

HistoricBridges.org - National Bridge Inventory Data Sheet

2016 Inventory

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]	Fountain County [045]	Unknown [00000]	00.30 S of GREEN BAY Rd	40-15-06.95 = 40.251931	087-12-19.66 = -87.205461
2300113	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 259		CR 300E	Toll On free road [3]	Features intersected BIG SHAWNEE Creek	
Design - main	Steel [3]	Design - approach		Kilometerpoint 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built 1924	Year reconstructed 1993
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	41.1 m = 134.8 ft	Length of maximum span	40.5 m = 132.9 ft	Deck width, out-to-out	5.3 m = 17.4 ft
Inventory Route, Total Horizontal Clearance	5.3 m = 17.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	11.8 metric ton = 13.0 tons
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	15.4 metric ton = 16.9 tons
	Bridge posting	10.0 - 19.9 % below [3]	Design Load	

Functional Details

Average Daily Traffic	117	Average daily truck traffi	6	%	Year	2012	Future average daily traffic	158	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.3 m = 14.1 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	4.57 m = 15.0 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	359000	Roadway improvement cost	100000
	Length of structure improvement	50.6 m = 166.0 ft	Total project cost	459000
	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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	31.4
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	July 2015 [0715]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	June 2015 [0615]
Other special inspection	Not needed [N]	Other special inspection date	