HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Allen County [003]	Fort Wayne [25000]	00.10 W OF ST JOSEPH	41-05-21 = 41.089167	085-07-45 = -85.129167

200269	Highway agency district: 2	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		TENNESSEE AVE	Toll: On free road [3]	Features intersected: ST. JOSEPH RIVER	
Design - main: Concrete [1]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
2	Arch - Deck [11]	0	Other [00]	Year built: 1912	Year reconstructed: 1998
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 67.1 m = 220.2 ft	Length of maximum span: 32 m = 105.0 ft	Deck width, out-to-out: 13.4 m = 44.0 ft	Bridge roadway width, curb-to-curb: 8.1 m = 26.6 ft				
Inventory Route, Total Horizontal Clearance: 8.1 m = 26.6 ft	Curb or sidewalk width - left: 2.1 m = 6.9 ft	Curb or sidewalk width - right: 2.1 m = 6.9 ft					
Deck structure type: Concrete Cast-in-Place [1]							
Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]							
Deck protection: Epoxy Coated Reinforcing [1]							
Type of membrane/wearing surface: Not applicable (applies only to structures with no deck) [N]							

Weight Limits

Bypass, detour length	Method to determine inventory rating: No rating analysis performed [5]		Inventory rating: 32.4 metric ton = 35.6 tons		
0.2 km = 0.1 mi	Method to determine operating rating: No rating analysis performed [5]		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	3000	Average daily truck traffi	2 %	Year	2010	Future average daily traffic	5000
Year	2030						
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	7.9 m = 25.9 ft		
Type of service on bridge	Highway-pedestrian [5]	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

Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	0 m = 0.0 ft	Total project cost	0
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	65.6

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	August 2010 [0810]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2007 [1007]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	