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]	Pike County [125]	Unknown [00000]	0 km 275S-325W	38-22-43 = 38.378611	087-20-23 = -87.339722

6300160	Highway agency district 6	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 173		CR 325 W	Toll: On free road [3]	Features intersected: SOUTH Fork PATOKA RIVER	

Design - main: Aluminum, Wrought Iron or Cast Iron [9]	Design - approach	Kilometerpoint: 0 km = 0.0 mi			
1	Truss - Thru [10]	0	Other [00]	Year built: 1876	Year reconstructed: #Num!
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is possibly eligible for the NRHP. [3]	

Total length: 37.1 m = 121.7 ft	Length of maximum span: 36.2 m = 118.8 ft	Deck width, out-to-out: 4.2 m = 13.8 ft	Bridge roadway width, curb-to-curb: 4.2 m = 13.8 ft		
Inventory Route, Total Horizontal Clearance: 4.2 m = 13.8 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: 0.5 km = 0.3 mi	Method to determine inventory rating: No rating analysis performed [5]	Inventory rating: 13.5 metric ton = 14.9 tons			
	Method to determine operating rating: No rating analysis performed [5]	Operating rating: 18.9 metric ton = 20.8 tons			
	Bridge posting: 10.0 - 19.9 % below [3]	Design Load:			

Functional Details

Average Daily Traffic	12	Average daily truck traffi	1 %	Year	2007	Future average daily traffic	14
Year	2027						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.6 m = 11.8 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	4.49 m = 14.7 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	30.4 m = 99.7 ft	Minimum lateral underclearance on left	30.4 m = 99.7 ft				
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	712000	Roadway improvement cost	712000
Length of structure improvement	46.3 m = 151.9 ft	Total project cost	1424000
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]		
Channel and channel protection	Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]		
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	25.2
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	April 2007 [0407]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2007 [0407]
Other special inspection	Every year [Y12]	Other special inspection date	April 2007 [0407]