

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]	Greene County [055]	Unknown [00000]	00.40 N of SR 54	39-02-01.79 = 39.033831	086-59-14.54 = -86.987372
2800087	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 13	CR 250W	Toll On free road [3]	Features intersected	LATTAS CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1917
				Year reconstructed N/A [0000]	Skew angle 0
				Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]
Total length	18.4 m = 60.4 ft	Length of maximum span	16.9 m = 55.4 ft	Deck width, out-to-out	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 0.5 km = 0.3 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	20.9 metric ton = 23.0 tons
	Bridge posting	30.0 - 39.9 % below [1]	Design Load	

Functional Details

Average Daily Traffic	160	Average daily truck traffi	2	%	Year	2011	Future average daily traffic	210	Year	2031
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.8 m = 19.0 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	300000	Roadway improvement cost	200000						
	Length of structure improvement	24.4 m = 80.1 ft		Total project cost	500000					
	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	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Serious [3]		
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	21.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	July 2018 [0718]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2017 [0717]
Other special inspection	Every two years [Y24]	Other special inspection date	July 2018 [0718]