HistoricBridges.org - National Bridge Inventory Data Sheet

2000 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]	Martin County [101]	Unknown [00000]	170N - 350E F-7	38-40-54 = 38.681667	086-44-18 = -86.738333

5100061	Highway agency district: 6	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 243		170N	Toll: On free road [3]	Features intersected: BEAVER CREEK	

Design - main: Steel [3]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1923	Year reconstructed: 1992
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is possibly eligible for the NRHP. [3]	

Total length: 18.9 m = 62.0 ft	Length of maximum span: 17.4 m = 57.1 ft	Deck width, out-to-out: 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb: 3.6 m = 11.8 ft		
Inventory Route, Total Horizontal Clearance: 3.5 m = 11.5 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			

Deck structure type: Open Grating [3]

Type of wearing surface:

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating:	Inventory rating: 19.8 metric ton = 21.8 tons	
	Method to determine operating rating:	Operating rating: 30.6 metric ton = 33.7 tons	
	Bridge posting: Equal to or above legal loads [5]	Design Load:	

Functional Details

Average Daily Traffic	53	Average daily truck traffi	5 %	Year	1996	Future average daily traffic	60
Year	2018						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.9 m = 16.1 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	99.9 = Unlimited	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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	11000	Roadway improvement cost	0
Length of structure improvement	18.9 m = 62.0 ft	Total project cost	11000
Year of improvement cost estimate	1998		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
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 being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Basically intolerable requiring high priority of corrrective action [3]	Status evaluation	
Pier or abutment protection		Sufficiency rating	51.4

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	January 1998 [0198]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	