# HistoricBridges.org - National Bridge Inventory Data Sheet

**2012 Inventory**

The National Bridge Inventory contains data submitted by state transportion 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] | Jennings County [079] | Unknown [00000] | 0 km CROSLEY FISH & WILD. | 38-57-42 = 38.961667 | 085-37-00 = -85.616667 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 60380 | Highway agency district | 5 | Owner | Other State Agencies [21] | Maintenance responsibility | State Highway Agency [01] | |
| Route | 0 | | PARK ROAD | Toll | On free road [3] | Features intersected | MUSCATATUCK RIVER |

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Steel [3] | Design - approach | Steel [3] | Kilometerpoint | 0 km = 0.0 mi |
| 1 | Truss - Thru [10] | 2 | Truss - Thru [10] | Year built | 1910 |
| | | | | Year reconstructed | 2004 |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is possibly eligible for the NRHP. [3] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length | 64.6 m = 212.0 ft | Length of maximum span | 33.5 m = 109.9 ft | Deck width, out-to-out | 3.7 m = 12.1 ft | Bridge roadway width, curb-to-curb | 2.9 m = 9.5 ft |
| Inventory Route, Total Horizontal Clearance | 2.9 m = 9.5 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 | |
| 1.9 km = 1.2 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 3.6 metric ton = 4.0 tons | |
| | Bridge posting | 20.0 - 29.9 % below [2] | Design Load | | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 143 | Average daily truck traffi | 10 % | Year | 2004 | Future average daily traffic | 249 |
| Year | 2030 | | | | | | |
| Road classification | Local (Rural) [09] | Lanes on structure | 1 | Approach roadway width | 2.7 m = 8.9 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 | 4.06 m = 13.3 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 | 0 | Roadway improvement cost | 0 |
| Length of structure improvement | 0 m = 0.0 ft | Total project cost | 0 |
| Year of improvement cost estimate | | | |
| 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 corrrective action [3] |
| Condition ratings - superstructur | Satisfactory [6] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrrective action [3] |
| Condition ratings - substructure | Satisfactory [6] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Fair [5] | | |
| 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 | Somewhat better than minimum adequacy to tolerate being left in place as is [5] | Status evaluation | |
| Pier or abutment protection | Navigation protection not required [1] | Sufficiency rating | 17.4 |
| 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 | March 2010 [0310] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | March 2010 [0310] |
| Other special inspection | Every year [Y12] | Other special inspection date | June 2011 [0611] |