

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

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]	Crawford County [033]	Texas [76463]	1.0 MI. E. OF CR 1	40-56-08.11 = 40.935586	083-04-28.08 = -83.074467
1743910	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route #Num!	WOODSIDE ROAD	Toll On free road [3]	Features intersected	SYCAMORE CREEK (CLOSED)	
Design - main	Steel [3]	Design - approach	Kilometerpoint	178.6 km = 110.7 mi	
1	Truss - Thru [10]	0	Year built	1911	Year reconstructed N/A [0000]
		Other [00]	Skew angle	15	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length	15.8 m = 51.8 ft	Length of maximum span	15.2 m = 49.9 ft	Deck width, out-to-out	4.8 m = 15.7 ft
Inventory Route, Total Horizontal Clearance	4.8 m = 15.7 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	Not applicable (applies only to structures with no deck) [N]				
Type of membrane/wearing surface	Not applicable (applies only to structures with no deck) [N]				

Weight Limits

Bypass, detour length	Method to determine inventory rating	No rating analysis or evaluation perfor	Inventory rating	0 metric ton = 0.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	No rating analysis or evaluation perfor	Operating rating	0 metric ton = 0.0 tons
Bridge posting			Design Load	

Functional Details

Average Daily Traffic	100	Average daily truck traffi	3	%	Year	2000	Future average daily traffic	139	Year	2040
Road classification	Local (Rural) [09]		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				
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 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	175000	Roadway improvement cost	25000						
	Length of structure improvement	61 m = 200.1 ft		Total project cost	200000					
	Year of improvement cost estimate	2019								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Serious [3]

Appraisal ratings -
deck geometry

Equal to present desirable criteria [8]

Condition ratings - deck

Poor [4]

Scour

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

Channel and channel protection

Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

Appraisal ratings - water adequacy

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

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

24.1

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

December 2018 [1218]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

October 2009 [1009]

Other special inspection

Not needed [N]

Other special inspection date