HistoricBridges.org - National Bridge Inventory Data Sheet

2016 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

Indiana [18]	Owen County [119]	Unknown [00000]	00.00 E REYNOLDS RD	39-12-41.36 = 39.211489	086-58-38.01 = -86.977225

6000095 | Highway agency district: 1 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | PRECINCT RD | Toll: On free road [3] | Features intersected: BEECH CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built: 1889	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length: 15.2 m = 49.9 ft | Length of maximum span: 14.9 m = 48.9 ft | Deck width, out-to-out: 3.7 m = 12.1 ft | Bridge roadway width, curb-to-curb: 3.5 m = 11.5 ft

Inventory Route, Total Horizontal Clearance: 3.5 m = 11.5 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: Other [9]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 19.9 km = 12.3 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 7.3 metric ton = 8.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 11.8 metric ton = 13.0 tons

Bridge posting: 10.0 - 19.9 % below [3] | Design Load: MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	26	Average daily truck traffi	3 %	Year	2012	Future average daily traffic	35	Year	2032

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	2.4 m = 7.9 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	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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	109000	Roadway improvement cost	120000
Length of structure improvement	15.2 m = 49.9 ft	Total project cost	279000
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	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	17.7

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	November 2014 [1114]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2014 [1114]
Other special inspection	Not needed [N]	Other special inspection date	