

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]	Franklin County [047]	Unknown [00000]	0.5 S US 52	39-21-12 = 39.353333	084-56-36 = - 84.943333
000516	Highway agency district 5	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 1	SR 1X	Toll On free road [3]	Features intersected WHITEWATER RIVER		
Design - main Steel [3]	Design - approach	Kilometerpoint 103 km = 63.9 mi	Year built 1896	Year reconstructed 1978	
2	Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	
			Historical significance Bridge is possibly eligible for the NRHP. [3]		
Total length 112.2 m = 368.1 ft	Length of maximum span 55.5 m = 182.1 ft	Deck width, out-to-out 5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb 5.3 m = 17.4 ft		
Inventory Route, Total Horizontal Clearance 5.3 m = 17.4 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	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	251	Average daily truck traffi	10	%	Year	2004	Future average daily traffic	416	Year	2027
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	7.6 m = 24.9 ft			Navigation horizontal clearance	24.4 m = 80.1 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	3.73 m = 12.2 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	830000	Roadway improvement cost	0						
	Length of structure improvement	137.2 m = 450.2 ft		Total project cost	1681000					
	Year of improvement cost estimate	2004								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructur

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of replacement [2]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Condition ratings - deck

Imminent Failure [1]

Scour

Countermeasures have been installed to mitigate an existing problem with scour. [7]

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

Basically intolerable requiring high priority of corrective action [3]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Navigation protection not required [1]

Sufficiency rating

27.3

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

February 2008 [0208]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

February 2008 [0208]

Other special inspection

Every year [Y12]

Other special inspection date

February 2009 [0209]