

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]	Orange County [117]	Unknown [00000]	00.50 S of CR 510 N	38-37-25.68 = 38.623800	086-33-32.42 = -86.559006
5900021	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 23	CR 500 W	Toll On free road [3]	Features intersected	LOST RIVER	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built #Num! Year reconstructed 1997
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	44.3 m = 145.3 ft	Length of maximum span	40.7 m = 133.5 ft	Deck width, out-to-out	4.2 m = 13.8 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	Open Grating [3]				
Type of wearing surface	Not applicable (applies only to structures with no deck) [N]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.8 km = 0.5 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	21.8 metric ton = 24.0 tons
Bridge posting	30.0 - 39.9 % below [1]		Design Load	Other [C]

### Functional Details

Average Daily Traffic	135	Average daily truck traffi	2	%	Year	2014	Future average daily traffic	190	Year	2034
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.2 m = 17.1 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	4.04 m = 13.3 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	800000	Roadway improvement cost	200000						
	Length of structure improvement	43 m = 141.1 ft		Total project cost	1000000					
	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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	34.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	May 2018 [0518]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2018 [0518]
Other special inspection	Every two years [Y24]	Other special inspection date	