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]	Putnam County [133]	Unknown [00000]	00.70 E of CR 275 E	39-37-03.50 = 39.617639	086-47-12.41 = -86.786781

6700133	Highway agency district:	1	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	182		CR 300S	Toll	On free road [3]	Features intersected	DEER Creek

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi		
1	Truss - Thru [10]	0	Other [00]	Year built	1935	Year reconstructed	N/A [0000]
				Skew angle	30	Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]		

Total length	26.8 m = 87.9 ft	Length of maximum span	25.6 m = 84.0 ft	Deck width, out-to-out	7.4 m = 24.3 ft	Bridge roadway width, curb-to-curb	7.4 m = 24.3 ft
Inventory Route, Total Horizontal Clearance	7.4 m = 24.3 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	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	18.1 metric ton = 19.9 tons	
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	25.4 metric ton = 27.9 tons	
	Bridge posting	00.1 - 09.9 % below [4]	Design Load		

Functional Details

Average Daily Traffic	227	Average daily truck traffi	5 %	Year	2017	Future average daily traffic	311
Year	2037						
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	5.5 m = 18.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	560000	Roadway improvement cost	168000
Length of structure improvement	35.1 m = 115.2 ft	Total project cost	982000
Year of improvement cost estimate	2017		
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	Fair [5]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
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	Fair [5]		

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	Better than present minimum criteria [7]	Status evaluation	
Pier or abutment protection		Sufficiency rating	55.8

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 2017 [0317]	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 2017 [0317]
Other special inspection	Not needed [N]	Other special inspection date	