

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] Dearborn County [029] Unknown [00000] 0.5 S of CLAY MILLER 38-56-13 = 38.936944 085-05-55 = - 85.098611

1500014 Highway agency district 5 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 53 BELLS BRANCH Rd Toll On free road [3] Features intersected LAUGHERY Creek

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

1 Truss - Thru [10] 0 Other [00] Year built 1916 Year reconstructed #Num!

Skew angle 0 Structure Flared

Historical significance Bridge is possibly eligible for the NRHP. [3]

Total length 44.8 m = 147.0 ft Length of maximum span 43.3 m = 142.1 ft Deck width, out-to-out 5.2 m = 17.1 ft Bridge roadway width, curb-to-curb 5.2 m = 17.1 ft

Inventory Route, Total Horizontal Clearance 5.2 m = 17.1 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 1 km = 0.6 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 16.2 metric ton = 17.8 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 21.6 metric ton = 23.8 tons

Bridge posting 10.0 - 19.9 % below [3] Design Load

Functional Details

| | | | | | | | | | | |
|-------------------------------------------------------------|---------------------------------------|----------------------------|---------------------------------------------------|---------------------------------------|------|------------------------------------------------|------------------------------|-----|------|------|
| Average Daily Traffic | 85 | Average daily truck traffi | 10 | % | Year | 2009 | Future average daily traffic | 105 | Year | 2029 |
| Road classification | Minor Collector (Rural) [08] | | Lanes on structure | 2 | | Approach roadway width | 4.6 m = 15.1 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 | 4.17 m = 13.7 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 | Work done by | | | | | | | | | | |
| Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] | Work to be done by contract [1] | | | | | | | | | | |
| | Bridge improvement cost | 456000 | | | Roadway improvement cost | 46000 | | | | | |
| | Length of structure improvement | 44.8 m = 147.0 ft | | | Total project cost | 700000 | | | | | |
| | Year of improvement cost estimate | 2009 | | | | | | | | | |
| | Border bridge - state | | | | | Border bridge - percent responsibility of other state | | | | | |
| | Border bridge - structure number | | | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------|
| Structure status | <input type="text" value="New structure not yet open to traffic [G]"/> | Appraisal ratings - structural | <input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/> |
| Condition ratings - superstructure | <input type="text" value="Poor [4]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/> |
| Condition ratings - substructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - deck geometry | <input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/> |
| Condition ratings - deck | <input type="text" value="Good [7]"/> | | |
| Scour | <input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/> | | |
| Channel and channel protection | <input type="text" value="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 | <input type="text" value="Equal to present minimum criteria [6]"/> | Status evaluation | <input type="text" value="Structurally deficient [1]"/> |
| Pier or abutment protection | <input type="text"/> | Sufficiency rating | <input type="text" value="34.1"/> |
| 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="April 2009 [0409]"/> | 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="April 2009 [0409]"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |