

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	
Indiana [18]	Orange County [117]
French Lick [25972]	00.70 N of CR 175S
5900035	Highway agency district 6
Owner County Highway Agency [02]	Maintenance responsibility County Highway Agency [02]
Route 28	First Street
Toll On free road [3]	Features intersected French Lick Creek
Design - main Steel [3]	Design - approach
1	Truss - Thru [10]
0	Other [00]
Kilometerpoint 0 km = 0.0 mi	Year built 1904
	Year reconstructed 1995
Skew angle 0	Structure Flared
Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length 27.8 m = 91.2 ft	Length of maximum span 26.8 m = 87.9 ft
Deck width, out-to-out 5.2 m = 17.1 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 m = 0.0 ft
	Curb or sidewalk width - right 0 m = 0.0 ft
Deck structure type	Open Grating [3]
Type of wearing surface	Not applicable (applies only to structures with no deck) [N]
Deck protection	
Type of membrane/wearing surface	

Weight Limits	
Bypass, detour length 1 km = 0.6 mi	Method to determine inventory rating Allowable Stress(AS) [2]
	Inventory rating 4.5 metric ton = 5.0 tons
	Method to determine operating rating Allowable Stress(AS) [2]
	Operating rating 8.1 metric ton = 8.9 tons
Bridge posting 20.0 - 29.9 % below [2]	Design Load MS 13.5 / HS 15 [3]

Functional Details

Average Daily Traffic	175	Average daily truck traffi	5	%	Year	2010	Future average daily traffic	245	Year	2030	
Road classification	Collector (Urban) [17]		Lanes on structure	2		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	3.76 m = 12.3 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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	450000000	Roadway improvement cost	22000000						
	Length of structure improvement	27.7 m = 90.9 ft		Total project cost	620000000					
	Year of improvement cost estimate	2010								
	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="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="N/A [N]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="18.6"/>
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="May 2010 [0510]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="May 2010 [0510]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>