

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

Tennessee [47]	Hamilton County [065]	Unknown [00245]	CHICKAMAUGA DAM	35-06-06.00 = 35.101667	085-13-48.00 = -85.230000
33SR1530021	Highway agency district 2	Owner Tennessee Valley Authority [67]	Maintenance responsibility Tennessee Valley Authority [67]		
Route 153	SR 153	Toll On free road [3]	Features intersected TN.R.,CREEK,LOCK,ACC.RD.		
Design - main Steel continuous [4]	Design - approach Steel [3]	Kilometerpoint 1041.2 km = 645.5 mi	Year built 1954	Year reconstructed 1984	
18	Girder and floorbeam system [03]	13	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length 1028.4 m = 3374.2 ft	Length of maximum span 58.5 m = 191.9 ft	Deck width, out-to-out 18.9 m = 62.0 ft	Bridge roadway width, curb-to-curb 18 m = 59.1 ft		
Inventory Route, Total Horizontal Clearance 8.7 m = 28.5 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.4 metric ton = 35.6 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	45 metric ton = 49.5 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Better than present minimum criteria [7]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	78
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2012 [1112]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2012 [1112]
Other special inspection	Not needed [N]	Other special inspection date	