

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]	Bartholomew County [005]	Unknown [00000]	01.06 E US 31	39-15-34.09 = 39.259469	085-55-20.59 = -85.922386
300123	Highway agency district: 5	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 200	CR 400N	Toll On free road [3]	Features intersected	FLATROCK RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1913	Year reconstructed 1999	
2	Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	
			Historical significance	Bridge is on the NRHP. [1]	
Total length 80.2 m = 263.1 ft	Length of maximum span 39 m = 128.0 ft	Deck width, out-to-out 5 m = 16.4 ft	Bridge roadway width, curb-to-curb	4.7 m = 15.4 ft	
Inventory Route, Total Horizontal Clearance 4.7 m = 15.4 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					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.8 km = 0.5 mi	Method to determine inventory rating		Inventory rating	25.4 metric ton = 27.9 tons
	Method to determine operating rating		Operating rating	37.2 metric ton = 40.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	1110	Average daily truck traffi	3	%	Year	2018	Future average daily traffic	1930	Year	2038
Road classification	Major Collector (Rural) [07]	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	4.52 m = 14.8 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]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	57000	Roadway improvement cost	0						
	Length of structure improvement	80.2 m = 263.1 ft		Total project cost	57000					
	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 other load-capacity restriction [R]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	54.2
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			
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	June 2018 [0618]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2018 [0618]
Other special inspection	Every two years [Y24]	Other special inspection date	June 2018 [0618]