HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	00.16 S of SR 650	38-40-54.62 = 38.681839	086-42-56.40 = -86.715667

5100021	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	
1	Truss - Thru [10]	0	Other [00]	Year built: 1890	Year reconstructed: 1994
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 25.1 m = 82.4 ft	Length of maximum span: 24.1 m = 79.1 ft	Deck width, out-to-out: 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb: 4.8 m = 15.7 ft				
Inventory Route, Total Horizontal Clearance: 4.8 m = 15.7 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: Load Factor(LF) [1]		Inventory rating: 20.9 metric ton = 23.0 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 35.4 metric ton = 38.9 tons		
	Bridge posting: 00.1 - 09.9 % below [4]		Design Load:		

Functional Details

Average Daily Traffic	63	Average daily truck traffi	1 %	Year	2007	Future average daily traffic	76
Year	2032						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	500000	Roadway improvement cost	250000
Length of structure improvement	25 m = 82.0 ft	Total project cost	750000
Year of improvement cost estimate	2018		
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	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Equal to present desirable criteria [8]
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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	49.5

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	Not needed [N]	Other special inspection date	