

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Ohio [39]	Hocking County [073]	Unknown [00000]	.2 MI E OF CR 82	39-38-12 = 39.636667	082-28-18 = - 82.471667
3732525	Highway agency district 10	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 84	TOWNSHIP ROAD 84	Toll On free road [3]	Features intersected	RUSH CREEK	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built #Num!	Year reconstructed 1949	
1	Truss - Thru [10]	0	Other [00]	Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 25 m = 82.0 ft	Length of maximum span 23.8 m = 78.1 ft	Deck width, out-to-out 3.9 m = 12.8 ft	Bridge roadway width, curb-to-curb 3.5 m = 11.5 ft		
Inventory Route, Total Horizontal Clearance 3.5 m = 11.5 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	2.7 metric ton = 3.0 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating	3.6 metric ton = 4.0 tons
Bridge posting			Design Load	

Functional Details

Average Daily Traffic	100	Average daily truck traffi	0	%	Year	1951	Future average daily traffic	135	Year	2015
Road classification	Minor Collector (Rural) [08]		Lanes on structure	1		Approach roadway width	4.3 m = 14.1 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	Not applicable, no waterway. [N]			
Navigation vertical clearanc	0 = N/A			Navigation horizontal clearance	0 = N/A					
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	4.57 m = 15.0 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 owner's forces [2]			
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	\$74,000	Roadway improvement cost	\$7,000	
	Length of structure improvement	91.4 m = 299.9 ft		Total project cost	\$82,000
	Year of improvement cost estimate				
	Border bridge - state		Border bridge - percent responsibility of other state		
	Border bridge - structure number				

Inspection and Sufficiency

Structure status

Posted for load [P]

Appraisal ratings -
structural

Basically intolerable requiring high priority of replacement [2]

Condition ratings - superstructure

Serious [3]

Appraisal ratings -
roadway alignment

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Serious [3]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Poor [4]

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

Channel and channel protection

Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy

Equal to present desirable criteria [8]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

17.2

Culverts

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

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

May 1996 [0596]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

May 1996 [0596]

Other special inspection

Not needed [N]

Other special inspection date