

HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

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] | Decatur County [031] | Unknown [00000] | 00.20 N of CR 400S | 39-16-56 = 39.282222 | 085-31-37 = - 85.526944 |
| 1600092 | Highway agency district 5 | Owner County Highway Agency [02] | Maintenance responsibility | County Highway Agency [02] | |
| Route 35 | CR 220SW | Toll On free road [3] | Features intersected | Muddy Fork of Sand Creek | |
| Design - main 3 | Masonry [8] | Design - approach 0 | Other [00] | Kilometerpoint 0 km = 0.0 mi | |
| | Arch - Deck [11] | | | Year built 1890 | Year reconstructed #Num! |
| | | | | Skew angle 0 | Structure Flared |
| | | | | Historical significance | Bridge is eligible for the NRHP. [2] |
| Total length 21.6 m = 70.9 ft | Length of maximum span 6.1 m = 20.0 ft | Deck width, out-to-out 6.4 m = 21.0 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 | Other [9] | | | | |
| Type of wearing surface | Bituminous [6] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|----------------------------------|------------------|-----------------------------|
| Bypass, detour length 0.8 km = 0.5 mi | Method to determine inventory rating | No rating analysis performed [5] | Inventory rating | 25.2 metric ton = 27.7 tons |
| | Method to determine operating rating | No rating analysis performed [5] | Operating rating | 32.4 metric ton = 35.6 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---|------|--|------------------------------|-----|------|------|
| Average Daily Traffic | 108 | Average daily truck traffi | 10 | % | Year | 2005 | Future average daily traffic | 159 | Year | 2031 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 1 | | Approach roadway width | 5.2 m = 17.1 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 | 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

Work done by

Bridge improvement cost

Roadway improvement cost

Length of structure improvement

Total project cost

Year of improvement cost estimate

Border bridge - state

Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|---|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Good [7] | Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Good [7] | | |
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] | | |
| Channel and channel protection | Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8] | | |
| Appraisal ratings - water adequacy | Equal to present desirable criteria [8] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | | Sufficiency rating | 73.2 |
| 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 | September 2011 [0911] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Not needed [N] | Fracture critical inspection date | |
| Other special inspection | Not needed [N] | Other special inspection date | |