HistoricBridges.org - National Bridge Inventory Data Sheet

2016 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]	Tippecanoe County [157]	Unknown [00000]	00.60 N OLD SR 25	40-29-43.87 = 40.495519	086-49-23.84 = -86.823289

29150	Highway agency district: 1	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 225		SR 225	Toll: On free road [3]	Features intersected: WABASH RIVER	
Design - main: Steel [3]		Design - approach:		Kilometerpoint: 96.5 km = 59.8 mi	
4	Truss - Thru [10]	0	Other [00]	Year built: 1912	Year reconstructed: 1989
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length	195.7 m = 642.1 ft	Length of maximum span	48.2 m = 158.1 ft	Deck width, out-to-out	4.7 m = 15.4 ft	Bridge roadway width, curb-to-curb	4.4 m = 14.4 ft
Inventory Route, Total Horizontal Clearance	4.4 m = 14.4 ft	Curb or sidewalk width - left	0.2 m = 0.7 ft	Curb or sidewalk width - right	0.2 m = 0.7 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating: Allowable Stress(AS) [2]		Inventory rating: 19 metric ton = 20.9 tons		
	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 27.2 metric ton = 29.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	960	Average daily truck traffi	8 %	Year	2009	Future average daily traffic	1594	Year	2033

Road classification	Major Collector (Rural) [07]	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	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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1065000	Roadway improvement cost	0
Length of structure improvement	195.7 m = 642.1 ft	Total project cost	1065000
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	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 corrrective 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	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
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	32.8
Culverts	Not applicable. Used if structure is not a culvert. [N]		

Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	May 2015 [0515]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	April 2014 [0414]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	May 2015 [0515]
Other special inspection	Not needed [N]	Other special inspection date	