

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**

Virginia [51]	Botetourt County [023]	Unknown [00000]	0.15-RT 615; 0.45-RT 818	37-38-56.59 = 37.649053	079-49-50.68 = -79.830744
3496	Highway agency district: 2	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 685	BALL PARK RD.685	Toll On free road [3]	Features intersected	CRAIG CREEK	
Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach	Aluminum, Wrought Iron or Cast Iron [9]	Kilometerpoint	24.1 km = 14.9 mi
1	Truss - Thru [10]	3	Mixed types [20]	Year built	1887
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is on the NRHP. [1]
Total length	81.4 m = 267.1 ft	Length of maximum span	46.3 m = 151.9 ft	Deck width, out-to-out	4 m = 13.1 ft
Inventory Route, Total Horizontal Clearance	3.5 m = 11.5 ft	Curb or sidewalk width - left	0.2 m = 0.7 ft	Curb or sidewalk width - right	0.2 m = 0.7 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	28.1 metric ton = 30.9 tons
19.9 km = 12.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	41.7 metric ton = 45.9 tons
	Bridge posting	00.1 - 09.9 % below [4]	Design Load	M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	276	Average daily truck traffi	0	%	Year	2014	Future average daily traffic	363	Year	2035
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.5 m = 18.0 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						Minimum vertical clearance over bridge roadway	5.28 m = 17.3 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]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	1780000	Roadway improvement cost	534000						
	Length of structure improvement	88.4 m = 290.0 ft		Total project cost	4842000					
	Year of improvement cost estimate	2014								
	Border bridge - state					Border bridge - percent responsibility of other state				
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="45"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="August 2015 [0815]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="August 2015 [0815]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>