

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]	Parke County [121]	Unknown [00000]	5.6 km W of Lena	39-36-52 = 39.614444	087-06-25 = 87.106944
6100091	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 135	CR 700E	Toll On free road [3]	Features intersected	N Branch of Otter Cr	
Design - main Concrete [1]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built #Num!	Year reconstructed #Num!	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 0	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 13.6 m = 44.6 ft	Length of maximum span 12.2 m = 40.0 ft	Deck width, out-to-out 6.4 m = 21.0 ft	Bridge roadway width, curb-to-curb	5.4 m = 17.7 ft	
Inventory Route, Total Horizontal Clearance 5.4 m = 17.7 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	Gravel [8]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	13.5 metric ton = 14.9 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating	18 metric ton = 19.8 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	

### Functional Details

Average Daily Traffic	94	Average daily truck traffi	4	%	Year	2008	Future average daily traffic	112	Year	2028
Road classification	Minor Collector (Rural) [08]		Lanes on structure	1		Approach roadway width	4.5 m = 14.8 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	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	32.68 m = 107.2 ft					
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	30.4 m = 99.7 ft				Minimum lateral underclearance on left	30.4 m = 99.7 ft				
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	526000	Roadway improvement cost	526000						
	Length of structure improvement	21 m = 68.9 ft		Total project cost	1052000					
	Year of improvement cost estimate	2008								
	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

Satisfactory [6]

Appraisal ratings -  
roadway alignment

Equal to present minimum criteria [6]

Condition ratings - substructure

Fair [5]

Appraisal ratings -  
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

Channel and channel protection

Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]

Appraisal ratings - water adequacy

Meets minimum tolerable limits to be left in place as is [4]

Status evaluation

Functionally obsolete [2]

Pier or abutment protection

Sufficiency rating

51

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

August 2008 [0808]

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