

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]	Wabash County [169]	Unknown [00000]	00.20 N OF WABASH ST	41-02-17.77 = 41.038269	085-44-17.46 = -85.738183
8500535	Highway agency district: 2	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 223	CR 325E	Toll On free road [3]	Features intersected	EEL RIVER	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 2	Steel [3] Stringer/Multi-beam or girder [02]	Kilometerpoint 0 km = 0.0 mi	Year built 1890 Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	45.7 m = 149.9 ft	Length of maximum span	36.6 m = 120.1 ft	Deck width, out-to-out	4.9 m = 16.1 ft
Inventory Route, Total Horizontal Clearance	4.5 m = 14.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Corrugated Steel [6]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons
0.2 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	40	Average daily truck traffi	5	%	Year	2014	Future average daily traffic	60	Year	2034
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	4.34 m = 14.2 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	501000	Roadway improvement cost	280000						
	Length of structure improvement	61.9 m = 203.1 ft		Total project cost	781000					
	Year of improvement cost estimate	2012								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Imminent Failure [1]

Appraisal ratings -
roadway alignment

Condition ratings - substructure

Satisfactory [6]

Appraisal ratings -
deck geometry

Condition ratings - deck

Critical [2]

Basically intolerable requiring high priority of corrective action [3]

Somewhat better than minimum adequacy to tolerate being left in place as is [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

19.4

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

May 2014 [0514]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date