

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]	Brown County [013]	Unknown [00000]	00.24 S of SR 46	39-08-55 = 39.148611	086-20-48 = - 86.346667
700029	Highway agency district 5	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 5	TC STEELE Rd	Toll On free road [3]	Features intersected	North Fork of SALT Creek	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1957	Year reconstructed #Num!	
1	Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 26.2 m = 86.0 ft	Length of maximum span 25 m = 82.0 ft	Deck width, out-to-out 7 m = 23.0 ft	Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft		
Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 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	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	25.2 metric ton = 27.7 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	40.5 metric ton = 44.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	704	Average daily truck traffi	6	%	Year	2010	Future average daily traffic	1047	Year	2030
Road classification	Minor Collector (Rural) [08]		Lanes on structure	2		Approach roadway width	5.5 m = 18.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		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	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	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	175000	Roadway improvement cost	45000						
	Length of structure improvement	26.2 m = 86.0 ft		Total project cost	220000					
	Year of improvement cost estimate	2010								
	Border bridge - state					Border bridge - percent responsibility of other state				
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="68.9"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 2010 [0110]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="January 2010 [0110]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>