HistoricBridges.org - National Bridge Inventory Data Sheet

2000 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 MI. N. OF U.S.40 B-3	39-33-18 = 39.555000	086-57-48 = -86.963333

6700138 | Highway agency district: 1 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 377 | | ROAD 650 WEST | Toll: On free road [3] | Features intersected: BIG WALNUT CREEK

Design - main	Concrete [1]	Design - approach		Kilometerpoint	0 km = 0.0 mi
7	Arch - Deck [11]	0	Other [00]	Year built	1929
				Year reconstructed	#Num!
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	52.1 m = 170.9 ft	Length of maximum span	39 m = 128.0 ft	Deck width, out-to-out	5.6 m = 18.4 ft	Bridge roadway width, curb-to-curb	5.1 m = 16.7 ft
Inventory Route, Total Horizontal Clearance	5.1 m = 16.7 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: Bituminous [6]

Deck protection:

Type of membrane/wearing surface: Unknown [8]

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi

Method to determine inventory rating:

Method to determine operating rating:

Bridge posting: 10.0 - 19.9 % below [3]

Inventory rating: 10.8 metric ton = 11.9 tons

Operating rating: 13.5 metric ton = 14.9 tons

Design Load:

Functional Details

Average Daily Traffic	353	Average daily truck traffi	0 %	Year	1998	Future average daily traffic	484	Year	2018

Road classification	Minor Collector (Rural) [08]	Lanes on structure	1	Approach roadway width	5.5 m = 18.0 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	99.99 m = 328.1 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

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	534000	Roadway improvement cost	107000
Length of structure improvement	62.5 m = 205.1 ft	Total project cost	813000
Year of improvement cost estimate	1998		
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 corrrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		

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 desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	27.4

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	December 1998 [1298]	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	