

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]	Orange County [117]	Unknown [00000]	00.20 E of CR 325 E	38-27-18.32 = 38.455089	086-23-31.71 = -86.392142
5900065	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 112	CR 700S	Toll On free road [3]	Features intersected	PATOKA 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 1885 Year reconstructed 1992
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	39.2 m = 128.6 ft	Length of maximum span	24.4 m = 80.1 ft	Deck width, out-to-out	4.1 m = 13.5 ft
Bridge roadway width, curb-to-curb	4 m = 13.1 ft	Inventory Route, Total Horizontal Clearance	4 m = 13.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft
				Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	18.1 metric ton = 19.9 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.9 metric ton = 32.9 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	

### 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	Posted for load [P]	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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Good [7]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	46.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	May 2018 [0518]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2018 [0518]
Other special inspection	Every two years [Y24]	Other special inspection date	