HistoricBridges.org - National Bridge Inventory Data Sheet

2009 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Putnam County [133]	Unknown [00000]	0.3 km S of CR 125N	39-40-34 = 39.676111	086-49-52 = -86.831111

6700122	Highway agency district: 1	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 55		ROAD 100 EAST	Toll: On free road [3]	Features intersected: BIG WALNUT Cr	
Design - main: Steel [3]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1902	Year reconstructed: #Num!
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is possibly eligible for the NRHP. [3]	

Total length	36.8 m = 120.7 ft	Length of maximum span	36.3 m = 119.1 ft	Deck width, out-to-out	4.9 m = 16.1 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 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Wood or Timber [8]
Type of wearing surface	Wood or Timber [7]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	4.5 metric ton = 5.0 tons	
0.5 km = 0.3 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	9 metric ton = 9.9 tons	
	Bridge posting	20.0 - 29.9 % below [2]	Design Load		

Functional Details

Average Daily Traffic	450	Average daily truck traffi	0 %	Year	2007	Future average daily traffic	800
Year	2027						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.8 m = 15.7 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	4.36 m = 14.3 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	700000	Roadway improvement cost	700000
Length of structure improvement	45.7 m = 149.9 ft	Total project cost	1400000
Year of improvement cost estimate	2007		
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Serious [3]	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 assessed or calculated scour conditions; field review indicates action is required. [4]
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

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	23

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	March 2007 [0307]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2007 [0307]
Other special inspection	Every year [Y12]	Other special inspection date	March 2005 [0305]