

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Tennessee [47]	Carter County [019]	Unknown [00000]	N OF SR 37-E OF SR173 JCT	36-14-08.82 = 36.235783	082-09-19.44 = -82.155400
100A6340001	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 634	NFA A634	Toll On free road [3]	Features intersected	RR GRADE RD / DOE RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 282.8 km = 175.3 mi	Year built 1889	Year reconstructed N/A [0000]	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is on the NRHP. [1]		
Total length 33.8 m = 110.9 ft	Length of maximum span 32.2 m = 105.6 ft	Deck width, out-to-out 3.1 m = 10.2 ft	Bridge roadway width, curb-to-curb	2.8 m = 9.2 ft	
Inventory Route, Total Horizontal Clearance 2.8 m = 9.2 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 19.9 km = 12.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	21.6 metric ton = 23.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	36.9 metric ton = 40.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	Railroad [8]	

### Functional Details

Average Daily Traffic	50	Average daily truck traffi	2	%	Year	2019	Future average daily traffic	80	Year	2038
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	3.4 m = 11.2 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control				
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	6.05 m = 19.9 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	845000	Roadway improvement cost	85000						
	Length of structure improvement	42.7 m = 140.1 ft		Total project cost	1268000					
	Year of improvement cost estimate	2018								
	Border bridge - state					Border bridge - percent responsibility of other state				
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	41
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2017 [0917]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2017 [0917]
Other special inspection	Not needed [N]	Other special inspection date	