

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]	Delaware County [035]	Unknown [00000]	00.20 NNE of EDGEWATER Rd	40-17-30 = 40.291667	085-14-15 = - 85.237500
1800070	Highway agency district 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 321	CR 800E	Toll On free road [3]	Features intersected	MISSISSINEWA River	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1905	Year reconstructed 1985	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	Historical significance Bridge is possibly eligible for the NRHP. [3]	
Total length 53.8 m = 176.5 ft	Length of maximum span 51.7 m = 169.6 ft	Deck width, out-to-out 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft	Inventory Route, Total Horizontal Clearance 4.7 m = 15.4 ft	
	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft	Deck structure type Wood or Timber [8]	Type of wearing surface Wood or Timber [7]	
	Deck protection	Type of membrane/wearing surface			

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 6.3 metric ton = 6.9 tons
	Method to determine operating rating No rating analysis performed [5]	Operating rating 6.3 metric ton = 6.9 tons
Bridge posting 10.0 - 19.9 % below [3]	Design Load	

Functional Details

Average Daily Traffic	384	Average daily truck traffi	2	%	Year	2003	Future average daily traffic	580	Year	2029
Road classification	Major Collector (Rural) [07]	Lanes on structure	1		Approach roadway width	6.4 m = 21.0 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	4.88 m = 16.0 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 roadway geometry. [31]	Bridge improvement cost	1411000	Roadway improvement cost	250000						
	Length of structure improvement	64 m = 210.0 ft		Total project cost	1661000					
	Year of improvement cost estimate	2007								
	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	Critical [2]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Critical [2]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	14.7
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	August 2011 [0811]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Unknown [Y06]	Fracture critical inspection date	August 2011 [0811]
Other special inspection	Not needed [N]	Other special inspection date	