## HistoricBridges.org - National Bridge Inventory Data Sheet

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.

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| Basic Information  |                                      |                       |   |  |   |                  | 38-15-49 =                | 085-45-06 = -         |
|--|--------------------------------------|-----------------------|---|--|---|------------------|---------------------------|-----------------------|
| Kentucky [21] Jefferson County [111                          |                                      | 1]                    | Unknown [01230] CLARK MEM                             |  |   |                  | 38.263611                 | 85.751667             |
| 056B00136N Highway agency district: 5                        |                                      |                       | Owner State Highway A                                 | Owner State Highway Agency [01] Maintenance responsibility     |   |                  | State Highway Agency [01] |                       |
| Route 31 US-31   |                                      |                       | Toll On free road [3] Features intersected OHIO RIVER |  |   |                  | R,I 64,RIVER RD           |                       |
| Design - steel continuous [4] main  7 Truss - Thru [10]      |                                      | approach              | pproach   |  | 84.3 km = 52.3 mi  29 Year rec  Structure F | constructed 1958 | 8                         |                       |
|  |                                      |                       | Historical significance Bridge is on the NRHP. [1]    |  |   |                  | 1]                        |                       |
| Total length 1633.5 n  | n = 5359.5 ft Ler                    | ngth of maximum sp    | oan 249.9 m = 819.9 ft                                | Deck width, o  | out-to-out $16.5 \text{ m} = 54.$           | 1 ft Bridge road | dway width, curb-to-c     | turb 11.6 m = 38.1 ft |
| Inventory Route, Total Horizontal Clearance 11.5 m = 37.7 ft |                                      |                       | Curb or sidewalk wi                                   | Curb or sidewalk width - left    [1.8 m = 5.9 ft] Curb or side |   |                  | ewalk width - right       | 1.8 m = 5.9 ft        |
| Deck structure type  | C                                    | Concrete Cast-in-Pla  | ce [1]  |  |   |                  |                           |                       |
| Type of wearing surface                                      | ce N                                 | Monolithic Concrete   | (concurrently placed with str                         | uctural deck) [1]  |   |                  |                           |                       |
| Deck protection Epoxy Coated Reinfo                          |                                      | orcing [1]            |   |  |   |                  |                           |                       |
| Type of membrane/we  | aring surface                        |                       |   |  |   |                  |                           |                       |
| Weight Limits  |                                      |                       |   |  |   |                  |                           |                       |
| Bypass, detour length  | Wethou to determine inventory rating |                       | Allowable Stress(AS)                                  | ) [2]  | Inventory rating                            | 33.6 metric ton  | = 37.0 tons               |                       |
| 0.2 km = 0.1 mi  | Method to determ                     | nine operating rating | Allowable Stress(AS)                                  | ) [2]  | Operating rating                            | 51.7 metric ton  | = 56.9 tons               |                       |
|  | Bridge posting                       | Equal to or above I   | egal loads [5]  |  | Design Load M 1                             | 13.5 / H 15 [2]  |                           |                       |

| Functional Details  |   |
|---|---|
| Average Daily Traffic 15900 Average daily tru   | uck traffi 10 % Year 2011 Future average daily traffic 21465 Year 2031                      |
| Road classification Other Principal Arterial (Urban)  | [14] Lanes on structure 4 Approach roadway width 11.6 m = 38.1 ft                           |
| Type of service on bridge Highway [1]   | Direction of traffic 2 - way traffic [2] Bridge median Open median [1]                      |
| Parallel structure designation No parallel structure  | e exists. [N]   |
| Type of service under bridge Highway-waterway [6]   | Lanes under structure 12 Navigation control   |
| Navigation vertical clearanc 0 = N/A  | Navigation horizontal clearance 0 = N/A   |
| Minimum navigation vertical clearance, vertical lift bric   | Minimum vertical clearance over bridge roadway 99.99 m = 328.1 ft                           |
| Minimum lateral underclearance reference feature Hi   | ighway beneath structure [H]  |
| Minimum lateral underclearance on right 2.4 m = 7.9   | ft Minimum lateral underclearance on left 1.2 m = 3.9 ft                                    |
| Minimum Vertical Underclearance 6.73 m = 22.1 ft  | Minimum vertical underclearance reference feature Highway beneath structure [H]             |
| Appraisal ratings - underclearances Basically intolera  | able requiring high priority of replacement [2]   |
| Danair and Danis coment Diana   |   |
| Repair and Replacement Plans  | West days by West to be days by contract [4]  |
| 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 improvement cost 34488000 Roadway improvement cost 0                                 |
| bridge roadway geometry. [31]   | Length of structure improvement 175.2 m = 574.8 ft Total project cost 34488000              |
|   | Year of improvement cost estimate   |
|   | Border bridge - state Unknown [185] Border bridge - percent responsibility of other state 1 |
|   | Border bridge - structure number 8868   |

| Inspection and Sufficiency           |   |   |   |   |                             |  |  |  |
|--------------------------------------|---|---|---|---|-----------------------------|--|--|--|
| Structure status Open, no res        | triction [A]  | Appraisal ratings - structural            |   | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |                             |  |  |  |
| Condition ratings - superstructure   | Fair [5]  | Appraisal ratings - roadway alignment     | Equal to present desirable criteria [8] |   |                             |  |  |  |
| Condition ratings - substructure     | Fair [5]  | Appraisal ratings -                       | Basically into                          | igh priority of replacement [2]   |                             |  |  |  |
| Condition ratings - deck             | Good [7]  | deck geometry                             |   |   |                             |  |  |  |
| Scour                                | Bridge foundations determine                                  | d to be stable for assesse                | ed or calculated                        | scour condition. [5   |                             |  |  |  |
| Channel and channel protection       | Banks are protected or well verequired or are in a stable cor | egetated. River control d<br>ndition. [8] | evices such as s                        | spur dikes and emb  | pankment protection are not |  |  |  |
| Appraisal ratings - water adequac    | y Equal to present desirable cri                              | teria [8]                                 | St                                      | tatus evaluation  | Functionally obsolete [2]   |  |  |  |
| Pier or abutment protection          |   |   | Sı                                      | ufficiency rating   | 55.5                        |  |  |  |
| Culverts Not applicable. Used        | if structure is not a culvert. [N]                            |   |   |   |                             |  |  |  |
| Traffic safety features - railings   |   |   |   |   |                             |  |  |  |
| Traffic safety features - transition | S   |   |   |   |                             |  |  |  |
| Traffic safety features - approach   | n guardrail   |   |   |   |                             |  |  |  |
| Traffic safety features - approach   | n guardrail ends  |   |   |   |                             |  |  |  |
| Inspection date                      |   | ection frequency 24                       | Mon                                     | ths   |                             |  |  |  |
| Underwater inspection                | Unknown [Y60]   | Underwater inspec                         | ction date                              | April 2011 [0411  | 1]                          |  |  |  |
| ·                                    | Every two years [Y24]   | Fracture critical in:                     | •                                       | June 2010 [061  | 0]                          |  |  |  |
| Other special inspection             | Not needed [N]  | Other special insp                        | ection date                             |   |                             |  |  |  |

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| Basic Information                         |                      |  |                       |   |   |                                | 38-15-50 =           | 085-45-05 = -        |
|---|----------------------|--|-----------------------|---|---|--------------------------------|----------------------|----------------------|
| Indiana [18]                              | Clark County [019]   | Je   | ffersonville [38358]  | 1 km S of SR-62X                              |   |                                | 38.263889            | 85.751389            |
| 8868                                      | Highway agency       | y district: #Num! O                        | Owner State Highway A | Agency [01]                                   | Maintenance re                                    | sponsibility                   | State Highway Age    | ency [01]            |
| Route 31                                  | US 31                |  | Toll On fre           | e road [3]                                    | Features intersecte                               | d OHIO RIVER                   | R, I-64, STREET      |                      |
| Design - Steel continuain  6 Truss - Thru |                      | Design - approach Steel [3]  32 Truss - Th | nru [10]              | Kilometerpoint 2 Year built 1929 Skew angle 0 | 22.5 km = 13.9 mi<br>Year recor<br>Structure Flar | nstructed 1967<br>ed Yes, flan | red [1]              |                      |
|   |                      |  |                       | Historical significand                        | ce Bridge is p                                    | ossibly eligible               | for the NRHP. [3]    |                      |
| Total length 1635.6 r                     | m = 5366.4 ft Leng   | gth of maximum span 2                      | 249.9 m = 819.9 ft    | Deck width, out-to                            | -out 15.2 m = 49.9 f                              | Bridge road                    | way width, curb-to-c | urb 11.6 m = 38.1 ft |
| Inventory Route, Total                    | Horizontal Clearance | 11.6 m = 38.1 ft                           | Curb or sidewalk wi   | dth - left 1.5 m =                            | 4.9 ft  | Curb or side                   | walk width - right   | 1.5 m = 4.9 ft       |
| Deck structure type                       | Co                   | oncrete Cast-in-Place [1                   | 1]                    |   |   |                                |                      |                      |
| Type of wearing surface                   | ce La                | itex Concrete or similar                   | additive [3]          |   |   |                                |                      |                      |
| Deck protection                           |                      |  |                       |   |   |                                |                      |                      |
| Type of membrane/we                       | earing surface       |  |                       |   |   |                                |                      |                      |
| Weight Limits                             |                      |  |                       |   |   |                                |                      |                      |
| Bypass, detour length                     | Method to determi    | ne inventory rating                        | Load Factor(LF) [1]   | 1   | nventory rating 3                                 | 2.7 metric ton =               | 36.0 tons            |                      |
| 0.5 km = 0.3 mi                           | Method to determi    | ne operating rating                        | Load Factor(LF) [1]   | (   | Operating rating 4                                | 0.8 metric ton =               | 44.9 tons            |                      |
|   | Bridge posting       | Equal to or above legal                    | loads [5]             | ]   | Design Load M 18                                  | / H 20 [4]                     |                      |                      |

| Functional Details  |  |  |                             |
|---|--|--|-----------------------------|
| Average Daily Traffic 15200 Average daily tr              | uck traffi 5 % Year 2004 Futu                      | re average daily traffic 20100 Year 2030   |                             |
| Road classification Other Principal Arterial (Urban)      | [14] Lanes on structure 4                          | Approach roadway width   | 1.6 m = 38.1 ft             |
| Type of service on bridge Highway-pedestrian [5]          | Direction of traffic 2 - way traf                  | fic [2] Bridge median  |                             |
| Parallel structure designation No parallel structure      | e exists. [N]                                      |  |                             |
| Type of service under bridge Highway-waterway [6]         | Lanes under structure 13                           | Navigation control Navigation control on waterway (b   | ridge permit required). [1] |
| Navigation vertical clearanc 12.2 m = 40.0 ft             | Navigation horizontal                              | clearance 243.8 m = 799.9 ft   |                             |
| Minimum navigation vertical clearance, vertical lift brid | dge  | Minimum vertical clearance over bridge roadway 4.14 n  | n = 13.6 ft                 |
| Minimum lateral underclearance reference feature H        | ghway beneath structure [H]                        |  |                             |
| Minimum lateral underclearance on right 1.5 m = 4.9       | ft N   | linimum lateral underclearance on left 0 = N/A   |                             |
| Minimum Vertical Underclearance 4.27 m = 14.0 ft          | Minimum vertical unde                              | rclearance reference feature Highway beneath structure [Highway beneath str | 1]                          |
| Appraisal ratings - underclearances Basically intoler     | able requiring high priority of corrrective actior | [3]  |                             |
|   |  |  |                             |
| Repair and Replacement Plans                              |  |  |                             |
| Type of work to be performed                              | Work done by                                       |  |                             |
|   | Bridge improvement cost 0                          | Roadway improvement cost 0   |                             |
|   | Length of structure improvement 0 n                | n = 0.0 ft Total project cost 0  |                             |
|   | Year of improvement cost estimate                  |  |                             |
|   | Border bridge - state Unknown [214]                | Border bridge - percent responsibility of  | of other state              |
|   | Border bridge - structure number 056E              | 00136N   |                             |

| Inspection and Suf                 | fficiency                                     |                             |                       |  |   |  |                              |         |  |
|------------------------------------|---|-----------------------------|-----------------------|--|---|--|------------------------------|---------|--|
| Structure status                   | Open, no res                                  | striction [A]               |                       | oppraisal ratings -<br>tructural                 | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |  |                              |         |  |
| Condition ratings -                | Condition ratings - superstructure   Fair [5] |                             |                       | Appraisal ratings - Meets mini roadway alignment |   | ninimum tolerable limits to be left in place as is [4] |                              |         |  |
| Condition ratings -                | substructure                                  | Satisfactory [6]            |                       | Appraisal ratings -                              | Basically intolerable requiring high priority of replacement [2]                |  |                              |         |  |
| Condition ratings -                | ondition ratings - deck Satisf                |                             |                       | deck geometry                                    |   |  |                              |         |  |
| Scour                              |   | Bridge found                | dations determined to | be stable for assesse                            | ed or calculat  | ed scour condition. [5                                 | ]                            |         |  |
| Channel and channel protection     |   | Bank protec<br>channel. [5] | tion is being eroded. | River control devices                            | and/or emba   | ankment have major d                                   | lamage. Trees and rush resti | ict the |  |
| Appraisal ratings - water adequacy |   | Better than                 | present minimum crit  | eria [7]   |   | Status evaluation Functionally obsolete [2]            |                              |         |  |
| Pier or abutment protection        |   | In place and                | e and functioning [2] |  |   | Sufficiency rating                                     | 47.6                         |         |  |
| Culverts Not app                   | licable. Used                                 | if structure is not a       | culvert. [N]          |  |   |  |                              |         |  |
| Traffic safety featu               | ıres - railings                               |                             |                       |  |   |  |                              |         |  |
| Traffic safety featu               |   |                             |                       |  |   |  |                              |         |  |
| Traffic safety featu               | • •   | · ·                         |                       |  |   |  |                              |         |  |
| Traffic safety featu               |   |                             |                       |  |   |  |                              |         |  |
| Inspection date                    | September 2                                   |                             | Designated inspectio  |  |   | Months   |                              |         |  |
| ·                                  |   | Unknown [Y60]               |                       |  |   | •                |                              |         |  |
| ,                                  |   | Every two years [Y          |                       |  | •   |  |                              |         |  |
| Other special inspection Every     |   | Every two years [Y          | 24]                   | Other special insp                               | ection date   | May 2009 [0509   |                              |         |  |