

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Indiana [18] Johnson County [081] Unknown [00000] 0 km ATTERBURY FISH & WIL 39-22-54 = 39.381667 085-59-54 = 85.998333

60270 Highway agency district 5 Owner Other State Agencies [21] Maintenance responsibility State Highway Agency [01]

Route 0 PISGAH ROAD Toll On free road [3] Features intersected SUGAR CREEK

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

2 Truss - Thru [10] 0 Other [00] Year built 1885 Year reconstructed 2005

Skew angle 0 Structure Flared

Historical significance Bridge is possibly eligible for the NRHP. [3]

Total length 73.8 m = 242.1 ft Length of maximum span 36.3 m = 119.1 ft Deck width, out-to-out 4.8 m = 15.7 ft Bridge roadway width, curb-to-curb 4.1 m = 13.5 ft

Inventory Route, Total Horizontal Clearance 4.1 m = 13.5 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 1 km = 0.6 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 5.4 metric ton = 5.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 5.4 metric ton = 5.9 tons

Bridge posting 10.0 - 19.9 % below [3] Design Load

Functional Details

Average Daily Traffic	102	Average daily truck traffi	0	%	Year	2004	Future average daily traffic	101	Year	2028	
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	4.88 m = 16.0 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	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	510000	Roadway improvement cost	71000						
	Length of structure improvement	91.4 m = 299.9 ft		Total project cost	581000					
	Year of improvement cost estimate	2004								
	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 replacement [2]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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	
Pier or abutment protection		Sufficiency rating	26
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	April 2011 [0411]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	April 2011 [0411]
Other special inspection	Every year [Y12]	Other special inspection date	April 2011 [0411]