

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]	Fountain County [045]	Unknown [00000]	00.70 S GREEN BAY RD	40-14-41.86 = 40.244961	087-13-06.05 = -87.218347
2300112	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 255	CR 230E	Toll On free road [3]	Features intersected	BIG SHAWNEE Creek	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1911 Year reconstructed N/A [0000]
			Skew angle 0	Structure Flared	
			Historical significance	Bridge is eligible for the NRHP. [2]	
Total length	36.6 m = 120.1 ft	Length of maximum span	36 m = 118.1 ft	Deck width, out-to-out	4.9 m = 16.1 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	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	3.6 metric ton = 4.0 tons
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	4.5 metric ton = 5.0 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	

Functional Details

Average Daily Traffic	120	Average daily truck traffi	6 %	Year	2012	Future average daily traffic	161	Year	2032
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 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	4.78 m = 15.7 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	800000	Roadway improvement cost	200000			
	Length of structure improvement	45.7 m = 149.9 ft		Total project cost	1000000		
	Year of improvement cost estimate	2015					
	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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Fair [5]

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

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

Equal to present minimum criteria [6]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

26

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

July 2015 [0715]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

June 2015 [0615]

Other special inspection

Not needed [N]

Other special inspection date