

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]	Martin County [101]	Unknown [00000]	01.05 E of Deep Cut Conne	38-40-42.78 = 38.678550	086-43-25.96 = -86.723878
5100025	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	DEEP CUT LAKE Rd	Toll On free road [3]	Features intersected	BEAVER Creek	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1890	Year reconstructed 1950	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 32.4 m = 106.3 ft	Length of maximum span 31.2 m = 102.4 ft	Deck width, out-to-out 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb	4.7 m = 15.4 ft	
Inventory Route, Total Horizontal Clearance 4.7 m = 15.4 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	12.7 metric ton = 14.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	20.9 metric ton = 23.0 tons
Bridge posting	30.0 - 39.9 % below [1]		Design Load	

### Functional Details

Average Daily Traffic  Average daily truck traffi  % Year  Future average daily traffic  Year

Road classification  Lanes on structure  Approach roadway width

Type of service on bridge  Direction of traffic  Bridge median

Parallel structure designation

Type of service under bridge  Lanes under structure  Navigation control

Navigation vertical clearanc  Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge  Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right  Minimum lateral underclearance on left

Minimum Vertical Underclearance  Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

### 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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	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 corrective action [3]
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	28.4
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	November 2018 [1118]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2017 [1117]
Other special inspection	Every two years [Y24]	Other special inspection date	November 2018 [1118]