

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] Brown County [013] Unknown [00000] 00.73 S of IKE SHIPLEY Rd 39-11-21 = 39.189167 086-17-18 = 86.288333

700025 Highway agency district 5 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 20 GREEN VALLEY Rd Toll On free road [3] Features intersected North Fork of SALT Creek

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

1 Truss - Thru [10] 0 Other [00] Year built 1915 Year reconstructed #Num!

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 27.9 m = 91.5 ft Length of maximum span 26.8 m = 87.9 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 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 1.4 km = 0.9 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 11.7 metric ton = 12.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 18.9 metric ton = 20.8 tons

Bridge posting 00.1 - 09.9 % below [4] Design Load

Functional Details

Average Daily Traffic	59	Average daily truck traffi	5	%	Year	2010	Future average daily traffic	88	Year	2030
Road classification	Local (Rural) [09]		Lanes on structure	1	Approach roadway width	5.5 m = 18.0 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	Work done by			Work to be done by contract [1]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	210000	Roadway improvement cost	90000		
	Length of structure improvement	28.3 m = 92.9 ft	Total project cost	300000		
	Year of improvement cost estimate	2010				
	Border bridge - state		Border bridge - percent responsibility of other state			
	Border bridge - structure number					

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - deck geometry	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]"/>		
Channel and channel protection	<input type="text" value="Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="18.5"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 2010 [0110]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="January 2010 [0110]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>