

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]	Jay County [075]	Portland [61236]	0.2 km S SR 26	40-25-54 = 40.431667	084-58-42 = - 84.978333
7350	Highway agency district 3	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 27	US 27	Toll On free road [3]	Features intersected	SALAMONIE RIVER	
Design - main Concrete [1]	Design - approach	Kilometerpoint 1348.3 km = 835.9 mi	Year built 1914	Year reconstructed 1997	
1	Arch - Thru [12]	0	Other [00]	Skew angle 0	Structure Flared
		Historical significance Bridge is possibly eligible for the NRHP. [3]			
Total length 36.4 m = 119.4 ft	Length of maximum span 33.6 m = 110.2 ft	Deck width, out-to-out 16 m = 52.5 ft	Bridge roadway width, curb-to-curb 8.9 m = 29.2 ft		
Inventory Route, Total Horizontal Clearance 8.9 m = 29.2 ft	Curb or sidewalk width - left 1.9 m = 6.2 ft	Curb or sidewalk width - right 1.9 m = 6.2 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 0.5 km = 0.3 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	32.4 metric ton = 35.6 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating	40.5 metric ton = 44.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

### Functional Details

Average Daily Traffic  Average daily truck traffi  % Year  Future average daily traffic  Year

Road classification  Lanes on structure  Approach roadway width

Type of service on bridge  Direction of traffic  Bridge median

Parallel structure designation

Type of service under bridge  Lanes under structure  Navigation control

Navigation vertical clearanc  Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge  Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right  Minimum lateral underclearance on left

Minimum Vertical Underclearance  Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

### Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost  Roadway improvement cost

Length of structure improvement  Total project cost

Year of improvement cost estimate

Border bridge - state  Border bridge - percent responsibility of other state

Border bridge - structure number

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Better than present minimum criteria [7]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	72.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	August 2011 [0811]	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	Every two years [Y24]	Other special inspection date	August 2011 [0811]