HistoricBridges.org - National Bridge Inventory Data Sheet

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							41-05-17 =	085-08-07 = -
Indiana [18]	Allen County [003]		Fort Wayne [25000] 00.10 W OF SPY		SPY RUN AVE	RUN AVE		85.135278
200261 Highway agency district 2		Owner County Highway	Owner County Highway Agency [02] Maintenance responsibility			County Highway A	Agency [02]	
Route 0	ute 0 FOURTH ST			Toll On free road [3] Features intersected SPY RUN C			CREEK	
Design - Concrete [1 and In a second		Design - approach Other	· [00]	Kilometerpoi Year built Skew angle Historical sig	1921 Year re 0 Structure			
Total length 19.8 m = 65.0 ft Length of maximum span 16.8 m = 55.1 ft Deck width, out-to-out 12.2 m = 40.0 ft Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft Curb or sidewalk width - left 1.5 m = 4.9 ft Curb or sidewalk width - right 1.5 m = 4.9 ft								
Deck structure type Type of wearing surface Other [9] Bituminous [6]								
Deck protection Type of membrane/we	aring surface							
Weight Limits								
Bypass, detour length 0.2 km = 0.1 mi Method to determine inventory rating Method to determine operating rating		No rating analysis performed [5] No rating analysis performed [5]		Inventory rating Operating rating				
Bridge posting Equal to or above legal loads [5]				Design Load				

Functional Details									
Average Daily Traffic 3000 Average daily tr	uck traffi 5 % Year 2010 Future average daily traffic 5000 Year 2030								
Road classification Local (Urban) [19] Lanes on structure 2 Approach roadway width 9.1 m = 29.9									
Type of service on bridge Highway-pedestrian [5]	Direction of traffic 2 - way traffic [2] Bridge median								
Parallel structure designation No parallel structure exists. [N]									
Type of service under bridge Waterway [5]	Lanes under structure 0 Navigation control Not applicable, no waterway. [N]								
Navigation vertical clearance 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 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial	Bridge improvement cost 250000 Roadway improvement cost 100000								
bridge roadway geometry. [31]	Length of structure improvement 30.5 m = 100.1 ft Total project cost 350000								
	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 Open, no res	striction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]						
Condition ratings - superstructur	Condition ratings - superstructur Fair [5]		Better than present minimum criteria [7]						
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]						
Condition ratings - deck	Fair [5]								
Scour	Bridge foundations determine	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]							
Channel and channel protection	Bank protection is being erod channel. [5]	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]							
Appraisal ratings - water adequad	Somewhat better than miniming in place as is [5]	um adequacy to tolerate I	being left Status evaluation						
Pier or abutment protection			Sufficiency rating 67.6						
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings	Inpected fear	ture meets currently acce	eptable standards. [1]						
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach	n guardrail ends								
Inspection date August 2010	[0810] Designated inspe	ection frequency 24	Months						
Underwater inspection	Not needed [N]	Underwater inspec	ection date						
Fracture critical inspection	Not needed [N]	Fracture critical inspection date							
Other special inspection	Not needed [N]	Other special insp	pection date						