

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]	Franklin County [047]	Unknown [00000]	0.3 N of Snail Creek Rd	39-24-30 = 39.408333	085-07-12 = - 85.120000
2400032	Highway agency district 5	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 42	Pipe Creek Rd	Toll On free road [3]	Features intersected PIPE Creek		
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1927	Year reconstructed #Num!	
1	Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	
			Historical significance Bridge is possibly eligible for the NRHP. [3]		
Total length 32 m = 105.0 ft	Length of maximum span 30.5 m = 100.1 ft	Deck width, out-to-out 5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft		
Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 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	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 1 km = 0.6 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	

### Functional Details

Average Daily Traffic	227	Average daily truck traffi	4	%	Year	2006	Future average daily traffic	301	Year	2028
Road classification	Minor Collector (Rural) [08]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	4.88 m = 16.0 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited					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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	431000	Roadway improvement cost	151000						
	Length of structure improvement	32 m = 105.0 ft		Total project cost	771000					
	Year of improvement cost estimate	2006								
	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

Serious [3]

Appraisal ratings -  
roadway alignment

Condition ratings - substructure

Fair [5]

Appraisal ratings -  
deck geometry

Condition ratings - deck

Poor [4]

Scour

Bridge with "unknown" foundation that has not been evaluated for scour. [U]

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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

31.5

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

September 2008 [0908]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

September 2008 [0908]

Other special inspection

Not needed [N]

Other special inspection date