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]	Lawrence County [093]	Unknown [00000]	150S - 375W E-6	38-50-12 = 38.836667	086-33-00 = -86.550000

4700138	Highway agency district: 6	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 495		OLD SR 450	Toll: On free road [3]	Features intersected: SALT CREEK	

Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	1	Stringer/Multi-beam or girder [02]	Year built: 1901	Year reconstructed: #Num!
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 44.2 m = 145.0 ft	Length of maximum span: 33.2 m = 108.9 ft	Deck width, out-to-out: 5.6 m = 18.4 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 ft
Inventory Route, Total Horizontal Clearance: 4.9 m = 16.1 ft	Curb or sidewalk width - left: 0.2 m = 0.7 ft	Curb or sidewalk width - right: 0.2 m = 0.7 ft	
Deck structure type: Wood or Timber [8]			
Type of wearing surface: Bituminous [6]			
Deck protection:			
Type of membrane/wearing surface:			

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi	Method to determine inventory rating:		Inventory rating: 2.7 metric ton = 3.0 tons		
	Method to determine operating rating:		Operating rating: 5.4 metric ton = 5.9 tons		
	Bridge posting: 30.0 - 39.9 % below [1]		Design Load:		

Functional Details

Average Daily Traffic	113	Average daily truck traffi	4 %	Year	1999	Future average daily traffic	150
Year	2019						

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 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	5.08 m = 16.7 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	15000	Roadway improvement cost	0
Length of structure improvement	44.2 m = 145.0 ft	Total project cost	18000
Year of improvement cost estimate	1999		
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	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	24.4

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 1998 [0998]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	
Other special inspection	Unknown [Y06]	Other special inspection date	September 1998 [0998]