HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Jefferson County [081]	Knox [40866]	200-ft SW CR53	40-30-50.40 = 40.514000	080-44-10.70 = -80.736306

4131126	Highway agency district: 11	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: #Num!		Know Twp Rd 289	Toll: On free road [3]	Features intersected: YELLOW CREEK	
Design - main: Steel [3]		Design - approach:		Kilometerpoint: 9.7 km = 6.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1901	Year reconstructed: 1979
				Skew angle: 10	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 32 m = 105.0 ft	Length of maximum span: 30.8 m = 101.1 ft	Deck width, out-to-out: 5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb: 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: Corrugated Steel [6]							
Type of wearing surface: Bituminous [6]							
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: 0.8 km = 0.5 mi	Method to determine inventory rating: Load Factor (LF) rating reported by rati	Inventory rating: 22 metric ton = 24.2 tons			
	Method to determine operating rating: Load Factor (LF) rating reported by rati	Operating rating: 36.6 metric ton = 40.3 tons			
	Bridge posting: 00.1 - 09.9 % below [4]	Design Load: M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic	209	Average daily truck traffi	7 %	Year	2015	Future average daily traffic	290	Year	2040

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	8.8 m = 28.9 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	400000	Roadway improvement cost	40000
Length of structure improvement	32 m = 105.0 ft	Total project cost	500000
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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Fair [5]		
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	39.1
Culverts	Not applicable. Used if structure is not a culvert. [N]		

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	June 2018 [0618]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2018 [0618]
Other special inspection	Not needed [N]	Other special inspection date	