

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

South Carolina [45] Greenville County [045] Unknown [00000] CITY GREENV-HAMPTON AVE 34-51-54 = 34.865000 082-24-54 = - 82.415000

002370004700100 Highway agency district 3 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 47 S-23-47 Toll On free road [3] Features intersected NORFOLK SOUTHERN RR

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 107 km = 66.3 mi

1 Truss - Thru [10] 0 Other [00] Year built 1928 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 50 m = 164.1 ft Length of maximum span 50 m = 164.1 ft Deck width, out-to-out 5.6 m = 18.4 ft Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft

Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 ft Curb or sidewalk width - left 1.2 m = 3.9 ft Curb or sidewalk width - right 1.2 m = 3.9 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 km = 0.0 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 0 metric ton = 0.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 0 metric ton = 0.0 tons

Bridge posting Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1050	Average daily truck traffi	2	%	Year	2009	Future average daily traffic	1292	Year	2029
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 ft					
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Railroad [2]	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	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.93 m = 16.2 ft					
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3.5 m = 11.5 ft			Minimum lateral underclearance on left	0 = N/A					
Minimum Vertical Underclearance	6.96 m = 22.8 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Somewhat better than minimum adequacy to tolerate being left in place as is [5]									

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	599000	Roadway improvement cost	150000		
	Length of structure improvement	59.3 m = 194.6 ft		Total project cost	899000	
	Year of improvement cost estimate	2011				
	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

Critical [2]

Appraisal ratings -
roadway alignment

Condition ratings - substructure

Good [7]

Condition ratings - deck

Poor [4]

Appraisal ratings -
deck geometry

Scour

Bridge not over waterway. [N]

Channel and channel protection

Not applicable. [N]

Appraisal ratings - water adequacy

N/A [N]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

17

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

April 2010 [0410]

Designated inspection frequency

12

Months

Underwater inspection

Unknown [N00]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

April 2010 [0410]

Other special inspection

Unknown [N00]

Other special inspection date