

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Virginia [51]	Covington city [580]	Ashton Heights [03400]	.01 LAWN AVE & @ COURT AV	37-47-24.25 = 37.790069	079-59-38.56 = -79.994044
20150	Highway agency district: 8	Owner Railroad [27]	Maintenance responsibility Railroad [27]		
Route 0	E. HAWTHORNE ST	Toll On free road [3]	Features intersected CSX RAILWAY		
Design - main 1	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built #Num! Year reconstructed 2006
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	23.8 m = 78.1 ft	Length of maximum span	23.8 m = 78.1 ft	Deck width, out-to-out	6.6 m = 21.7 ft
Inventory Route, Total Horizontal Clearance	6.4 m = 21.0 ft	Curb or sidewalk width - left	0.2 m = 0.7 ft	Curb or sidewalk width - right	1.7 m = 5.6 ft
Deck structure type	Other [9]				
Type of wearing surface	Epoxy Overlay [5]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	17.1 metric ton = 18.8 tons
0.2 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	34.2 metric ton = 37.6 tons
	Bridge posting	00.1 - 09.9 % below [4]	Design Load	

### Functional Details

Average Daily Traffic	500	Average daily truck traffi	2	%	Year	2014	Future average daily traffic	5400	Year	2033
Road classification	Local (Urban) [19]		Lanes on structure	1		Approach roadway width	7.3 m = 24.0 ft			
Type of service on bridge	Highway-pedestrian [5]		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	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						Minimum vertical clearance over bridge roadway	4.89 m = 16.0 ft			
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3.1 m = 10.2 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	5.92 m = 19.4 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Bridge deck replacement with only incidental widening. [37]	Bridge improvement cost	500000	Roadway improvement cost	150000						
	Length of structure improvement	23.8 m = 78.1 ft		Total project cost	650000					
	Year of improvement cost estimate	2009								
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Good [7]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	56.5
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 2015 [1215]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	December 2015 [1215]
Other special inspection	Every two years [Y24]	Other special inspection date	December 2014 [1214]