

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] | Warren County [171] | Unknown [00000] | 00.79 S of CR 800N | 40-27-54.97 = 40.465269 | 087-14-07.16 = -87.235322 |
| 8600078 | Highway agency district: 1 | Owner County Highway Agency [02] | Maintenance responsibility | County Highway Agency [02] | |
| Route 43 | CR 450E | Toll On free road [3] | Features intersected | BIG PINE CREEK | |
| Design - main 1 | Steel [3] Truss - Thru [10] | Design - approach 0 | Other [00] | Kilometerpoint 0 km = 0.0 mi | Year built 1896 Year reconstructed 2002 |
| | | | | Skew angle 0 | Structure Flared |
| | | | | Historical significance Bridge is eligible for the NRHP. [2] | |
| Total length | 31.5 m = 103.4 ft | Length of maximum span | 29.4 m = 96.5 ft | Deck width, out-to-out | 4.3 m = 14.1 ft |
| Bridge roadway width, curb-to-curb | 4.2 m = 13.8 ft | Inventory Route, Total Horizontal Clearance | 4.2 m = 13.8 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 | 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 | 7.3 metric ton = 8.0 tons |
| 0.3 km = 0.2 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 10 metric ton = 11.0 tons |
| Bridge posting | 20.0 - 29.9 % below [2] | | Design Load | |

Functional Details

| | | | | | | | | | | |
|-------------------------------------------------------------|---------------------------------------|----------------------------|---------------------------------------------------|-----------------------------------------|------|------------------------------------------------|------------------------------|----|------|------|
| Average Daily Traffic | 60 | Average daily truck traffi | 5 | % | Year | 2012 | Future average daily traffic | 70 | Year | 2034 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 1 | | Approach roadway width | 4.6 m = 15.1 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 | 4.42 m = 14.5 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] | | | | | | | | |
| Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] | Bridge improvement cost | 600000 | Roadway improvement cost | 50000 | | | | | | |
| | Length of structure improvement | 31.1 m = 102.0 ft | | Total project cost | 750000 | | | | | |
| | 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 corrective action [3] |
| Condition ratings - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - deck | Satisfactory [6] | | |
| 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 | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 21.9 |
| 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 | August 2015 [0815] | Designated inspection frequency | 12 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | September 2014 [0914] |
| Other special inspection | Not needed [N] | Other special inspection date | |