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

West Virginia [54]	Kanawha County [039]	Charleston [14600]	0.07 MI S OF CR 57	38-26-51.65 = 38.447681	081-27-22.21 = -81.456169

00000000020A128 | Highway agency district: 1 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 52 | COUNTY ROUTE 52 | Toll: On free road [3] | Features intersected: BLUE CREEK

Design - main	Concrete [1]	Design - approach		Kilometerpoint	584.1 km = 362.1 mi
2	Arch - Deck [11]	0	Other [00]	Year built	1926
				Year reconstructed	N/A [0000]
				Skew angle	11
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	38.4 m = 126.0 ft	Length of maximum span	19.1 m = 62.7 ft	Deck width, out-to-out	5.6 m = 18.4 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	0.1 m = 0.3 ft	Curb or sidewalk width - right	0.1 m = 0.3 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	0.8 km = 0.5 mi	Method to determine inventory rating		Inventory rating	8.2 metric ton = 9.0 tons
		Method to determine operating rating		Operating rating	20.9 metric ton = 23.0 tons
		Bridge posting	30.0 - 39.9 % below [1]	Design Load	

Functional Details

Average Daily Traffic	652	Average daily truck traffi	5 %	Year	2017	Future average daily traffic	795	Year	2037

Road classification	Local (Urban) [19]	Lanes on structure	1	Approach roadway width	5.8 m = 19.0 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	99.99 m = 328.1 ft		
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]				
Minimum lateral underclearance on right	99.9 = Unlimited	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1200000	Roadway improvement cost	300000
Length of structure improvement	38.4 m = 126.0 ft	Total project cost	1500000
Year of improvement cost estimate	2018		
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Poor [4]		

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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	16.3

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

Inspection date	November 2018 [1118]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every year [Y12]	Other special inspection date	November 2018 [1118]