

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Indiana [18]	Warrick County [173]	Unknown [00000]	01.26 MI S OF SR 66	37-54-36.65 = 37.910181	087-17-44.13 = -87.295592
8700123	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	YANKEETOWN ROAD	Toll On free road [3]	Features intersected	LITTLE PIGEON CREEK	
Design - main 1	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Design - approach 4	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Kilometerpoint 0 km = 0.0 mi	Year built 1885 Year reconstructed 2012
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	62.9 m = 206.4 ft	Length of maximum span	39.6 m = 129.9 ft	Deck width, out-to-out	4.9 m = 16.1 ft
Bridge roadway width, curb-to-curb	4.5 m = 14.8 ft	Inventory Route, Total Horizontal Clearance	4.5 m = 14.8 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					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	14.5 metric ton = 16.0 tons
1.1 km = 0.7 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	24.5 metric ton = 27.0 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	M 9 / H 10 [1]

Functional Details

Average Daily Traffic	50	Average daily truck traffi	1	%	Year	2014	Future average daily traffic	111	Year	2034	
Road classification	Local (Rural) [09]		Lanes on structure	1		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	4.57 m = 15.0 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	688000	Roadway improvement cost	280000						
	Length of structure improvement	85 m = 278.9 ft		Total project cost	1323000					
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Basically intolerable requiring high priority of corrective action [3]	Status evaluation	
Pier or abutment protection		Sufficiency rating	44.3
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	October 2015 [1015]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2015 [1015]
Other special inspection	Not needed [N]	Other special inspection date	