-LOUDOUN 1039 9 ANORTHERN VA 633-LOUDOUN 1036 9 ANORTHERN VA 633-LOUDOUN 1036 601 ANORTHERN VA 633-LOUDOUN 600 611 ANORTHERN VA 633-LOUDOUN 601 610 ANORTHERN VA 633-LOUDOUN 603 630 ANORTHERN VA 633-LOUDOUN 633 734 ANORTHERN VA 633-LOUDOUN 636 734 ANORTHERN VA 633-LOUDOUN 633 734 ANORTHERN VA 633-LOUDOUN 636 734 <		District	County	Bridge #	Route #/Street	Rall Type	Date	Cond.	Span Type	Spans	Total Len.	Sign.	Historical Rating
ANORTHERN VA 063-JOUDONN 109 9 109 19 1 ANORTHERN VA 63-JOUDONN 100 901 913 913 9 ANORTHERN VA 63-JOUDONN 600 61 001 913 9 ANORTHERN VA 63-JOUDONN 601 611 001 932 9 ANORTHERN VA 63-JOUDONN 601 611 001 932 0 ANORTHERN VA 03-JOUDONN 603 713 90.JDD 932 0 ANORTHERN VA 03-JOUDONN 603 733 90.JDD 932 0 ANORTHERN VA 03-JOUDONN 603 734 90.JDD 932 0 ANORTHERN VA 03-JOUDONN 603 734 730.DD 932 0 ANORTHERN VA 03-JOUDONN 603 734 734 734 734 ANORTHERN VA 03-JOUDONN 613 734 734 734 734 ANORTHERN VA													
ANORTHERN VI. 054-0010010 105 92 92 92 ANORTHERN VI. 054-00100103 060 611 90.010 1934 0 ANORTHERN VI. 054-00100103 606 611 00.010 1935 0 ANORTHERN VI. 054-00100103 606 611 0.0100 1935 0 ANORTHERN VI. 054-00100103 601 013 901 1935 0 ANORTHERN VI. 054-00100103 603 053 053 901 193 0 ANORTHERN VI. 054-00100103 603 053 053 901 193 0 ANORTHERN VI. 054-00100103 603 716 901 193 0 16 ANORTHERN VI. 054-00100103 603 716 701 193 1 1 ANORTHERN VI. 054-00100103 603 714 771 1<71	7	V-NORTHERN VA	NNOQNOT-ES0	1039	6	CORK	1933	ц	101	-	23	B	
ANORTHERN VI 03-LOUDOUN 602 607 SOLD 914 0 ANORTHERN VI 03-LOUDOUN 600 611 COK 932 0 ANORTHERN VI 03-LOUDOUN 600 611 SOLD 932 0 ANORTHERN VI 03-LOUDOUN 601 611 SOLD 932 0 ANORTHERN VI 03-LOUDOUN 602 719 SOLD 932 0 ANORTHERN VI 03-LOUDOUN 603 600 719 SOLD 932 0 ANORTHERN VI 03-LOUDOUN 603 600 SOLD 932 0 ANORTHERN VI 03-LOUDOUN 603 734 COKK 932 0 ANORTHERN VI	1	-NORTHERN VA	NNOQNOT-ES0	1096	50	SOLID	1935	Р	101	1	23	B	
ANORTHERN VA 033-LOLDOUN 604 61 CORK 932 6 ANORTHERN VA 033-LOLDOUN 601 611 CORK 932 6 ANORTHERN VA 033-LOLDOUN 611 612 SOLD 932 6 ANORTHERN VA 033-LOLDOUN 611 612 SOLD 932 6 ANORTHERN VA 033-LOLDOUN 612 739 SOLD 932 6 ANORTHERN VA 033-LOLDOUN 612 739 SOLD 932 6 ANORTHERN VA 033-LOLDOUN 663 704 SOLD 932 6 ANORTHERN VA 033-LOLDOUN 667 704 932 6 7 ANORTHERN VA 033-LOLDOUN 667 704 932 7 7 ANORTHERN VA 033-LOLDOUN 667 704 932 7 7 ANORTHERN VA 033-LOLDOUN 667 734 7 7 7 ANORTHERN VA 033-LO	7	NORTHERN VA	NUDOUDOLE 80	6002	607	SOLID	1914	Ð	101	æ	99	۷	п
ANORTHERN VI 651-001001 606 611 S0LD 923 F ANORTHERN VI 631-001001N 601 719 801.D 193 6 ANORTHERN VI 631-001001N 601 719 801.D 193 6 ANORTHERN VI 631-001001N 602 719 801.D 193 6 ANORTHERN VI 631-001001N 603 673 673 911 912 6 ANORTHERN VI 631-001001N 663 704 801.D 923 6 ANORTHERN VI 631-001001N 663 704 921 912 7 ANORTHERN VI 631-001001N 667 704 923 6 7 ANORTHERN VI 631-001001N 667 704 923 6 7 ANORTHERN VI 631-001001N 667 704 923 6 7 ANORTHERN VI 631-001001N 667 734 107A.IRB 7 7 ANORTH	4	-NORTHERN VA	NNOQUOJ-630	6004	611	CORK	1932	Ð	104	1	38	B	
ANORTHERN VA 631-DUDOIN 611 619 531-DUDOIN 611 919 61 ANORTHERN VA 631-DUDOIN 632 639 631 919 919 634 ANORTHERN VA 631-LUDUON 632 739 501.D 931 634 ANORTHERN VA 631-LUDUON 632 637 932 933 600 634 ANORTHERN VA 631-LUDUON 636 704 704 932 60K ANORTHERN VA 631-LUDUON 636 704 704 933 60K ANORTHERN VA 631-LUDUON 667 704 704 70 76 ANORTHERN VA 631-LUDUON 667 714 707AL BB 7 7 ANORTHERN VA 631-LUDUON 667 714 707AL BB 7 7 7 ANORTHERN VA 631-LUDUON 667 732 107AL BB 7 7 7 7 ANORTHERN VA 631-LUDUON 643	ł	-NORTHERN VA	NNOQNOT-ES0	6006	611	SOLID	1925	ц	101	1	22	B	
ANORTHERN VA 051-LOUDOIN 600 719 SOLID 919 6RK ANORTHERN VA 031-LOUDOIN 603 632 109 611 101 1 ANORTHERN VA 031-LOUDOIN 603 639 109 514 1 ANORTHERN VA 031-LOUDOIN 603 600 501D 193 6 ANORTHERN VA 031-LOUDOIN 605 704 501D 193 6 ANORTHERN VA 031-LOUDOIN 605 704 501D 193 6 ANORTHERN VA 031-LOUDOIN 605 704 101 107 17 ANORTHERN VA 031-LOUDOIN 605 734 107 17 17 ANORTHERN VA 031-LOUDOIN 606 734 107 17 17 ANORTHERN VA 031-LOUDOIN 607 732 107 17 17 ANORTHERN VA 05-RENGE WILLIAM 061 107 17 17 ANORTHERN VA	4	-NORTHERN VA	NNOOLU2-E20	6011	619	SOLID	1925	Ð	101	1	22	B	
ANORTHERN VA 051.LOUDOUN 602 C30 LOW SOLLD-PIPE 911 0 ANORTHERN VA 051.LOUDOUN 603 673 SOLD 932 F ANORTHERN VA 051.LOUDOUN 603 673 SOLD 932 GRK ANORTHERN VA 051.LOUDOUN 665 704 CORK 933 GRK ANORTHERN VA 051.LOUDOUN 666 704 CORK 939 GRK ANORTHERN VA 051.LOUDOUN 667 704 CORK 939 GRK ANORTHERN VA 051.LOUDOUN 667 704 CORK 939 GRK ANORTHERN VA 051.LOUDOUN 667 714 CORK 939 F ANORTHERN VA 051.LOUDOUN 610 722 LOW SOLLD 931 F F ANORTHERN VA 054 PRUCE WILLAM 101 TOTAL RB TOTAL RB F F F ANORTHERN VA 054 PRUCE WILLAM 101 TOTAL RB TOTAL RB	4	-NORTHERN VA	NUOQUOJ-E20	6020	719	SOLID	1919	G/RK	102	1	35	۷	15
ANORTHERN VA 631-LOUDOUN 632 673 SOLD 193 F ANORTHERN VA 631-LOUDOUN 636 636 704 1932 678 ANORTHERN VA 631-LOUDOUN 636 704 1932 678 ANORTHERN VA 631-LOUDOUN 667 704 1932 678 ANORTHERN VA 631-LOUDOUN 667 704 200LD 1932 678 ANORTHERN VA 631-LOUDOUN 667 704 200LD 1912 678 ANORTHERN VA 631-LOUDOUN 686 714 200LD 1912 678 ANORTHERN VA 631-LOUDOUN 686 714 200LD 1912 678 ANORTHERN VA 631-LOUDOUN 686 714 1071A.BB 7 7 ANORTHERN VA 631-LOUDOUN 610 712 1071A.BB 7 7 ANORTHERN VA 631-LOUDOUN 610 714 1071A.BB 7 7 ANORTHERN VA 65-RE	4	-NORTHERN VA	NUDOUDOLE20	6032	629	LOW SOLID-PIPE	11911	G	103	7	62	۷	16
ANORTHERN VA 031-LOUDOIN 035 600 CORK 192 6fK ANORTHERN VA 031-LOUDOIN 630 704 792 6fK ANORTHERN VA 031-LOUDOIN 630 704 703-L 732 6fK ANORTHERN VA 031-LOUDOIN 666 704 704 739 758 ANORTHERN VA 031-LOUDOIN 667 704 704 739 758 ANORTHERN VA 051-LOUDOIN 667 734 107AL RB 739 758 ANORTHERN VA 051-LOUDOIN 678 734 107AL RB 76 ANORTHERN VA 051-LOUDOIN 678 736 107AL RB 76 ANORTHERN VA 057-RINGE WILLIAM 101 1 107AL RB 76 ANORTHERN VA 057-RINGE WILLIAM 101 107AL RB 76 7 ANORTHERN VA 057-RINGE WILLIAM 101 107AL RB 7 7 ANORTHERN VA 057-RINGE WILLIAM 101 107AL RB <td>4</td> <td>-NORTHERN VA</td> <td>NNOCINO-ES0</td> <td>6052</td> <td>673</td> <td>SOLID</td> <td>1932</td> <td>ц</td> <td>101</td> <td>1</td> <td>24</td> <td>B</td> <td></td>	4	-NORTHERN VA	NNOCINO-ES0	6052	673	SOLID	1932	ц	101	1	24	B	
ANORTHERN VA 054-LOUDOUN 690 50LD 932 6/K ANORTHERN VA 054-LOUDOUN 666 704 202 193 7 ANORTHERN VA 054-LOUDOUN 667 704 CORK 193 7 ANORTHERN VA 054-LOUDOUN 667 704 CORK 193 7 ANORTHERN VA 054-LOUDOUN 687 734 CORK 193 7 ANORTHERN VA 054-LOUDOUN 687 734 TOTAL RB 7 7 ANORTHERN VA 054-LOUDOUN 687 734 TOTAL RB 7 7 ANORTHERN VA 054-LOUDOUN 676 732 LOW SOLD 193 7 ANORTHERN VA 054-RINCE WILLAM 101 1 1 1 7 7 ANORTHERN VA 056-RINCE WILLAM 1001 1 1 1 7 7 7 ANORTHERN VA 056-RINCE WILLAM 103 1 1 1<1	4	-NORTHERN VA	NNOQUOJ-E20	6058	069	CORK	1932	G/RK	104	7	65	B	
ANORTHERN VA 03410UDUN 666 704 0341	4	-NORTHERN VA	NNOQUOJ-650	6059	690	SOLID	1932	G/RK	101	1	23	B	
051-LOUDOUN 607 704 CORK 1990 F 053-LOUDOUN 607 630 734 TOTALRB 1915 P 053-LOUDOUN 686 734 TOTALRB 1915 P P 053-LOUDOUN 686 734 722 LOW SOLID 1932 P 053-LOUDOUN 636 722 LOW SOLID 1932 P P 053-LOUDOUN 636 722 LOW SOLID 1932 P P 053-LOUDOUN 636 722 LOW SOLID 1932 P P 053-PRINCE WILLAM 100 1 NEAR-FOTALRB 1932 P P 075-PRINCE WILLAM 1001 1 NEAR-FOTALRB 1071ALRB P P 075-PRINCE WILLAM 1001 29 TOTALRB TOTALRB P P 075-PRINCE WILLAM 1001 29 TOTALRB TOTALRB P P 075-PRINCE WILLAM 101 20	4	-NORTHERN VA	NNOQUOJ-E20	6066	704	CORK	1936	щ	101	1	22	B	
ANORTHERN VA 053-LOUDOUN 601 630 734 TOTAL RB 101 191 P ANORTHERN VA 033-LOUDOUN 686 734 TOTAL RB 103 91 9 ANORTHERN VA 033-LOUDOUN 686 734 TOTAL RB 93 9 ANORTHERN VA 033-LOUDOUN 687 734 TOTAL RB 9 9 9 ANORTHERN VA 033-LOUDOUN 680 722 LOW SOLID 193 9 9 ANORTHERN VA 033-LOUDOUN 630 10 1 10 10 9 9 9 9 ANORTHERN VA 076-PRINCE WILLIAM 100 1 1 107AL RB 9 10	4	-NORTHERN VA	NNOCINOT-ES0	6067	704	CORK	1930	ц	101	1	23	B	
A-NORTHERN VA 031-LOUDOUN 686 734 TOTAL RB TOTAL RB <thtotal rb<="" th=""> <thtotal rb<="" th=""> <th< td=""><td>4</td><td>-NORTHERN VA</td><td>NNOQNOT-ES0</td><td>6072</td><td>630</td><td>SOLID</td><td>1915</td><td>Р</td><td>101</td><td>7</td><td>35</td><td>В</td><td></td></th<></thtotal></thtotal>	4	-NORTHERN VA	NNOQNOT-ES0	6072	630	SOLID	1915	Р	101	7	35	В	
ANORTHERN VA 033-LOUDOUN 612 72 LOW SOLID 129 G ANORTHERN VA 033-LOUDOUN 636 716 TOTAL RB 1932 G ANORTHERN VA 033-LOUDOUN 636 716 TOTAL RB 1932 G ANORTHERN VA 055-REINCE WILLIAM 1001 1 NEAR-TOTAL RB 1932 G ANORTHERN VA 075-PRINCE WILLIAM 1001 1 NEAR-TOTAL RB 1932 G A-NORTHERN VA 075-PRINCE WILLIAM 1001 1 1 1071A. RB 1 A-NORTHERN VA 075-PRINCE WILLIAM 1001 29 1071A. RB 1 1 A-NORTHERN VA 075-PRINCE WILLIAM 1011 29 1071A. RB 1 1 A-NORTHERN VA 075-PRINCE WILLIAM 1011 29 1071A. RB 1 1 1 A-NORTHERN VA 075-PRINCE WILLIAM 1012 213 1071A. RB 1 1 1 A-NORTHERN VA 075-PRINCE WILLIAM <		-NORTHERN VA	NNOQUOJ-E20	6086	734	TOTAL RB						U	
031-LOUDOUN 624 716 TOTAL RB 033-LOUDOUN 6430 722 LOW SOLID 1932 6 033-LOUDOUN 6430 722 LOW SOLID 1932 6 076-PRINCE WILLIAM 1001 1 NEAR-TOTAL RB 6 7 076-PRINCE WILLIAM 1001 1 TOTAL RB 7 7 076-PRINCE WILLIAM 1010 29 TOTAL RB 7 7 076-PRINCE WILLIAM 1011 29 TOTAL RB 7 7 076-PRINCE WILLIAM 1011 29 TOTAL RB 7 7 076-PRINCE WILLIAM 1032 215 TOTAL RB 7 7 076-PRINCE WILLIAM 1032 215 TOTAL RB 7 7 076-PRINCE WILLIAM 1032 215 TOTAL RB 7 7 076-PRINCE WILLIAM 103 215 TOTAL RB 7 7 076-PRINCE WILLIAM 103 29 TOTAL RB 7 7 <		-NORTHERN VA	NNOQUOJ-E20	6182	722	TOW SOLID	1929	Ð	101	1	20	B	
053-LOUDOUN 640 72 LOW SOLID 932 6 076-PRINCE WILLIAM 1001 1 NEAR-TOTAL RB 93 93 076-PRINCE WILLIAM 1001 1 TOTAL RB 93 93 076-PRINCE WILLIAM 1001 29 TOTAL RB 93 93 076-PRINCE WILLIAM 1010 29 TOTAL RB 93 93 076-PRINCE WILLIAM 1011 29 TOTAL RB 93 93 076-PRINCE WILLIAM 1011 29 TOTAL RB 93 93 076-PRINCE WILLIAM 1032 215 TOTAL RB 93 93 076-PRINCE WILLIAM 1032 215 TOTAL RB 93 93 076-PRINCE WILLIAM 1032 215 TOTAL RB 93 93 93 076-PRINCE WILLIAM 1035 15 TOTAL RB 93 93 93 93 076-PRINCE WILLIAM 1035 15 TOTAL RB 93 93 93	Ā	-NORTHIERN VA	053-LOUDOUN	6264	716	TOTAL RB						υ	
076-PRINCE WILLIAM 100 1 NEAR-TOTAL RB 076-PRINCE WILLIAM 1003 1 TOTAL RB 076-PRINCE WILLIAM 1003 1 TOTAL RB 076-PRINCE WILLIAM 1004 1 TOTAL RB 076-PRINCE WILLIAM 1001 29 TOTAL RB 076-PRINCE WILLIAM 1011 29 TOTAL RB 076-PRINCE WILLIAM 1032 215 TOTAL RB 076-PRINCE WILLIAM 1035 15 TOTAL RB 076-PRINCE WILLIAM 1035 15 TOTAL RB 076-PRINCE WILLIAM 1035 15 TOTAL RB 076-PRINCE WILLIAM 1036 15 107AL RB 076-PRINCE WILLIAM 1036 107AL RB 107AL RB 076-PRINCE WILLIAM 5006 107AL RB 107AL RB 076-PRINCE WILLIAM 605 <td>Ā</td> <td>-NORTHERN VA</td> <td>NNOQNOT-ES0</td> <td>6450</td> <td>722</td> <td>TOW SOLID</td> <td>1932</td> <td>Ð</td> <td>101</td> <td>1</td> <td>20</td> <td>B</td> <td></td>	Ā	-NORTHERN VA	NNOQNOT-ES0	6450	722	TOW SOLID	1932	Ð	101	1	20	B	
076-PRINCE WILLIAM 100 1 TOTAL RB 076-PRINCE WILLIAM 1004 1 101 707-L 076-PRINCE WILLIAM 1010 29 107AL RB 707AL RB 076-PRINCE WILLIAM 1010 29 107AL RB 707AL RB 076-PRINCE WILLIAM 1011 29 107AL RB 707AL RB 076-PRINCE WILLIAM 1035 215 107AL RB 707AL RB 076-PRINCE WILLIAM 1036 15 107AL RB 707AL RB 076-PRINCE WILLIAM 1036 15 107AL RB 707AL RB 076-PRINCE WILLIAM 1030 15 107AL RB 707AL RB 076-PRINCE WILLIAM 1030 15 107AL RB 7 076-PRINCE WILLIAM 5002 RANGE RD 107AL RB 7 076-PRINCE WILLIAM 5004 GEGRE ROAD S0LD 1942 6 076-PRINCE WILLIAM 605 63 107AL RB 7 7	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1001	1	NEAR-TOTAL RB						υ	
076-FRINCE WILLIAM 1004 1 TOTAL RB 076-FRINCE WILLIAM 1010 29 TOTAL RB 076-FRINCE WILLIAM 1011 29 TOTAL RB 076-FRINCE WILLIAM 1011 29 TOTAL RB 076-FRINCE WILLIAM 1032 215 TOTAL RB 076-FRINCE WILLIAM 1035 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1900 15 TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5004 GITAL RB SOLID 076-FRINCE WILLIAM 605 ULIAN DRIVE METALFENCE 1942 G 076-FRINCE WILLIAM 605 63 TOTAL RB TOTAL RB TOTAL RB G	Ā	-NORTHIERN VA	076-PRINCE WILLIAM	1003	1	TOTAL RB						υ	
076-FRINCE WILLIAM 1010 29 TOTAL RB 076-FRINCE WILLIAM 1011 29 TOTAL RB 076-FRINCE WILLIAM 1031 215 TOTAL RB 076-FRINCE WILLIAM 1032 215 TOTAL RB 076-FRINCE WILLIAM 1035 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1059 29 TOTAL RB 076-FRINCE WILLIAM 1050 15 TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5004 GEIGER ROAD SOLID 076-FRINCE WILLIAM 5004 GILIAN DRIVE METALFENCE 076-FRINCE WILLIAM 5005 IULIAN DRIVE METALFENCE 1942 G 076-FRINCE WILLIAM 605 63 TOTAL RB TOTAL RB G	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1004	I	TOTAL RB						υ	
076-FRINCE WILLIAM 101 29 TOTAL RB 076-FRINCE WILLIAM 1032 215 TOTAL RB 076-FRINCE WILLIAM 1035 15 TOTAL RB 076-FRINCE WILLIAM 1035 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1090 15 TOTAL RB 076-FRINCE WILLIAM 1900 15 TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5004 GEIGER ROAD SOLID 076-FRINCE WILLIAM 5006 JULIAN DRIVE METAL/FENCE 076-FRINCE WILLIAM 605 63 G 076-FRINCE WILLIAM 605 63 TOTAL RB	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1010	29	TOTAL RB						υ	
076-PRINCE WILLIAM 103 215 TOTAL RB 076-PRINCE WILLIAM 1035 15 TOTAL RB 076-PRINCE WILLIAM 1036 15 TOTAL RB 076-PRINCE WILLIAM 1036 15 TOTAL RB 076-PRINCE WILLIAM 1030 29 TOTAL RB 076-PRINCE WILLIAM 1090 15 TOTAL RB 076-PRINCE WILLIAM 1900 15 TOTAL RB 076-PRINCE WILLIAM 5004 15 TOTAL RB 076-PRINCE WILLIAM 5004 GEIGER ROAD SOLID 1942 G 076-PRINCE WILLIAM 5004 GEIGER ROAD SOLID 1942 G 076-PRINCE WILLIAM 605 637 TOTAL RB G 076-PRINCE WILLIAM 605 637 TOTAL RB G 076-PRINCE WILLIAM 6056 638 TOTAL RB G	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1011	29	TOTAL RB						υ	
076-FRINCE WILLIAM 103 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1090 15 TOTAL RB 076-FRINCE WILLIAM 1900 15 TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5004 GEIGER ROAD SOLID 1942 G 076-FRINCE WILLIAM 5006 IJULAN DRIVE METALFENCE 1942 G 076-FRINCE WILLIAM 605 637 TOTAL RB TOTAL RB G 076-FRINCE WILLIAM 6056 638 TOTAL RB G G	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1032	215	TOTAL RB						U	
076-FRINCE WILLIAM 1036 15 TOTAL RB 076-FRINCE WILLIAM 1059 29 TOTAL RB 076-FRINCE WILLIAM 1050 15 TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-FRINCE WILLIAM 5004 GEIGER ROAD SOLID 1942 G 076-FRINCE WILLIAM 5006 JULIAN DRIVE METAL/FENCE 1942 G 076-FRINCE WILLIAM 605 637 TOTAL RB TOTAL RB G 076-FRINCE WILLIAM 6056 638 TOTAL RB G	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1035	15	TOTAL RB						υ	
076-PRINCE WILLIAM 1059 29 TOTAL RB 076-PRINCE WILLIAM 1900 15 TOTAL RB 076-PRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-PRINCE WILLIAM 5002 RANGE RD TOTAL RB 076-PRINCE WILLIAM 5004 GEIGER ROAD SOLID 1942 G 076-PRINCE WILLIAM 5006 JULIAN DRIVE METAL/FENCE 1942 G 076-PRINCE WILLIAM 6055 637 TOTAL RB G 076-PRINCE WILLIAM 6056 638 TOTAL RB G	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1036	15	TOTAL RB						υ	
076-PRINCE WILLIAM190015TOTAL RB076-PRINCE WILLIAM5002RANGE RDTOTAL RB076-PRINCE WILLIAM5004GEIGER ROADSOLID076-PRINCE WILLIAM5006JULIAN DRIVEMETAL/FENCE076-PRINCE WILLIAM605637TOTAL RB076-PRINCE WILLIAM6056638TOTAL RB	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1059	29	TOTAL RB						υ	
076-PRINCE WILLIAM5002RANGE RDTOTAL RB076-PRINCE WILLIAM5004GEIGER ROADSOLID1942G076-PRINCE WILLIAM5006JULIAN DRIVEMETAL/FENCE1942G076-PRINCE WILLIAM6055637TOTAL RBG076-PRINCE WILLIAM6056638TOTAL RB	Ā	-NORTHERN VA	076-PRINCE WILLIAM	1900	15	TOTAL RB						υ	
076-PRINCE WILLIAM5004GEIGER ROADSOLID1942G076-PRINCE WILLIAM5006JULIAN DRIVEMETAL/FENCE1942G076-PRINCE WILLIAM6055637TOTAL RBTOTAL RB076-PRINCE WILLIAM6056638TOTAL RB	¥	-NORTHERN VA	076-PRINCE WILLIAM	5002	RANGE RD	TOTAL RB						U	
076-PRINCE WILLIAM 5006 JULIAN DRIVE METAL/FENCE 1942 G 076-PRINCE WILLIAM 6055 637 TOTAL RB 076-PRINCE WILLIAM 6056 638 TOTAL RB	Ā	-NORTHERN VA	076-PRINCE WILLIAM	5004	GEIGER ROAD	SOLID	1942	IJ	104	1	24	B	
076-PRINCE WILLIAM 6055 637 076-PRINCE WILLIAM 6056 638	A	-NORTHERN VA	076-PRINCE WILLIAM	5006	JULLAN DRIVE	METAL/FENCE	1942	IJ	104	1	33	B	
076-PRINCE WILLIAM 6056 638	A	-NORTHERN VA	076-PRINCE WILLIAM	6055	637	TOTAL RB						U	
	4	-NORTHERN VA	076-PRINCE WILLIAM	6056	638	TOTAL RB						U	

			Inventory of P	Pre-1950 Non-Arched Concrete Bridges	Concrete Bridges	\$					
District	County	Bridge #	Route #/Street	Rail Type	Date	ond. Sı	pan Type	Spans	Total Len.	Sign.	Cond. Span Type Spans Total Len. Sign. Historical Rating
A-NORTHERN VA	151-FAIRFAX	1802	VINT HILL RD.	NEAR-TOTAL RB						υ	

District/County-City	Cork	Vertical	Single	Pine	Solid	Curb Curb	Lowwater	Low Solid	untv-City Cark Vertical Single Pine Solid Circh Lowwater Low Solid Guardrails Other F	Other	a B B B B B B B B B B B B B B B B B B B	Total
			9									
Bristol (1)												
Bland (10)	8	0	2	0	0	0	0	0	0	0	6	19
Buchanan (13)	7	1	0	0	0	0	0	0	0	0	2	S
Dickenson (25)	0	0	1	0	ŝ	0	0	0	0	0	ς	7
Grayson (38)	×	0	2	0	0	0	0	0	0	0	Ś	15
Lee (52)	11	0	0	0	2	1	0	0	0	0	10	24
Russell (83)	2	0	ŝ	0	7	0	0	0	0	0	12	19
Scott (84)	7	0	0	0	0	0	1	0	0	0	Ś	13
Smyth (86)	11	1	0	0	7	ę	1	0	1	7	11	32
Tazewell (92)	Ś	0	1	0	7	1	0	1	0	0	10	25
Washington (95)	7	0	1	0	7	0	0	0	0	1	10	21
Wise (97)	Ś	0	1	0	ŝ	0	0	0	0	0	12	21
Wythe (98)	11	0	1	0	1	0	0	0	0	0	ε	16
Big Stone Gap (101)	7	0	0	0	0	0	0	0	0	0	0	7
Bristol (102)	1	1	0	Ś	4	0	0	0	0	ß	1	15
Marion (119)	0	0	0	0	0	0	0	0	0	4	7	9
Abingdon (140)	1	•	0	0	0	0	0	0	1	0	-	ε
Bluefield (143)	0	0	0	0	0	0	0	0	0	0	1	1
Norton (146)	0	0	0	0	1	0	0	0	0	0	0	1
Richlands (148)	0	0	0	0	0	0	0	0	0	0	1	1
Tazewell (158)	7	0	0	1	1	0	0	0	0	0	7	9
Lebanon (252)	7	0	0	0	1	0	0	0	0	0	1	4
District Total	85	3	12	9	29	5	2	1	2	10	101	256
Salem (2)												
Bedford (9)	10	0	7	0	1	0	2	0	0	0	-	16
Botetourt (11)	15	1	0	0	0	0	0	2	0	0	ŝ	21
Carroll (17)	4	1	ε	0	0	0	0	0	0	0	9	14

IABULATIONS		OF KAU	L IYPES	SFUK	K FKE	0061-	NUN-AK	CHED CON	NCKETE BKIDGES	KIDGE		
District/County-City	Cork	Vertical	Single	Pipe	Solid	Curb	Lowwater	Low Solid	Guardrails	Other	RB	Total
Craig (22)	9	0	7	0	0	0	0	0	0	0	1	6
Floyd (31)	12	0	0	0	0	0	0	0	0	0	9	18
Franklin (33)	4	0	4	0	0	0	0	0	0	0	4	12
Giles (35)	2	1	7	1	1	0	2	0	0	1	0	10
Henry (44)	1	0	0	0	0	0	0	0	0	0	8	6
Montgomery (60)	S	0	7	0	0	0	0	0	0	0	S	12
Patrick (70)	16	0	9	0	1	0	0	0	0	0	e	26
Pulaski (77)	9	0	0	0	1	1	0	1	0	0	4	13
Roanoke (80)	9	1	4	0	Ś	0	0	0	0	7	e	21
Galax (113)	0	0	1	0	0	0	0	0	0	0	0	1
Martinsville (120)	0	0	0	0	.	0	0	0	0	0	0	1
Pulaski (125)	1	0	0	0	1	0	0	0	0	ε	0	ŝ
Radford (126)	1	0	0	0	0	0	0	0	0	0	0	1
Roanoke (128)	ε	0	1	1	e	0	1	0	0	1	4	14
Salem (129)	1	7	0	1	0	0	0	0	0	0	1	Ś
Vinton (149)	0	0	0	0	0	0	1	0	0	0	0	1
Christiansburg (154)	0	0	1	0	0	0	0	0	0	0	2	ς
District Total	93	9	28	3	14	1	9	3	0	7	51	212
Lynchburg (3)												
Amherst (5)	12	0	£	0	0	0	0	0	0	S	S	25
Appomattox (6)	ε	0	1	0	0	0	0	0	0	1	7	7
Buckingham (14)	Ś	0	0	0	0	0	0	0	0	0	ę	8
Campbell (15)	4	0	0	0	0	0	0	0	0	0	ę	7
Charlotte (19)	10	0	0	0	0	0	0	0	0	0	1	11
Cumberland (24)	3	0	0	0	0	0	0	0	0	0	0	ε
Halifax (41)	12	0	ŝ	0	0	0	0	0	0	1	7	18
Nelson (62)	12	0	0	0	0	0	0	0	0	3	£	17

TABULATIONS OF RAIL TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRINGES

TABULATIONS	SNOIT	OF	L TYPE	S FOI	R PRE	-1950]	RAIL TYPES FOR PRE-1950 NON-ARCHED	CHED CO	CONCRETE BRIDGES	RIDGE	S	
District/County-City	Cork	Vertical	Single	Pipe	Solid	Curb	Lowwater	Low Solid	Guardrails	Other	RB	Total
Pittsylvania (71)	15	0	6			0	0	0	0	0	4	22
Prince Edward (73)	1	0	4	0	0	0	0	0	0	0	1	9
Danville (108)	7	7	0	0	0	0	0	0	0	1	1	9
Lynchburg (118)	1	0	1	0	6	0	0	0	0	0	4	8
Farmville (144)	0	1	0	0	0	0	0	0	0	0	0	1
District Total	80	3	14	0		0	0	0	0	10	29	139
Richmond (4)												
Amelia	0	0	1	0	1	0	0	0	0	0	7	4
Brunswick	1	0	7	0	0	0	0	0	0	0	Ś	8
Charles City	0	0	0	0	1	0	0	0	0	0	1	7
Chesterfield	6	0	7	0	0	0	0	0	0	1	10	22
Dinwiddie	4	0	0	0	0	0	0	0	0	0	6	9
Goochland	4	0	0	0	0	0	0	0	0	0	\$	6
Hanover	0	0	0	0	0	0	0	1	0	0	7	10
Henrico	1	7	1	0	1	0	0	0	0	0	S	10
Lunenburg	7	0	7	0	1	0	0	0	0	1	0	9
Mecklenburg	7	0	1	0	0	0	0	0	0	0	S	∞
New Kent	3	0	3	0	0	0	0	0	0	0	4	10
Nottoway	0	0	1	0	0	0	0	0	0	0	7	3
Powhatan	Ś	0	0	0	1	0	0	0	0	1	0	7
Prince George	1	0	0	0	0	0	0	0	0	0	5	9
Petersburg	0	7	0	-	0	0	0	0	0	1	7	9
Richmond	0	1	0	1	1	0	0	0	0	1	6	6
District Total	32	5	13	5	8	0	0	1	0	5	57	123

Suffolk (5)

District/County-City	Cork	Vertical	Single	Pipe	Solid	Curb	Lowwater	Low Solid	Guardrails	Other	RB	Total
										Í		
Accomack (01)	0	0	0	0	0	0	0	0	0	0	0	0
Greensville (40)	7	0	0	0	1	0	0	0	0	1	0	4
Isle of Wight (46)	1	0	0	0	0	0	0	0	0	0	'n	4
James City (47)	0	0	0	0	0	0	0	0	0	0	0	0
Northampton (65)	0	0	0	0	0	0	0	0	0	0	0	0
Southampton (87)	0	2	1	0	0	0	0	0	0	0	e	9
Surry (90)	0	0	0	0	0	0	0	0	0	0	4	4
Sussex (91)	1	0	0	0	1	0	0	0	1	0	7	S
York (99)	1	0	0	0	0	0	0	0	0	0	1	7
Hampton (114)	1	0	0	0	0	0	0	0	0	-	1	e
Newport News (121)	1	0	0	0	0	0	0	0	0	0	٣	4
Norfolk (122)	-	2	1	0	0	0	0	0	0	1	1	9
Portsmouth (124)	0	0	1	0	0	0	0	0	0	0	0	4
Chesapeake (131)	7	0	1	0	0	0	0	0	0	0	0	e
Suffolk (133)	4	0	1	0	0	0	0	0	0	0	0	Ś
District Total	14	4	5	0	7	0	0	0	1	3	18	47
Fredericksburg (6)												
Caroline (16)	7	0	0	0	0	1	0	0	0	0	11	14
Essex (28)	1	0	0	0	1	0	0	0	0	0	0	7
Gloucester (36)	£	0	1	0	0	0	0	0	0	0	0	4
King George (48)	0	0	1	0	0	0	0	0	0	0	0	1
King & Queen (49)	1	0	0	0	0	0	0	0	0	0	0	1
King William (50)	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster (51)	7	0	0	0	0	0	0	0	0	0	-	ę
Mathews (57)	0	0	7	0	0	0	0	0	0	0	0	7
Middlesex (59)	1	0	0	0	0	0	0	0	0	0	0	-
Northumberland (66)	1	0	0	0	0	0	0	0	0	0	0	1

TARIILATIONS OF RAIL TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRIDGES

TABULATIONS	NOIT	-	L TYPE	S FO	R PRE	-1950	NON-AR(CHED CO	OF RAIL TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRIDGES	RIDGE	S	
District/County-City	Cork	Vertical	Single	Pipe	Solid	Curb	Lowwater	Low Solid	Guardrails	Other	RB	Total
Richmond (79)	1	0	0	0	0	0	0	0	0	0	6	۳ س
Spotsylvania (88)	3	0	0	0	0	0	0	0	0	0	4	7
Stafford (89)	1	0	1	1	1	0	0	0	0	1	7	7
Westmoreland (96)	1	0	0	0	0	0	0	1	0	0	ŝ	5
Fredericksburg (111)	1	3	0	0	0	0	0	0	0	0	1	4
District Total	18	2	5	1	7	1	0	1	0	1	24	55
Culpeper (7)												
Albemarle (2)	11	0	7	0	Ś	0	1	0	1	1	12	33
Culpeper (23)	7	0	1	0	4	0	1	0	0	0	×	16
Fauquier (30)	16	0	0	0	6	7	0	0	0	7	10	39
Fluvanna (32)	7	0	0	0	0	0	0	0	0	0	0	7
Greene (39)	3	0	1	0	0	0	0	0	0	0	0	3
Louisa (54)	0	0	0	0	0	0	0	0	0	0	4	4
Madison (56)	Ś	0	0	0	0	0	0	0	0	0	4	6
Orange (68)	0	0	0	0	0	0	0	0	0	0	9	9
Rappahannock (78)	9	0	0	0	7	0	7	0	1	0	12	23
Charlottesville (104)	0	0	0	0	7	0	0	0	0	0	0	7
Culpeper (204)	0	0	0	0	0	0	0	0	0	0	7	7
District Total	44	0	4	0	22	7	4	0	2	3	58	139
Staunton (8)												
Alleghany (3)	15	1	6	0	0	0	0	1	0	1	4	31
Augusta (7)	17	1	14	00	7	0	7	1	0	10	24	84
Bath (8)	ŝ	0	0	0	0	0	0	0	0	0	ŝ	8
Clarke (21)	e	0	0	0	0	0	1	0	0	0	7	9
Frederick (34)	ŝ	0	7	0	7	7	1	0	1	1	12	31

TABULATIONS OF	SUOIT	OF RAI	IT TYPI	ES FO	PES FOR PRE-1950 NO	-1950	NON-AR	CHED CON	CRETE	BRIDGE	S	
District/County-City	Cork	Vertical	Single	Pipe	Solid	Curb	Lowwater	Low Solid	Guardrails	Other	RB	Total
Highland (45)	17		0	°	0	0		0	0	0	0	17
Page (69)	12	0	0	0	7	0	0	0	0	1	Ś	20
Rockbridge (81)	14	1	4	0	2	1	6	1	2	3	80	45
Rockingham (82)	11	1	8	1	ŝ	0	7	0	0	1	80	35
Shenandoah (85)	6	5	ŝ	1	1	7	11	0	2	0	12	51
Warren (93)	7	0	2	0	ŝ	1	5	0	0	ŝ	9	22
Buena Vista (103)	1	1	0	0	0	1	0	0	0	0	7	5
Clifton Forge (105)	0	1	0	0	1	0	0	0	0		0	З
Front Royal (112)	0	0	0	0	0	0	0	0	0	1	0	1
Harrisonburg (115)	0	0	0	7	0	0	0	0	0	ŝ	4	6
Lexington (117)	1	0	0	0	0	0	0	0	0	0	0	1
Staunton (132)	1	0	0	0	1	0	0	0	0	1	Ś	80
Waynesboro (136)	0	0	0	0	0	0	0	0	0	0	1	-
Luray (159)	1	1	1	0	0	0	0	0	0	0	0	m
District Total	114	. 12	43	12	22	17	31	3	5	26	96	381
Northern Virginia (A)												
Arlington (00)	0	1	0	1	0	0	0	0	0	3	1	9
Fairfax (29)	7	0	0	0	1	0	0	0	0	1	16	20
Loudoun (53)	6	0	0	0	8	0	0	2	0	1	9	26
Prince William (76)	0	0	0	0	1	0	0	0	0	1	13	15
Fairfax (151)	0	0	0	0	0	0	0	0	0	0	Π	1
District Total	11	1	0	1	10	0	0	2	0	9	37	68
				ļ								
State Total	491	36	124	25	112	26	43	11	10	71	471	1420

TABILATIONS OF RAIL TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRIDGES

District/County-City	101	102	103	104	107	201	202	203	204	207	RB	Total
Bristol (1)]				ļ		ļ			d
Bland (10)	4	0	0	9	0	0	0	0	0	0	6	19
Buchanan (13)	1	0	0	1	1	0	0	0	0	0	7	Ś
Dickenson (25)	e	0	0	1	0	0	0	0	0	0	3	
Grayson (38)	4	0	0	9	0	0	0	0	0	0	Ś	15
Lee (52)	7	1	0	9	0	0	0	0	0	0	10	24
Russell (83)	1	7	0	4	0	0	0	0	0	0	12	19
Scott (84)	4	0	0	4	0	0	0	0	0	0	S	13
Smyth (86)	12	0	0	6	0	0	0	0	0	0	11	32
Tazewell (92)	8	7	0	S	0	0	0	0	0	0	10	25
Washington (95)	8	0	0	ę	0	0	0	0	0	0	10	21
Wise (97)	2	1	-	Ś	0	0	0	0	0	0	12	21
Wythe (98)	11	0	0	7	0	0	0	0	0	0	ę	16
Big Stone Gap (101)	0	0	0	7	0	0	0	0	0	0	0	7
Bristol (102)	4	1	0	8	0	0	0	0	0	1	1	15
Marion (119)	1	0	0	7	1	0	0	0	0	0	7	v
Abingdon (140)	1	0	0	1	0	0	0	0	0	0	1	eı
Bluefield (143)	0	0	0	0	0	0	0	0	0	0	1	
Norton (146)	1	0	0	0	0	0	0	0	0	0	0	
Richlands (148)	0	0	0	0	0	0	0	0	0	0	1	_
Tazewell (158)	1	-1	0	7	0	0	0	0	0	0	7	Û
Lebanon (252)	0	1	0	7	0	0	0	0	0	0	1	7
District Total	73	6.		69	5	0	0	0	0	1	101	256
Salem (2)												
Bedford (9)	4	1	0	10	0	0	0	0	0	0	1	16
Botetourt (11)	12	0	0	Ś	0	1	0	0	0	0	m	21
Carroll (17)	<u>ر</u>	C	<	Y	<	C		Ċ	Ċ	<	`	

TABILLATIONS OF SPAN TVPFS FOR PRF-1950 NON-ABCHED CONCRETE BRIDGES

DISTRICU COUNTY-CITY	101	102	103	104	107	201	202	203	204	207	RB	Total
Craig (22)	 ~	°	$ $ $^{\circ}$, m	0	0	0	°	0	0	-	6
Floyd (31)	0	0	0	12	0	0	0	0	0	0	9	18
Franklin (33)	ŝ	0	0	S	0	0	0	0	0	0	4	12
Giles (35)	4	1	0	S	0	0	0	0	0	0	0	10
Henry (44)	0	0	0	1	0	0	0	0	0	0	8	6
Montgomery (60)	4	0	0	ŝ	0	0	0	0	0	0	5	12
Patrick (70)	5	1	0	17	0	0	0	0	0	0	ŝ	26
Pulaski (77)	4	0	0	ŝ	0	7	0	0	0	0	4	13
Roanoke (80)	7	7	1	7	0	1	0	0	0	0	e	21
Galax (113)	0	0	0	1	0	0	0	0	0	0	0	1
Martinsville (120)	0	0	0	1	0	0	0	0	0	0	0	1
Pulaski (125)	2	0	0	ŝ	0	0	0	0	0	0	0	Ś
Radford (126)	0	0	0	1	0	0	0	0	0	0	0	1
Roanoke (128)	8	0	0	7	0	0	0	0	0	0	4	14
Salem (129)	1	0	0	1	1	0	0	0	1	0	1	νn
Vinton (149)	1	0	0	0	0	0	0	0	0	0	0	1
Christiansburg (154)	1	0	0	0	0	0	0	0	0	0	7	m
District Total	63	2		86	-	4	0	0	1	0	51	212
Lynchburg (3)												
Amherst (5)	6	0	0	11	0	0	0	0	0	0	S	25
Appomattox (6)	0	0	0	S	0	0	0	0	0	0	7	-
Buckingham (14)	2	0	0	ŝ	0	0	0	0	0	0	ę	8
Campbell (15)	1	0	0	7	0	1	0	0	0	0	ĉ	C
Charlotte (19)	4	0	0	6	0	0	0	0	0	0	1	11
Cumberland (24)	ŝ	0	0	0	0	0	0	0	0	0	0	m
Halifax (41)	1	0	0	14	1	0	0	0	0	0	7	18
Nelson (62)	4	0	0	10	0	0	0	0	0	0	ſ	-

TABIII ATIONS OF SPAN TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRIDGES

District/County-City	101	102	103	104	107	201	202	203	204	207	RB	Total
Pittsylvania (71)	L	0	0	=	0	0	0	°	0	0	4	22
Prince Edward (73)	1	0	0	4	0	0	0	0	0	0	1	9
Danville (108)	0	0	0	Ś	0	0	0	0	0	0	1	9
Lynchburg (118)	ŝ	0	0	1	0	0	0	0	0	0	4	8
Farmville (144)	0	0	0	1	0	0	0	0	0	0	0	1
District Total	35	0	0	73	1	1	0	0	0	0	29	139
Richmond (4)												
Amelia (05)	1	0	0	1	0	0	0	0	0	0	2	4
Brunswick (14)	0	0	0	ŝ	0	0	0	0	0	0	Ś	80
Charles City (18)	0	Ι	0	0	0	0	0	0	0	0	1	6
Chesterfield (20)	9	0	0	9	0	0	0	0	0	0	10	22
Dinwiddie (26)	1	0	0	ę	0	0	0	0	0	0	7	6
Goochland (37)	1	0	0	ŝ	0	0	0	0	0	0	Ś	6
Hanover (42)	1	0	7	0	0	0	0	0	0	0	7	10
Henrico (43)	ŝ	0	0	1	0	0	0	0	0	1	Ś	10
Lunenburg (55)	ŝ	0	0	ŝ	0	0	0	0	0	0	0	6
Mecklenburg (58)	1	0	0	7	0	0	0	0	0	0	Ś	8
New Kent (63)	7	0	0	4	0	0	0	0	0	0	4	10
Nottoway (67)	0	0	0	1	0	0	0	0	0	0	7	3
Powhatan (72)	ŝ	0	0	4	0	0	0	0	0	0	0	7
Prince George (74)	0	0	0	1	0	0	0	0	0	0	S	6
Petersburg(123)	1	0	0	1	0	0	0	0	7	0	7	6
Richmond (127)	1	0	0	0	0	0	1	1	1	0	7	9
-												

Suffolk (5)

CONCRETE B
S FOR PRE-1950 NON-ARCHED (
TABULATIONS OF SPAN TYPES

District/County-City	101	102	103	104	107	201	202	203	204	207	RB	Total
										Í		
Accomack (01)	0	0	0	0	0	0	0	0	0	0	0	0
Greensville (40)	-	1	0	7	0	0	0	0	0	0	0	4
Isle of Wight (46)	0	0	0	-	0	0	0	0	0	0	Э	4
James City (47)	0	0	0	0	0	0	0	0	0	0	0	0
Northampton (65)	0	0	0	0	0	0	0	0	0	0	0	0
Southampton (87)	0	0	0	ę	0	0	0	0	0	0	ŝ	9
Surry (90)	0	0	0	0	0	0	0	0	0	0	4	4
Sussex (91)	-	1	0	1	0	0	0	0	0	0	7	5
York (99)	0	0	0	1	0	0	0	0	0	0	1	2
Hampton (114)	1	0	0	1	0	0	0	0	0	0	1	ŝ
Newport News (121)	0	0	0	1	0	0	0	0	0	0	ŝ	4
Norfolk (122)	0	0	0	ŝ	0	1	0	0	1	0	1	9
Portsmouth (124)		0	0	0	0	0	0	0	0	0	0	1
Chesapeake (131)	7	0	0	1	0	0	0	0	0	0	0	ε
Suffolk (133)	1	0	0	4	0	0	0	0	0	0	0	5
District Total	7	2	0	18	0	-	0	0	1	0	18	47
Fredericksburg (6)												
Caroline (16)	7	0	0	1	0	0	0	0	0	0	11	14
Essex (28)	1	0	Ι	0	0	0	0	0	0	0	0	7
Gloucester (36)	0	0	0	4	0	0	0	0	0	0	0	4
King George (48)	0	0	0	1	0	0	0	0	0	0	0	1
King & Queen (49)	1	0	0	0	0	0	0	0	0	0	0	1
King William (50)	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster (51)	1	0	0	1	0	0	0	0	0	0	1	ε
Mathews (57)	0	0	0	7	0	0	0	0	0	0	0	7
Middlesex (59)	0	0	0	1	0	0	0	0	0	0	0	1
Northumberland (66)	0	0	0	1	0	0	0	0	0	0	0	1

CONCRETE BRIDGES	
N TYPES FOR PRE-1950 NON-ARCHED CO	
S OF SPAN TYPES FOR PH	
TABULATIONS 0	

District/County-City	101	102	103	104	107	201	202	203	204	207	RB	Total
Richmond (79)	0	0	0	-	°	0	0	0	0	°	7	۳ ا
Spotsylvania (88)	7	0	0	1	0	0	0	0	0	0	4	7
Stafford (89)	7	0	0	7	0	0	0	0	0	1	7	7
Westmoreland (96)	1	0	0	1	0	0	0	0	0	0	ę	5
Fredericksburg (111)	0	0	0	3	0	0	0	0	1	0	1	4
District Total	10	0	1	18	0	0	0	0	1	1	24	55
Culpeper (7)												
Albemarle (2)	15	0	0	4	1	1	0	0	0	0	12	33
Culpeper (23)	Ś	0	7	1	0	0	0	0	0	0	8	16
Fauquier (30)	23	e	0	1	0	7	0	0	0	0	10	39
Fluvanna (32)	0	0	0	7	0	0	0	0	0	0	0	7
Greene (39)	1	0	0	7	0	0	0	0	0	0	0	£
Louisa (54)	0	0	0	0	0	0	0	0	0	0	4	4
Madison (56)	0	0	0	Ś	0	0	0	0	0	0	4	6
Orange (68)	0	0	0	0	0	0	0	0	0	0	9	9
Rappahannock (78)	9	1	0	4	0	0	0	0	0	0	12	23
Charlottesville (104)	1	0	0	1	0	0	0	0	0	0	0	6
Culpeper (204)	0	0	0	0	0	0	0	0	0	0	6	7
District Total	51	4	5	20	1	3	0	0	0	0	58	139
Staunton (8)												
Alleghany (3)	12	0	0	14	0	0	0	0	1	0	4	31
Augusta (7)	40	1	7	16	0	1	0	0	0	0	24	84
Bath (8)	ę	0	0	7	0	0	0	0	0	0	ŝ	8
Clarke (21)	ę	0	0	1	0	0	0	0	0	0		9
Frederick (34)	10	7	0	9	0	0	0	0	1	0		31

District/County-City	101	102	103	104	107	201	202	203	204	207	RB	Total	
Highland (45)	4	°	0	13	0	°	°	0	°	°	0	17	
Page (69)	9	1	1	9	0	1	0	0	0	0	5	20	
Rockbridge (81)	26	0	0	6	0	1	0	0	1	0	8	45	
Rockingham (82)	8	0	0	16	1	7	0	0	0	0	8	35	
Shenandoah (85)	33	0	0	4	0	7	0	0	0	0	12	51	
Warren (93)	11	7	1	7	0	0	0	0	0	0	9	22	
Buena Vista (103)	ę	0	0	0	0	0	0	0	0	0	7	S	
Clifton Forge (105)	0	0	0	ę	0	0	0	0	0	0	0	e	
Front Royal (112)	1	0	0	0	0	0	0	0	0	0	0	1	
Harrisonburg (115)	£	0	0	7	0	0	0	0	0	0	4	6	
Lexington (117)	0	0	0	Η	0	0	0	0	0	0	0	1	
Staunton (132)	7	1	0	0	0	0	0	0	0	0	5	8	
Waynesboro (136)	0	0	0	0	0	0	0	0	0	0	1	1	
Luray (159)	0	0	0	ε		0	0	0	0	0	0	ξ	
District Total	165	7	4	98	-	7	0	0	3	0	96	381	
Northern Virginia (A)													
Arlington (00)	0	0	0	7	ę	0	0	0	0	0	1	9	
Fairfax (29)	7	0	0	7	0	0	0	0	0	0	16	20	
Loudoun (53)	12	1	1	9	0	0	0	0	0	0	9	26	
Prince William (76)	0	0	0	7	0	0	0	0	0	0	13	15	
Fairfax (151)	0	0	0	0	0	0	0	0	0	0	1	1	
District Total	14	1	1	12	3	0	0	0	0	0	37	68	
				Ï									
State Total	442	29	12	427	6	16	1	1	6	ε	471	1420	

TABULATIONS OF SPAN TYPES FOR PRE-1950 NON-ARCHED CONCRETE BRIDGES