INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION PROGRAM

★

★ CODING GUIDE ★

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★ *BRAGI* ★

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***B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory**

Volume I: NBIS / FHWA Items

September 2011

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INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	Item Name:
Main Tab/Sub Tab:	Misc. Fields:
Main Tab/Sub Tab:	Misc. Fields:
Main Tab/Sub Tab:	Misc. Fields:
Main Tab/Sub Tab:	Misc. Fields:

NBIS:	☐ Yes	Toll Road:	☐ Yes	Input Format:	☐ Drop-Down		☐ Manual
INDOT:	☐ Yes	County/Local:	☐ Yes	XXXX.XXXX	NBIS Underrec.:		☐ Yes

Description: TUTORIAL

Instructions: In the background (gray-scale) is a typical Volume I BRAGI page. See the next page (ii) for a template: the typical Volume I BRAGI format illustrated with labels ("a", "b", "c", etc.) for all of the different data positions. The pages following that template (iii to xix) provide instructions and explanations for each of the different area labels ("a", "b", "c", etc.).

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	a	**Item Name:**	b
Main Tab/Sub Tab:	c	**Misc. Fields:**	d
Main Tab/Sub Tab:	c	**Misc. Fields:**	d
Main Tab/Sub Tab:	c	**Misc. Fields:**	d
Main Tab/Sub Tab:	c	**Misc. Fields:**	d

NBIS:	☒ **Yes** e	**Toll Road:**	☒ **Yes** g	**Input Format:**	☒ **Drop-Down** i	☒ **Manual** j
INDOT:	☒ **Yes** f	**County/Local:**	☒ **Yes** h	**XXXX.XX** k	**NBIS Underrec.:**	☒ **Yes** n

Description: o

Instructions: p

Notes: q

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number: a **Item Name:**

Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This is the Item Number. It may be a number or a combination of numbers and letters.

Instructions: For composite items (several interrelated items with the same number but different letter suffixes) there will often be a "cover page" listing the number by itself without any letter suffix. The purpose of the "cover page" is to introduce the reader to that particular item series (number only); specific instructions on the individual component items of that series (number + letter) are given on additional pages and labeled accordingly.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number: **Item Name:** b

Main Tab/Sub Tab: **Misc. Fields:**

Main Tab/Sub Tab: **Misc. Fields:**

Main Tab/Sub Tab: **Misc. Fields:**

Main Tab/Sub Tab: **Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This is the Item Name. Typically, it will correspond to the labeling of the item in the database and may not exactly match that found in the FHWA coding guide.

Instructions: Where the item appears in different locations in the database with slightly different nomenclatures, the most prevalent may be used here, or possibly a variation may be listed here (even if it doesn't exactly match the database nomenclature) for the sake of clarity in presenting the item.

Because of space limitations, abbreviations will often be used to allow the Item Name to fit in location "b" as shown. These abbreviations do not follow any set pattern, but vary as required by considerations for clarity and available space. The full item name will be given in the Item Description in location "o"; the reader should consult this description if any of the abbreviations in "b" are not immediately obvious.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:		**Item Name:**
Main Tab/Sub Tab:	c	**Misc. Fields:**
Main Tab/Sub Tab:	c	**Misc. Fields:**
Main Tab/Sub Tab:	c	**Misc. Fields:**
Main Tab/Sub Tab:	c	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This is the Item Location in the database. It is described by specifying the Main Tab (from the top row of tabs) followed by a slash and then the Sub Tab (from the bottom row of tabs associated with the chosen Main Tab). The item can be found on the database Main Tab/Sub Tab page as listed here.

Instructions: Because an item can appear in numerous locations in the database, multiple Main Tab/Sub Tab pages can be specified here (up to four). For cases where more than four locations occur, see the following page for an additional formatting option.

Occasionally, a Main Tab/Sub Tab will be repeated (e.g., of four locations listed, three are unique and one is a repeat). Typically, this is done in order to present additional information about Miscellaneous Fields associated with that Main Tab/Sub Tab location. If there are multiple Miscellaneous Fields (e.g., check boxes, comment boxes, date boxes) pertaining to that Main Tab/Sub Tab location, they might not all fit in a single Misc. Fields line (position "d"). Therefore, the Miscellaneous Fields will be broken up into multiple lines and the Main Tab/Sub Tab location will be repeated so that it is clear which Miscellaneous Field is associated with which location. Generally, this does not imply that the item itself has multiple appearances on a given Main Tab/Sub Tab page. Refer to instructions for Misc. Fields ("d") for more information.

Lines that are not used will be left empty, as indicated by a hyphen. For example, if the item only occurs on two Main Tab/Sub Tab pages, then the bottom two Main Tab/Sub Tab lines will be empty.

Because of space limitations, abbreviations will often be used to allow the Main Tab/Sub Tab name to fit in location "c" as shown. These abbreviations do not follow any set pattern, but vary as required by considerations for clarity and available space. The reader should consult the database if any of the abbreviations in "c" are not immediately obvious. It should be noted that abbreviations are also sometimes used in the database for the tab labels, and these may or may not match the abbreviations used in "c". Also, the convention is adopted that under the "SI&A" Main Tab, the Sub Tab labeled "NBI Summary" is instead referred to as "All"; thus, its Main Tab/Sub Tab designation is "SI&A/All".

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:		**Item Name:**	
Main Tab/Sub Tab:	c	**Main/Sub Tab:**	c
Main Tab/Sub Tab:	c	**Main/Sub Tab:**	c
Main Tab/Sub Tab:	c	**Misc. Fields:**	
Main Tab/Sub Tab:	c	**Misc. Fields:**	

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**	
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**	

Description: This is the Item Location in the database. It is described by specifying the Main Tab (from the top row of tabs) followed by a slash and then the Sub Tab (from the bottom row of tabs associated with the chosen Main Tab). The item can be found on the database Main Tab/Sub Tab page as listed here.

Instructions: Because an item can appear in numerous locations in the database, multiple Main Tab/Sub Tab pages can be specified here (up to eight). The format of this sample BRAGI page would allow for six Main Tab/Sub Tab locations; Miscellaneous Fields associated with two Main Tab/Sub Tab locations could also be specified. The typical BRAGI format is shown on the previous page, with four Main Tab/Sub Tab locations and an associated Misc. Fields (position "d") for each. However, the number of Main Tab/Sub Tab pages can vary by eliminating Misc. Fields lines in order to accommodate a maximum of eight Main Tab/Sub Tab locations.

Lines that are not used will be left empty, as indicated by a hyphen. For example, with a BRAGI page in this format, if the item occurs on five Main Tab/Sub Tab pages, then the second row, second column Main/Sub Tab line will be empty.

Because of space limitations, abbreviations will often be used to allow the Main Tab/Sub Tab name to fit in location "c" as shown. These abbreviations do not follow any set pattern, but vary as required by considerations for clarity and available space. The reader should consult the database if any of the abbreviations in "c" are not immediately obvious. It should be noted that abbreviations are also sometimes used in the database for the tab labels, and these may or may not match the abbreviations used in "c". Also, the convention is adopted that under the "SI&A" Main Tab, the Sub Tab labeled "NBI Summary" is instead referred to as "All"; thus, its Main Tab/Sub Tab designation is "SI&A/All".

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**

Main Tab/Sub Tab:		**Misc. Fields:**	d
Main Tab/Sub Tab:		**Misc. Fields:**	d
Main Tab/Sub Tab:		**Misc. Fields:**	d
Main Tab/Sub Tab:		**Misc. Fields:**	d

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: These are the Misc. Fields associated with the Main Tab/Sub Tab previously described (position "c"). Miscellaneous Fields may include check boxes, comment boxes, date boxes, and any other data associated with the Item Number being presented but not actually possessing its own unique item number.

Instructions: Multiple Miscellaneous Fields may be listed on a given line (as many as will fit); all of these would be associated with the Main Tab/Sub Tab location directly to the left (position "c"). Because of space limitations, abbreviations will often be used to allow the various Miscellaneous Fields to fit in position "d" as shown. These abbreviations do not follow any set pattern, but vary as required by considerations for clarity and available space.

Occasionally, a Main Tab/Sub Tab will be repeated (e.g., of four locations listed, three are unique and one is a repeat). Typically, this is done in order to present additional information about Miscellaneous Fields associated with that Main Tab/Sub Tab location. If there are multiple Miscellaneous Fields (e.g., check boxes, comment boxes, date boxes) pertaining to that Main Tab/Sub Tab location, they might not all fit in a single Misc. Fields line (position "d"). Therefore, the Miscellaneous Fields will be broken up into multiple lines and the Main Tab/Sub Tab location will be repeated so that it is clear which Miscellaneous Field is associated with which location. Generally, this does not imply that the item itself has multiple appearances on a given Main Tab/Sub Tab page.

Typically, there are four lines available for Misc. Fields listings (opposite the four lines for Main Tab/Sub Tab). For an additional formatting option, see the following page.

Lines that are not used will be left empty, as indicated by a hyphen. For example, if the item occurs on four Main Tab/Sub Tab pages, but there are only Miscellaneous Fields associated with two of the tabs, then the bottom two Misc. Fields lines will be empty.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Main/Sub Tab:**
Main Tab/Sub Tab:	**Main/Sub Tab:**
Main Tab/Sub Tab:	**Misc. Fields:** d
Main Tab/Sub Tab:	**Misc. Fields:** d

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: These are the Misc. Fields associated with the Main Tab/Sub Tab previously described (position "c"). Miscellaneous Fields may include check boxes, comment boxes, date boxes, and any other data associated with the Item Number being presented but not actually possessing its own unique item number.

Instructions: Multiple Miscellaneous Fields may be listed on a given line (as many as will fit); all of these would be associated with the Main Tab/Sub Tab location directly to the left (position "c"). Because of space limitations, abbreviations will often be used to allow the various Miscellaneous Fields to fit in position "d" as shown. These abbreviations do not follow any set pattern, but vary as required by considerations for clarity and available space.

Because an item can appear in numerous locations in the database, multiple Main Tab/Sub Tab pages can be specified (up to eight). The format of this sample BRAGI page would allow for six Main Tab/Sub Tab locations; therefore, Miscellaneous Fields associated with two Main Tab/Sub Tab locations could be specified. The typical BRAGI format is shown on the previous page, with four Main Tab/Sub Tab locations (position "c") and an associated Misc. Fields for each. However, the number of Main Tab/Sub Tab pages can vary by eliminating Misc. Fields lines in order to accommodate a maximum of eight Main Tab/Sub Tab locations (consequently, with no Misc. Fields).

Lines that are not used will be left empty, as indicated by a hyphen. For example, with a BRAGI page in this format, if the item occurs on six Main Tab/Sub Tab pages, but there are only Miscellaneous Fields associated with one of the tabs, then the bottom Misc. Fields line will be empty.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☒ **Yes** e	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The NBIS Check Box indicates whether this item and the data recorded for it are required for the National Bridge Inventory (NBI) as established by the National Bridge Inspection Standards (NBIS). Essentially, this indicates if the item is found in the FHWA Coding Guide.

Instructions: Note that with some composite items this may not always be checked for a given component segment (e.g., an item series with suffixes A to C is required by the FHWA but INDOT also tracks a closely related item with suffix D: the "cover page" for the series and the pages for items with suffixes A, B, and C would have the NBIS box checked, but the box would not be checked for the suffix D item).

Typically, non-FHWA items are found in Volume II and Volume III of BRAGI. However, some non-FHWA items that are integrally related to an existing FHWA series may be retained in Volume I rather than breaking up the series; standalone items that are more loosely related to an existing FHWA series will be found in Volume II.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes** f	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The INDOT Check Box indicates whether this item and the data recorded for it are required for bridges under the jurisdiction of INDOT.

Instructions: Since INDOT must comply with NBIS, this box will always be checked if the NBIS box is also checked.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☒ **Yes** g	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The Toll Road Check Box indicates whether this item and the data recorded for it are required for bridges under the jurisdiction of the Indiana Toll Road.

Instructions: Since all public road bridges must comply with NBIS, this box will always be checked if the NBIS box is also checked.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☒ **Yes** h	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The County/Local Check Box indicates whether this item and the data recorded for it are required for bridges under the jurisdiction of a County or other Local Agency.

Instructions: Since all public road bridges must comply with NBIS, this box will always be checked if the NBIS box is also checked.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☒ **Drop-Down** i		☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**		☐ **Yes**

Description: The Drop-Down Check Box indicates whether the data for a particular item is entered by the user through a drop-down list (a series of choices, usually different codes, which appear by clicking in the item field).

Instructions: The term "Drop-Down" is intended to include both standard drop-downs (a triangle to the right of the field indicates that a list of choices will appear once the user clicks in the field) as well as hidden drop-downs (there is no triangle indicating that it is a drop-down field, but once the user clicks in the field a drop-down list or, very often, a calendar box, appears).

Note that the BRAGI page for any item is written for a specific audience: the individual with the appropriate permissions to access and modify the data in that particular field. If certain classes of individuals do not have access to a specific item, this may be noted in the Instructions ("p") or in the Notes ("q"). For example, Load Raters and Administrators can access certain fields that the Inspector cannot.

There may be occasions where an item is Read-Only in a certain location (e.g., Under-Records tab) because it is mirroring information that was entered for that item on a different tab. There may also be occasions where one type of input is used for an item on one tab but a different kind of input is used for that same item in a different location (different tab). In that case all applicable Input Format Check Boxes will be checked, and the tabs with non-typical (less prevalent) input formats will be indicated with parenthesis next to the Main Tab/Sub Tab page (position "c") as follows: (RO) for Read-Only, (DD) for Drop-Down, and (M) for Manual.

The format indicated by the check box is intended to describe only the item field itself, not any Miscellaneous Fields associated with the item. The format of these ancillary fields will vary: it may be manual entry for a comment field (i.e., text box), or it may be a hidden drop-down for a date (calendar) box, or it may be a check box to indicate if this item rating governs some overall rating, etc. The format of Miscellaneous Fields will usually be obvious from the general description given in Misc. Fields (location "d"); if not obvious, the user should go into the database to investigate the various fields associated with the given Item Number.

Notes: Because the input format can vary for component segments of composite items, the "cover page" item Input Format Check Boxes are deliberately left blank; the reader must see the BRAGI page for the particular item segment for input format information.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual** j
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The Manual Check Box indicates whether the data for a particular item is entered by the user through a text box via manual entry (typing in data directly as opposing to choosing an option from a drop-down list).

Instructions: Note that the BRAGI page for any item is written for a specific audience: the individual with the appropriate permissions to access and modify the data in that particular field. If certain classes of individuals do not have access to a specific item, this may be noted in the Instructions ("p") or in the Notes ("q"). For example, Load Raters and Administrators can access certain fields that the Inspector cannot.

There may be occasions where an item is Read-Only in a certain location (e.g., Under-Records tab) because it is mirroring information that was entered for that item on a different tab. There may also be occasions where one type of input is used for an item on one tab but a different kind of input is used for that same item in a different location (different tab). In that case all applicable Input Format Check Boxes will be checked, and the tabs with non-typical (less prevalent) input formats will be indicated with parenthesis next to the Main Tab/Sub Tab page (position "c") as follows: (RO) for Read-Only, (DD) for Drop-Down, and (M) for Manual.

The format indicated by the check box is intended to describe only the item field itself, not any Miscellaneous Fields associated with the item. The format of these ancillary fields will vary: it may be manual entry for a comment field (i.e., text box), or it may be a hidden drop-down for a date (calendar) box, or it may be a check box to indicate if this item rating governs some overall rating, etc. The format of Miscellaneous Fields will usually be obvious from the general description given in Misc. Fields (location "d"); if not obvious, the user should go into the database to investigate the various fields associated with the given Item Number.

Notes: Because the input format can vary for component segments of composite items, the "cover page" item Input Format Check Boxes are deliberately left blank; the reader must see the BRAGI page for the particular item segment for input format information.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XX** k	**NBIS Underrec.:**	☐ **Yes**

Description: The Input Format Digits indicates how many alphanumeric characters are contained in the database value for a given item.

Instructions: Note that units are not usually indicated here, only the length of the data. Units are typically indicated in the Description ("o") or Instructions ("p"). One occasion where units are shown in "k" is when the units are mixed: XX ft. XX in. Also note that digits are only indicated for the numbered BRAGI item, not any associated ancillary fields (Misc. Fields).

Often for drop-down format items, there will be a single numeric or alpha character (X), or possibly a code of two (XX) or three (XXX) characters. For manual entry items, there will often be a fixed quantity of numeric digits before the decimal place and a fixed quantity of numeric digits after the decimal place (e.g., XX.X or XXXX.XXX). The information in "k" helps the reader to remember to add leading or trailing zeros or spaces when inputting data so as to use up the correct number of digits. The Instructions (position "p") also mention whether leading or trailing zeros or spaces are required (i.e., whether the item format is right-justified or left-justified, respectively). Note that whether each X must be alpha or numeric or either is not explicitly indicated by the Input Format Digits given in "k"; rather the reader must consult the Instructions (location "p") for a more thorough description of the data format for that particular item.

For items with too many digits to fit in location "k" as shown, the following convention is adopted. There will be an X, an ellipse, another X, and then the total number of required digits in parenthesis. For example, a field that needs 15 alphanumeric characters would be indicated by X...X(15).

For items with unlimited input (usually manual entry text boxes such as comment fields), the following convention is adopted. There will be an X followed by an ellipse; this indicates that an infinite number of characters could be entered for the field in question (i.e., X...).

Notes: Because the input format can vary for component segments of composite items, the "cover page" item Input Format Digits is deliberately left blank; the reader must see the BRAGI page for the particular item segment for input format information.
Also, the FHWA Coding Guide is in the Metric System, but INDOT collects data in the Imperial System; the program will convert Imperial data to Metric so that it may be submitted to the FHWA with the proper number of significant digits.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**	
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☒ **Yes** n	

Description: The NBIS Underrec. Check Box indicates if the given item is associated with under-record data submittal to the FHWA.

Instructions: A bridge will not require inspection per NBIS if it does not carry vehicular traffic (e.g., railroad or pedestrian bridge). However, per NBIS, if the bridge crosses over a Federal-Aid highway, a STRAHNET route or connector, or some other type of important highway route, an under-record must be recorded for each qualifying route passing under the bridge.

The under-record data is a subset of the standard data collection for a bridge; it consists of various FHWA inventory items, but no appraisal or condition items. These inventory items are recorded and submitted to the FHWA as part of the annual data submittal; if the data changes (e.g., due to reconstruction of the route under the bridge, thus modifying existing clearances), then the altered inventory information is recorded and resubmitted to the FHWA with the next annual submittal.

The purpose of the NBIS Underrecord Check Box is to inform the reader that the BRAGI item in question is associated with the under-record data collection; even if the bridge does not require an NBIS inspection, the data for that particular item must either be newly recorded or verified.

Note that with some composite items this may not always be checked for a given component segment (e.g., an item series with suffixes A to C is required by the FHWA for under-records but INDOT also tracks a closely related item, not needed for under-records, with suffix D: the "cover page" for the series and the pages for items with suffixes A, B, and C would have the NBIS Underrec. Check Box checked, but the box would not be checked for the suffix D item).

Typically, non-FHWA items are found in Volume II and Volume III of BRAGI. However, some non-FHWA items that are integrally related to an existing FHWA series may be retained in Volume I rather than breaking up the series; standalone items that are more loosely related to an existing FHWA series will be found in Volume II.

Notes: Due to complexities in the database, not all items associated with under-records will be labeled exactly as shown in the FHWA Coding Guide. The NBIS Underrec. Check Box is primarily used to indicate if an item is closely associated with under-records, not if the data will actually be sent to the FHWA in the exact format as recorded.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: o

Instructions: The Description portion of the BRAGI page is used to give the reader a general idea of the item and its purpose. If the Item Name was abbreviated in position "b", the full name of the item will be found in the Description (position "o").

For items that require multiple BRAGI pages due to lengthy instructions, figures, etc., the Item Name will be repeated here (position "o") along with "continued" in parenthesis to indicate that the current BRAGI page is a continuation of the last item rather than a new item.

In these cases of multi-page items, all of the information at the top of the first page will be repeated on the continuation pages (positions "a", "b", "c", "d", "e", "f", "g", "h", "i", "j", "k", and "n"). However, Notes applicable to the item (position "q") will only be shown on the first item page and will not be repeated on subsequent pages.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: The Instructions offer detailed guidance on the item applicability, drop-down choices or manual entry formatting, code meanings, etc. Figures, photos, or tables may be included, as well as expanded descriptions for various condition or appraisal ratings.

Instructions: p

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	**Item Name:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**
Main Tab/Sub Tab:	**Misc. Fields:**

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☐ **Yes**	**XXXX.XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: At the bottom of the BRAGI page the Notes can be found; this is a catch-all field. Often it will be left empty, as indicated by a hyphen.

Instructions: The Notes offer additional background on the item or on INDOT's use of it, helpful hints for the program user, known issues with the database, and any other pertinent information that was not included in the Description or Instructions (either because space didn't allow or, more usually, because the information did not really belong in positions "o" or "p" due to its non-critical nature).

For items that require multiple BRAGI pages due to lengthy instructions, figures, etc., the Item Name will be repeated in position "o" along with "continued" in parenthesis to indicate that the current BRAGI page is a continuation of the last item rather than a new item. All of the information at the top of the first page will be repeated on the continuation pages (positions "a", "b", "c", "d", "e", "f", "g", "h", "i", "j", "k", and "n"). However, Notes applicable to the item (position "q") will only be shown on the first item page and will not be repeated on subsequent pages.

Notes: q

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	1	**Item Name:**	State Code
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item is a three-digit code used to identify the State and FHWA region in which a bridge is located.

Instructions: No input required. This field is pre-populated as 185, signifying the State is Indiana and the FHWA Region is 5.

Notes: Only one choice (185 for Indiana) is available.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	2	**Item Name:**	District
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the INDOT district in which the bridge is physically located, except for toll, private, or border bridges, which have their own designation.

Instructions: Enter the appropriate two digit district code from the drop-down menu.

01 – Crawfordsville
02 – Fort Wayne
03 – Greenfield
04 – La Porte
05 – Seymour
06 – Vincennes
07 – Toll
KY – Kentucky
IL – Illinois
OH – Ohio
TF – Toll Facility
PV – Private

Note that a code of 07 indicates a toll road bridge in northern Indiana along Interstate 90, whereas a code of TF indicates a toll facility bridge along State Route 62.

Border bridges are designated by the neighboring state code (either KY, IL, or OH).

Bridges that are owned by a private entity (neither state, county/local agency, nor toll) are designated by a code of PV.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	3	**Item Name:**	County
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	SI&A/Underrecords	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the county in which the inventory route is physically located.

Instructions: Enter the three digit county code from the list below:

001 - ADAMS	027 - GRANT	053 - MONROE
002 - ALLEN	028 - GREENE	054 - MONTGOMERY
003 - BARTHOLOMEW	029 - HAMILTON	055 - MORGAN
004 - BENTON	030 - HANCOCK	056 - NEWTON
005 - BLACKFORD	031 - HARRISON	057 - NOBLE
006 - BOONE	032 - HENDRICKS	058 - OHIO
007 - BROWN	033 - HENRY	059 - ORANGE
008 - CARROLL	034 - HOWARD	060 - OWEN
009 - CASS	035 - HUNTINGTON	061 - PARKE
010 - CLARK	036 - JACKSON	062 - PERRY
011 - CLAY	037 - JASPER	063 - PIKE
012 - CLINTON	038 - JAY	064 - PORTER
013 - CRAWFORD	039 - JEFFERSON	065 - POSEY
014 - DAVIESS	040 - JENNINGS	066 - PULASKI
015 - DEARBORN	041 - JOHNSON	067 - PUTNAM
016 - DECATUR	042 - KNOX	068 - RANDOLPH
017 - DEKALB	043 - KOSCIUSKO	069 - RIPLEY
018 - DELAWARE	044 - LAGRANGE	070 - RUSH
019 - DUBOIS	045 - LAKE	071 - ST. JOSEPH
020 - ELKHART	046 - LAPORTE	072 - SCOTT
021 - FAYETTE	047 - LAWRENCE	073 - SHELBY
022 - FLOYD	048 - MADISON	074 - SPENCER
023 - FOUNTAIN	049 - MARION	075 - STARKE
024 - FRANKLIN	050 - MARSHALL	076 - STEUBEN
025 - FULTON	051 - MARTIN	077 - SULLIVAN
026 - GIBSON	052 - MIAMI	078 - SWITZERLAND

Notes: County #93 is used as part of the Bridge Structure Number, for Non-Interstate Highway Border Bridges where Kentucky or Illinois is the lead state for bridge maintenance and inspection. (For example: US-31, US-41, SR-64, SR-161, US-231, & US-421.) These bridges use the adjacent county in Indiana, 082, for item 3.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	3	**Item Name:**	County
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	SI&A/Underrecords	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: County (continued)

Instructions: Enter the three digit county code from the list below:

079 - TIPPECANOE
080 - TIPTON
081 - UNION
082 - VANDERBURGH
083 - VERMILLION
084 - VIGO
085 - WABASH
086 - WARREN
087 - WARRICK
088 - WASHINGTON
089 - WAYNE
090 - WELLS
091 - WHITE
092 - WHITLEY

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	3	**Item Name:**	County
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	SI&A/Underrecords	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: County (continued)

Instructions: See the figure below for a map of all counties in Indiana:

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the city or town in which the inventory route is physically located.

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

00000 - N/A	02620 - ATTICA	06220 - BLUFFTON
00640 - ADVANCE	02674 - AUBURN	06616 - BOONVILLE
00748 - AKRON	02782 - AURORA	06652 - BOSTON
00784 - ALAMO	02800 - AUSTIN	06706 - BOSWELL
00802 - ALBANY	02872 - AVILLA	06760 - BOURBON
00820 - ALBION	03142 - BAINBRIDGE	07174 - BRAZIL
00910 - ALEXANDRIA	03394 - BARGERSVILLE	07318 - BREMEN
00964 - ALFORDSVILLE	03664 - BATESVILLE	07750 - BRISTOL
01270 - ALTON	03718 - BATTLE GROUND	07966 - BROOK
01288 - ALTONA	04114 - BEDFORD	08038 - BROOKLYN
01342 - AMBIA	04204 - BEECH GROVE	08092 - BROOKSBURG
01360 - AMBOY	04888 - BERNE	08146 - BROOKSTON
01450 - AMO	04978 - BETHANY	08182 - BROOKVILLE
01468 - ANDERSON	05158 - BEVERLY SHORES	08416 - BROWNSBURG
01612 - ANDREWS	05176 - BICKNELL	08470 - BROWNSTOWN
01666 - ANGOLA	05374 - BIRDSEYE	08578 - BRUCEVILLE
01954 - ARCADIA	05716 - BLOOMFIELD	08704 - BRYANT
02044 - ARGOS	05788 - BLOOMINGDALE	09136 - BUNKER HILL
02458 - ASHLEY	05860 - BLOOMINGTON	09226 - BURKET
02602 - ATLANTA	05896 - BLOUNTSVILLE	09244 - BURLINGTON

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

09316 - BURNETTSVILLE	11944 - CHALMERS	14464 - COLLEGEVILLE
09370 - BURNS HARBOR	12034 - CHANDLER	14716 - COLUMBIA CITY
09532 - BUTLER	12124 - CHARLESTOWN	14734 - COLUMBUS
09712 - CADIZ	12376 - CHESTERFIELD	14932 - CONNERSVILLE
09874 - CAMBRIDGE CITY	12412 - CHESTERTON	14986 - CONVERSE
09910 - CAMDEN	12574 - CHRISNEY	15220 - CORUNNA
10000 - CAMPBELLSBURG	12610 - CHURUBUSCO	15256 - CORYDON
10090 - CANNELBURG	12628 - CICERO	15364 - COUNTRY CLUB HEIGHTS
10108 - CANNELTON	12898 - CLARKS HILL	15490 - COVINGTON
10198 - CARBON	12934 - CLARKSVILLE	15634 - CRANDALL
10242 - CAREFREE	13276 - CLAY CITY	15652 - CRANE
10270 - CARLISLE	13312 - CLAYPOOL	15742 - CRAWFORDSVILLE
10342 - CARMEL	13366 - CLAYTON	15994 - CROMWELL
10612 - CARTHAGE	13438 - CLEAR LAKE	16084 - CROTHERSVILLE
10846 - CASTLETON	13492 - CLERMONT	16138 - CROWN POINT
10954 - CAYUGA	13582 - CLIFFORD	16156 - CROWS NEST
11044 - CEDAR GROVE	13780 - CLINTON	16300 - CULVER
11062 - CEDAR LAKE	13852 - CLOVERDALE	16336 - CUMBERLAND
11746 - CENTER POINT	14050 - COATESVILLE	16534 - CYNTHIANA
11836 - CENTERVILLE	14284 - COLFAX	16624 - DALE

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

16732 - DANA	19486 - EAST CHICAGO	22792 - FARMLAND
16804 - DANVILLE	19756 - EAST GERMANTOWN	22990 - FERDINAND
16840 - DARLINGTON	20080 - EATON	23278 - FISHERS
16858 - DARMSTADT	20152 - ECONOMY	23692 - FLORA
17002 - DAYTON	20332 - EDGEWOOD	24250 - FORT BRANCH
17074 - DECATUR	20404 - EDINBURG	24286 - FORTVILLE
17110 - DECKER	20458 - EDWARDSPORT	25000 - FORT WAYNE
17614 - DELPHI	20638 - ELBERFELD	25090 - FOUNTAIN CITY
17722 - DE MOTTE	20674 - ELIZABETH	25180 - FOWLER
17776 - DENVER	20692 - ELIZABETHTOWN	25198 - FOWLERTON
18190 - DILLSBORO	20728 - ELKHART	25288 - FRANCESVILLE
18766 - DUBLIN	20800 - ELLETTSVILLE	25306 - FRANCISCO
18892 - DUGGER	20998 - ELNORA	25324 - FRANKFORT
18982 - DUNE ACRES	21070 - ELWOOD	25450 - FRANKLIN
19054 - DUNKIRK	21214 - ENGLISH	25702 - FRANKTON
19072 - DUNLAP	21502 - ETNA GREEN	25720 - FREDERICKSBURG
19162 - DUNREITH	22000 - EVANSVILLE	25882 - FREMONT
19180 - DUPONT	22432 - FAIRMOUNT	25972 - FRENCH LICK
19270 - DYER	22576 - FAIRVIEW PARK	26152 - FULTON
19450 - EARL PARK	22738 - FARMERSBURG	26206 - GALENA

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

26242 - GALVESTON	29772 - GREENTOWN	33862 - HILLSBORO
26386 - GARRETT	29844 - GREENVILLE	34114 - HOBART
27000 - GARY	29898 - GREENWOOD	34294 - HOLLAND
27054 - GAS CITY	30024 - GRIFFIN	34366 - HOLTON
27072 - GASTON	30042 - GRIFFITH	34420 - HOMECROFT
27216 - GENEVA	30060 - GRISSOM AFB	34744 - HOPE
27270 - GENTRYVILLE	30402 - HAGERSTOWN	35086 - HUDSON
27324 - GEORGETOWN	30654 - HAMILTON	35104 - HUDSON LAKE
28062 - GLENWOOD	30708 - HAMLET	35266 - HUNTERTOWN
28332 - GOODLAND	31000 - HAMMOND	35284 - HUNTINGBURG
28386 - GOSHEN	31216 - HANOVER	35302 - HUNTINGTON
28440 - GOSPORT	31396 - HARDINSBURG	35500 - HYMERA
28494 - GRABILL	31486 - HARMONY	36000 - INDIANAPOLIS
28692 - GRANDVIEW	32242 - HARTFORD CITY	36144 - INDIAN HEIGHTS
28358 - GREENCASTLE	32332 - HARTSVILLE	36306 - INDIAN VILLAGE
29448 - GREENDALE	32512 - HAUBSTADT	36342 - INGALLS
29520 - GREENFIELD	32728 - HAZLETON	37692 - JAMESTOWN
29682 - GREENSBORO	32818 - HEBRON	37764 - JASONVILLE
29718 - GREENSBURG	33142 - HENRYVILLE	37782 - JASPER
29754 - GREENS FORK	33466 - HIGHLAND	38358 - JEFFERSONVILLE

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

38862 - JONESBORO	40698 - LADOGA	43434 - LIBERTY
38916 - JONESVILLE	40788 - LAFAYETTE	43686 - LIGONIER
39078 - JUDSON	40842 - LA FONTAINE	44082 - LINDEN
39366 - KEMPTON	40860 - LAGRANGE	44190 - LINTON
39402 - KENDALLVILLE	40896 - LAGRO	44370 - LITTLE YORK
39438 - KENNARD	41184 - LAKE HART	44424 - LIVONIA
39546 - KENTLAND	41535 - LAKE STATION	44442 - LIZTON
39618 - KEWANNA	41670 - LAKEVILLE	44658 - LOGANSPORT
39798 - KINGMAN	42048 - LANESVILLE	44784 - LONG BEACH
39816 - KINGSBURY	42192 - LA PAZ	44910 - LOOGOOTEE
39852 - KINGSFORD HEIGHTS	42228 - LAPEL	45000 - LOSANTVILLE
39942 - KIRKLIN	42246 - LA PORTE	45144 - LOWELL
40266 - KNIGHTSTOWN	42282 - LARWILL	45432 - LYNHURST
40302 - KNIGHTSVILLE	42372 - LAUREL	45468 - LYNN
40374 - KNOX	42426 - LAWRENCE	45486 - LYNNVILLE
40392 - KOKOMO	42462 - LAWRENCEBURG	45504 - LYONS
40464 - KOONTZ LAKE	42606 - LEAVENWORTH	45774 - MACKEY
40518 - KOUTS	42624 - LEBANON	45864 - MACY
40644 - LACONIA	42678 - LEESBURG	45990 - MADISON
40662 - LA CROSSE	43074 - LEWISVILLE	46746 - MARENGO

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

46908 - MARION	49266 - MILAN	50958 - MOORES HILL
47160 - MARKLE	49302 - MILFORD	50976 - MOORESVILLE
47178 - MARKLEVILLE	49320 - MILFORD	51102 - MORGANTOWN
47322 - MARSHALL	49536 - MILLERSBURG	51138 - MOROCCO
47448 - MARTINSVILLE	49662 - MILLHOUSEN	51192 - MORRISTOWN
47592 - MATTHEWS	49716 - MILLTOWN	51318 - MOUNT AUBURN
47628 - MAUCKPORT	49860 - MILTON	51336 - MOUNT AYR
48132 - MECCA	49932 - MISHAWAKA	51354 - MOUNT CARMEL
48186 - MEDARYVILLE	49950 - MITCHELL	51408 - MOUNT ETNA
48240 - MEDORA	50058 - MODOC	51714 - MOUNT SUMMIT
48294 - MELLOTT	50148 - MONON	51732 - MOUNT VERNON
48402 - MENTONE	50202 - MONROE	51840 - MULBERRY
48456 - MERIDIAN HILLS	50526 - MONROE CITY	51876 - MUNCIE
48474 - MEROM	50562 - MONROEVILLE	51912 - MUNSTER
48528 - MERRILLVILLE	50616 - MONTEREY	52002 - NAPOLEON
48744 - MICHIANA SHORES	50652 - MONTEZUMA	52020 - NAPPANEE
48798 - MICHIGAN CITY	50688 - MONTGOMERY	52038 - NASHVILLE
48816 - MICHIGANTOWN	50760 - MONTICELLO	52326 - NEW ALBANY
48924 - MIDDLEBURY	50796 - MONTPELIER	52398 - NEW AMSTERDAM
49014 - MIDDLETOWN	50940 - MOORELAND	52524 - NEWBERRY

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

52650 - NEWBURGH	54792 - NORTH GROVE	57168 - OSSIAN
52704 - NEW CARLISLE	54900 - NORTH JUDSON	57258 - OTTERBEIN
52740 - NEW CASTLE	54918 - NORTH LIBERTY	57528 - OWENSVILLE
52776 - NEW CHICAGO	54954 - NORTH MANCHESTER	57546 - OXFORD
52974 - NEW HARMONY	55080 - NORTH SALEM	57726 - PALMYRA
52992 - NEW HAVEN	55116 - NORTH VERNON	57780 - PAOLI
53262 - NEW MARKET	55134 - NORTH WEBSTER	57870 - PARAGON
53298 - NEW MIDDLETOWN	55710 - OAKLAND CITY	57978 - PARKER CITY
53352 - NEW PALESTINE	55782 - OAK PARK	58320 - PATOKA
53370 - NEW PARIS	55800 - OAKTOWN	58392 - PATRIOT
53388 - NEW PEKIN	56052 - ODON	58662 - PENDLETON
53478 - NEWPOINT	56088 - OGDEN DUNES	58788 - PENNVILLE
53496 - NEWPORT	56286 - OLDENBURG	59238 - PERRYSVILLE
53514 - NEW PROVIDENCE	56664 - ONWARD	59328 - PERU
53532 - NEW RICHMOND	56682 - OOLITIC	59364 - PETERSBURG
53550 - NEW ROSS	56952 - ORESTES	59598 - PIERCETON
53694 - NEWTOWN	57006 - ORLAND	59994 - PINE LAKE
53874 - NEW WHITELAND	57024 - ORLEANS	60084 - PINE VILLAGE
54180 - NOBLESVILLE	57114 - OSCEOLA	60192 - PITTSBORO
54612 - NORTH CROWS NEST	57132 - OSGOOD	60246 - PLAINFIELD

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

60264 - PLAINVILLE	64980 - ROACHDALE	67464 - SALEM
60822 - PLYMOUTH	64998 - ROANN	67626 - SALTILLO
61020 - PONETO	65016 - ROANOKE	67698 - SANDBORN
61092 - PORTAGE	65214 - ROCHESTER	68022 - SANTA CLAUS
61164 - PORTER	65484 - ROCKPORT	68058 - SARATOGA
61236 - PORTLAND	65520 - ROCKVILLE	68220 - SCHERERVILLE
61416 - POSEYVILLE	65556 - ROCKY RIPPLE	68238 - SCHNEIDER
61488 - POTTAWATTAMIE PARK	65808 - ROME CITY	68526 - SCOTTSBURG
62028 - PRINCES LAKES	65934 - ROSEDALE	68652 - SEELYVILLE
62046 - PRINCETON	65988 - ROSELAND	68670 - SELLERSBURG
63090 - RAVENSWOOD	66150 - ROSSVILLE	68706 - SELMA
63450 - REDKEY	66222 - ROYAL CENTER	68832 - SEYMOUR
63756 - REMINGTON	66438 - RUSHVILLE	68976 - SHAMROCK LAKES
63792 - RENSSELAER	66510 - RUSSELLVILLE	69048 - SHARPSVILLE
63918 - REYNOLDS	66546 - RUSSIAVILLE	69192 - SHELBURN
64260 - RICHMOND	66834 - ST JOE	69318 - SHELBYVILLE
64422 - RIDGEVILLE	66852 - ST JOHN	69354 - SHERIDAN
64512 - RILEY	66978 - ST LEON	69480 - SHIPSHEWANA
64674 - RISING SUN	67212 - ST PAUL	69516 - SHIRLEY
64728 - RIVER FOREST	67302 - SALAMONIA	69552 - SHOALS

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

69678 - SIDNEY	73664 - STRAUGHN	76634 - TROY
69768 - SILVER LAKE	74006 - SULLIVAN	77066 - ULEN
69840 - SIMONTON	74060 - SULPHUR SPRINGS	77768 - UNION CITY
70542 - SOMERVILLE	74132 - SUMMITVILLE	77786 - UNIONDALE
71000 - SOUTH BEND	74168 - SUNMAN	77912 - UNIVERSAL
71288 - SOUTH HAVEN	74510 - SWAYZEE	77966 - UPLAND
71486 - SOUTHPORT	74546 - SWEETSER	78110 - UTICA
71612 - SOUTH WHITLEY	74582 - SWITZ CITY	78236 - VALPARAISO
71828 - SPEEDWAY	74744 - SYRACUSE	78470 - VAN BUREN
71972 - SPENCER	75104 - TAYLORSVILLE	78740 - VEEDERSBURG
72008 - SPICELAND	75248 - TELL CITY	78776 - VERA CRUZ
72206 - SPRING GROVE	75302 - TENNYSON	78902 - VERNON
72260 - SPRING HILL	75428 - TERRE HAUTE	78974 - VERSAILLES
72296 - SPRING LAKE PARK	75626 - THORNTOWN	79010 - VEVAY
72332 - SPRINGPORT	75986 - TIPTON	79208 - VINCENNES
72440 - SPURGEON	76184 - TOPEKA	79370 - WABASH
72764 - STATE LINE CITY	76256 - TOWN OF PINES	79478 - WAKARUSA
72782 - STAUNTON	76310 - TRAFALGAR	79694 - WALKERTON
73178 - STILESVILLE	76328 - TRAIL CREEK	79730 - WALLACE
73232 - STINESVILLE	76526 - TRI LAKES	79964 - WALTON

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	4	**Item Name:**	City/Town
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: City/Town (continued)

Instructions: Enter the appropriate five digit code from the drop-down menu for town codes.

If the bridge is not located in an incorporated city, town, or village, code as 00000.

80018 - WANATAH
80108 - WARREN
80234 - WARREN PARK
80306 - WARSAW
80504 - WASHINGTON
81278 - WATERLOO
81458 - WAVELAND
82052 - WAYNETOWN
82376 - WEST BADEN SPRINGS
82556 - WEST COLLEGE CORNER
82700 - WESTFIELD
82790 - WEST HARRISON
82862 - WEST LAFAYETTE
82934 - WEST LEBANON
83276 - WESTPORT
83384 - WEST TERRE HAUTE
83420 - WESTVILLE
83528 - WHEATFIELD
83564 - WHEATLAND
83816 - WHITELAND
84014 - WHITESTOWN
84086 - WHITEWATER
84122 - WHITING
84302 - WILKINSON
84374 - WILLIAMS CREEK
84410 - WILLIAMSPORT
84734 - WINAMAC
84752 - WINCHESTER
84806 - WINDFALL CITY
84914 - WINGATE
84950 - WINONA LAKE
84968 - WINSLOW
85058 - WOLCOTT
85076 - WOLCOTTVILLE
85184 - WOODBURN
85400 - WOODLAWN HEIGHTS
85598 - WORTHINGTON
85742 - WYNNEDALE
85886 - YEOMAN
86084 - YORKTOWN
86372 - ZIONSVILLE

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5	**Item Name:**	Inventory Route On
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of five segments: 5A, 5B, 5C, 5D, and 5E. The segments identify the inventory route carried "on" the structure.

Instructions: See the following pages for instructions regarding the component segments 5A, 5B, 5C, 5D, and 5E. Note that these fields will be blank when no inventory route exists "on" the structure.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5A	**Item Name:**	Record Type
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether the inventory route is carried "on" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for inventory route record type.

(BLANK)
1 - ROUTE ON

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5B	**Item Name:**	Route Signing Prefix
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the route signing prefix for the inventory route "on" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for route signing prefix.

(BLANK)
1 - INTERSTATE HIGHWAY
2 - U.S. NUMBERED HIGHWAY
3 - STATE HIGHWAY
4 - COUNTY HIGHWAY
5 - CITY STREET
6 - FEDERAL LANDS ROAD
7 - STATE LANDS ROAD
8 - OTHER

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5C	**Item Name:**	Designated Level of Service
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the designated level of service for the inventory route "on" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for designated level of service.

(BLANK)
0 - NONE OF THE BELOW
1 - MAINLINE
2 - ALTERNATE
3 - BYPASS
4 - SPUR
6 - BUSINESS
7 - RAMP, WYE, CONNECTOR
8 - SERVICE / FRONTAGE ROAD

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5D	**Item Name:**	Route Number
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the route number of the inventory route "on" the structure.

Instructions: Enter the appropriate five digit code manually for the route number. This value shall be right justified in the field with leading zeros filled in.

If concurrent routes are of the same hierarchy level denoted by the route signing prefix, the lowest numbered route shall be coded.

For roads without route numbers, code as 00000.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5E	**Item Name:**	Directional Suffix
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: When it is part of the route number, this item codes the directional suffix of the inventory route "on" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for the directional suffix.

(BLANK)
0 - NOT APPLICABLE
1 - NORTH
2 - EAST
3 - SOUTH
4 - WEST

In some cases, letters may be used with route numbers and as part of the route numbers, and not to indicate direction. In such cases, the letter should be included in the 5-position route number field (item 5D).

In Indiana, directional suffixes are not currently used, so this will be coded as 0 (not applicable). Check with INDOT's Central Office Staff for additional guidance pertaining to codes 1 through 4.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5	**Item Name:**	Inventory Route
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of five segments: 5A, 5B, 5C, 5D, and 5E. The segments identify the inventory route "under" the structure.

Instructions: See the following pages for instructions regarding the component segments 5A, 5B, 5C, 5D, and 5E. Note that these fields will be blank when no inventory route exists "under" the structure. Also note that 5A through 5E will need to be coded for each separate under-record (e.g., 26 series of 5A through 5E for 26 individual under-records). STRAHNET routes shall be listed first if there are multiple under-records.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5A	**Item Name:**	Record Type
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the bridge has a single under-record or many. If many, this item will also identify which under-record is being described.

Instructions: Enter the appropriate one digit code from the drop-down menu for inventory route record type.

(BLANK)
2 - UNDERRECORD 2 TYPE (IF ONLY 1 UNDER RECORD)
A - UNDERRECORD A (IF MORE THAN 1 UNDER-RECORD)
B - UNDERRECORD B
C - UNDERRECORD C
D - UNDERRECORD D
E - UNDERRECORD E
F - UNDERRECORD F
G - UNDERRECORD G
H - UNDERRECORD H
I - UNDERRECORD I
J - UNDERRECORD J
K - UNDERRECORD K
L - UNDERRECORD L
M - UNDERRECORD M
N - UNDERRECORD N
O - UNDERRECORD O
P - UNDERRECORD P
Q - UNDERRECORD Q
R - UNDERRECORD R
S - UNDERRECORD S
T - UNDERRECORD T
U - UNDERRECORD U
V - UNDERRECORD V
W - UNDERRECORD W
X - UNDERRECORD X
Y - UNDERRECORD Y
Z - UNDERRECORD Z

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5B	**Item Name:**	Route Signing Prefix
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the route signing prefix for the inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for route signing prefix.

(BLANK)
1 - INTERSTATE HIGHWAY
2 - U.S. NUMBERED HIGHWAY
3 - STATE HIGHWAY
4 - COUNTY HIGHWAY
5 - CITY STREET
6 - FEDERAL LANDS ROAD
7 - STATE LANDS ROAD
8 - OTHER

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5C	**Item Name:**	Designated Level of Service
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the designated level of service for the inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for designated level of service.

(BLANK)
0 - NONE OF THE BELOW
1 - MAINLINE
2 - ALTERNATE
3 - BYPASS
4 - SPUR
6 - BUSINESS
7 - RAMP, WYE, CONNECTOR
8 - SERVICE / FRONTAGE ROAD

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5D	**Item Name:**	Route Number
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the route number of the inventory route "under" the structure.

Instructions: Enter the appropriate five digit code manually for the route number. This value shall be right justified in the field with leading zeros filled in.

If concurrent routes are of the same hierarchy level denoted by the route signing prefix, the lowest numbered route shall be coded.

For roads without route numbers, code as 00000.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5E	**Item Name:**	Directional Suffix
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: When it is part of the route number, this item codes the directional suffix of the inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for the directional suffix.

(BLANK)
0 - NOT APPLICABLE
1 - NORTH
2 - EAST
3 - SOUTH
4 - WEST

In some cases, letters may be used with route numbers and as part of the route numbers, and not to indicate direction. In such cases, the letter should be included in the 5-position route number field (item 5D).

In Indiana, directional suffixes are not currently used, so this will be coded as 0 (not applicable). Check with INDOT's Central Office Staff for additional guidance pertaining to codes 1 through 4.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5A	**Item Name:**	First Inventory Route Under
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of five segments: 5AA, 5AB, 5AC, 5AD, and 5AE. The segments identify the first inventory route "under" the structure.

Instructions: See the following pages for instructions regarding the component segments 5AA, 5AB, 5AC, 5AD, and 5AE. Note that these fields will be blank when no inventory route exists "under" the structure.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5AA	**Item Name:**	Record Type
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the bridge has a single under-record or many.

Instructions: Enter the appropriate one digit code from the drop-down menu for inventory route record type.

(BLANK)
2 - UNDERRECORD 2 TYPE (IF ONLY 1 UNDER-RECORD)
A - UNDERRECORD A TYPE (IF MORE THAN 1 UNDER-RECORD)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5AB	**Item Name:**	Route Signing Prefix
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the route signing prefix for the first inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for route signing prefix.

(BLANK)
1 - INTERSTATE HIGHWAY
2 - U.S. NUMBERED HIGHWAY
3 - STATE HIGHWAY
4 - COUNTY HIGHWAY
5 - CITY STREET
6 - FEDERAL LANDS ROAD
7 - STATE LANDS ROAD
8 - OTHER

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5AC	**Item Name:**	Designated Level of Service
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the designated level of service for the first inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for designated level of service.

(BLANK)
0 - NONE OF THE BELOW
1 - MAINLINE
2 - ALTERNATE
3 - BYPASS
4 - SPUR
6 - BUSINESS
7 - RAMP, WYE, CONNECTOR
8 - SERVICE / FRONTAGE ROAD

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5AD	**Item Name:**	Route Number
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the route number of the first inventory route "under" the structure.

Instructions: Enter the appropriate five digit code manually for the route number. This value shall be right justified in the field with leading zeros filled in.

If concurrent routes are of the same hierarchy level denoted by the route signing prefix, the lowest numbered route shall be coded.

For roads without route numbers, code as 00000.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	5AE	**Item Name:**	Directional Suffix
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: When it is part of the route number, this item codes the directional suffix of the first inventory route "under" the structure.

Instructions: Enter the appropriate one digit code from the drop-down menu for the directional suffix.

(BLANK)
0 - NOT APPLICABLE
1 - NORTH
2 - EAST
3 - SOUTH
4 - WEST

In some cases, letters may be used with route numbers and as part of the route numbers, and not to indicate direction. In such cases, the letter should be included in the 5-position route number field (item 5AD).

In Indiana, directional suffixes are not currently used, so this will be coded as 0 (not applicable). Check with INDOT's Central Office Staff for additional guidance pertaining to codes 1 through 4.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	6	**Item Name:**	Features Intersected
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	SI&A/Underrecords	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 6A and 6B. The segments indicate the name or description of the features intersected by the structure and a critical facility indicator.

Instructions: See the following pages for instructions regarding the component segments 6A and 6B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	6A	**Item Name:**	Features Intersected
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	SI&A/Underrecords	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(24)**	**NBIS Underrec.:**	☒ **Yes**

Description: This item contains a description of the features intersected by the structure. For an under-record, this will describe the inventory route.

Instructions: The information to be recorded for this item in the first 24 digits shall be the name or names of the features intersected by the structure.

When one of the features intersected is another highway, the signed number or the name of the highway shall appear first (leftmost) in the field. The names of any other features shall follow, separated by a semicolon or a comma. Parentheses shall be used to provide a second identification of the same feature. Abbreviations may be used where necessary, but an effort shall be made to keep them meaningful. If multiple highways are among the features intersected, they shall be listed in the same order in which they appear as under-records; abbreviations may be required.

When describing the inventory route for a given under-record (in the SI&A/ Underrecords Tab), no abbreviations should be necessary because 24 digits are available for each under-record.

The data in the field shall be left justified in the first 24 positions without trailing zeros.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	6B	**Item Name:**	Critical Facility Indicator
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☐ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates if the structure carries a critical facility.

Instructions: This item is no longer required by the FHWA, and therefore is not included in the annual NBI data submittal.

Typically, this will be blank. Otherwise, for certain critical INDOT structures, this will be an asterisk, as determined by INDOT Central Office.

Notes: This is read-only for inspectors.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	7	**Item Name:**	Facility Carried
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(18)**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the facility carried by the structure.

Instructions: The information to be recorded for this item shall be the name of the facility carried by the structure.

In all situations this item describes the use "on" the structure. This item shall be left justified without trailing zeros, up to a maximum of 18 digits.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	8	**Item Name:**	Structure Number
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Load Rating (2)
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(15)**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the structure number, also called the NBI number.

Instructions: This is the official 15 digit structure number assigned by INDOT.

It is not necessary to code this number according to an arbitrary national standard. Each agency should code the structure number according to its own internal processing procedures. When recording and coding for this item and following items, any structure or structures with a closed median should be considered as one structure and not two. Closed medians may have either mountable curbs or barriers.

The definition of an open median is a gap of 1 inch or greater; otherwise, the gap will still be a closed median and the bridge will thus be considered only one structure and not two. The 1 inch gap (minimum) must also be present in the substructure, in addition to the superstructure / deck, in order to qualify as a dual structure with two NBI numbers.

In Indiana, the following numbering convention is used. For INDOT structures, the first 10 digits shall be blank and the last 5 digits shall be numeric with leading zeros as required. For county structures, the first 8 digits shall be blank and the last 7 digits shall be numeric; the first 2 of the 7 digits indicate which county it is (equivalent to the last 2 digits of the County Code), and the last 5 of the 7 digits are a unique number with leading zeros as required.

The structure number must be unique for each bridge within the State, and once established should preferably never change for the life of the bridge. If it is essential that the structure number must be changed, all 15 digits are to be filled. For any structure number change, a complete cross reference of corresponding “old” and “new” numbers must be provided to the FHWA Bridge Division.

The identical structure number must appear on the “on” and all “under” records associated with a particular structure.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	9	**Item Name:**	Location
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(25)**	**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 9A and 9B. The segments identify the location of the bridge.

Instructions: See the following pages for instructions regarding the component segments 9A and 9B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	9A	**Item Name:**	Location (Miles)
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the distance of the bridge, in miles, from some readily identifiable landmark or other feature on a highway map.

Instructions: Enter the distance, in miles, of the bridge from the distinguishable feature (e.g., road junction, landmark) specified by item 9B. This is 4 digits, to the nearest hundredth of a mile; justify with leading and trailing zeros as required.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	9B	**Item Name:**	Location (From)
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(22)?**	**NBIS Underrec.:**	☒ **Yes**

Description: This item provides a narrative description of the bridge location.

Instructions: Enter the narrative description of the location of the bridge. It is recommended that the location be keyed to a distinguishable feature on an official highway department map such as road junctions and topographical features. This item shall be left justified without trailing zeros.

The distance, in miles, is coded in item 9A, so item 9B must contain a direction (e.g., west of) and a feature (e.g., junction of Main Street and State Route 66).

INDOT inspectors must list the distance to the nearest INDOT Route junction; they should also add a note for the distance from the other direction (the longer distance to an INDOT Route junction).

All inspectors should take care to clearly indicate, in the case of double junctions, from which junction they are measuring. For example, Bridge 002-45-07354, NBI # 00570 could have its location coded as 00.63 W OF W JCT. SR55; note that the distance 00.63 is in miles.

Notes/Issues: -

Questions: Should this be less than 22 characters long, since FHWA item 9, which can only have 25 characters max., is composed of item 9A + "km" + item 9B?

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	10	**Item Name:**	Defense Vertical Clearance
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the minimum vertical clearance over the inventory route "under" the structure.

Instructions: Enter the minimum vertical clearance in feet and inches. This information is used to safely route vehicles with loads that exceed legal size limitations. The value shall be rounded down to the whole inch (e.g., 18′-¾″ is coded 18′-0″ rather than 18′-1″). When no restriction exists or when the clearance is 100 feet or greater, code 99 feet 99 inches.

Note that the minimum clearance is found in the following manner. The greatest vertical clearance on the traveled part of the roadway shall be located. The minimum vertical clearance for any 10 foot width of pavement which contains the previously located greatest clearance is the value to be recorded.

For structures having multiple openings, the greatest of the "minimum clearances" for the two or more openings shall be coded, regardless of the direction of travel.

Notes: Note that two subparts are present: one for feet and one for inches.

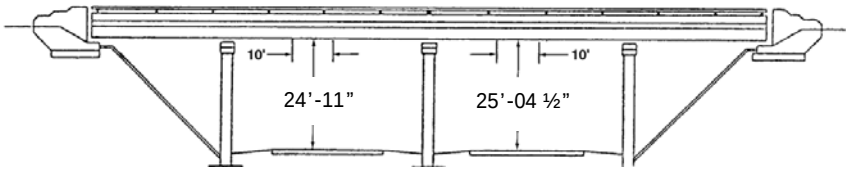
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	10	**Item Name:**	Defense Vertical Clearance
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☒ **Yes**

Description: Defense Vertical Clearance (continued)

Instructions: See the figure below for an example.



Item 10 = 25 ft 04 in

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	10A	**Item Name:**	Defense Vert. Clear. - Over
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the minimum vertical clearance over the inventory route "on" the structure.

Instructions: Enter the minimum vertical clearance in feet and inches. This information is used to safely route vehicles with loads that exceed legal size limitations. The value shall be rounded down to the whole inch (e.g., 18'-¾" is coded 18'-0" rather than 18'-1"). When no restriction exists or when the clearance is 100 feet or greater, code 99 feet 99 inches.

Note that the minimum clearance is found in the following manner. The greatest vertical clearance on the traveled part of the roadway shall be located. The minimum vertical clearance for any 10 foot width of pavement which contains the previously located greatest clearance is the value to be recorded.

For structures having multiple openings, the greatest of the "minimum clearances" for the two or more openings shall be coded, regardless of the direction of travel.

Notes: Note that two subparts are present: one for feet and one for inches.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

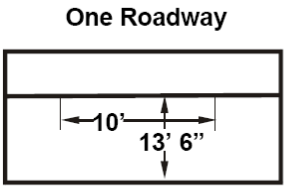
Item Number:	10A	**Item Name:**	Defense Vert. Clear. - Over
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

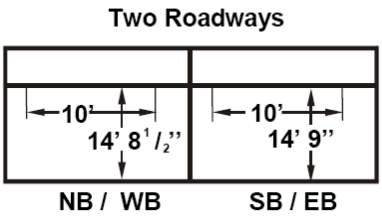
Description: Defense Vertical Clearance – Over (continued)

Instructions: See the figures below for examples.

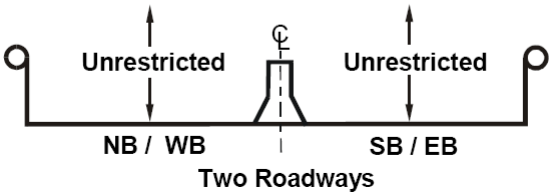
Item 10A = 13 ft 06 in



Item 10A = 99 ft 99 in



Item 10A = 14 ft 09 in



Item 10A = 99 ft 99 in

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	10B	**Item Name:**	Defense Vert. Clear. - Under
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the minimum vertical clearance over the first inventory route "under" the structure.

Instructions: Enter the minimum vertical clearance in feet and inches. This information is used to safely route vehicles with loads that exceed legal size limitations. The value shall be rounded down to the whole inch (e.g., 18′-¾″ is coded 18′-0″ rather than 18′-1″). When no restriction exists or when the clearance is 100 feet or greater, code 99 feet 99 inches.

Note that the minimum clearance is found in the following manner. The greatest vertical clearance on the traveled part of the roadway shall be located. The minimum vertical clearance for any 10 foot width of pavement which contains the previously located greatest clearance is the value to be recorded.

For structures having multiple openings, the greatest of the "minimum clearances" for the two or more openings shall be coded, regardless of the direction of travel.

Leave blank if there is no under-record.

Notes: Note that two subparts are present: one for feet and one for inches.

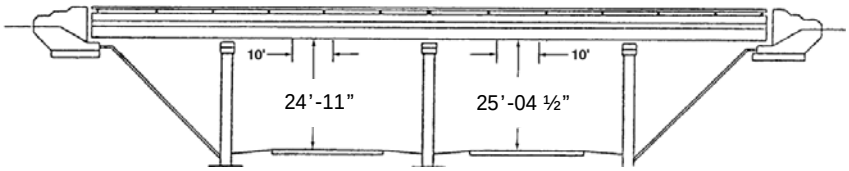
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	10B	**Item Name:**	Defense Vert. Clear. - Under
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☒ **Yes**

Description: Defense Vertical Clearance – Under (continued)

Instructions: See the figure below for an example.



Item 10B = 25 ft 04 in

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	11	**Item Name:**	Log Mile
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the log mile reference at the center of the structure for the inventory route "under" the structure.

Instructions: The value for this item should be recorded to the nearest thousandth of a mile.

A milepoint is typically used to establish the location of the bridge on the Base Highway Network (see item 12) relative to the Linear Referencing System (LRS). However, no LRS is currently in use in Indiana. Therefore, the long-established log mile is used in lieu of the milepoint.

Code as all zeros, for all 7 digits, if no log mile is provided for the route (e.g., if not on Base Highway Network).

Include zeros where required to fill all 7 digits. For example, code log mile 130.34 as 0130.340.

For county bridges, this value will be 0000.000.

Notes/Issues: -

Questions: Why is this read-only? User must be able to input for each underreccord.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	11A	**Item Name:**	Log Mile Over
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.XXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the log mile reference at the center of the structure for the inventory route "on" the structure.

Instructions: The value for this item should be recorded to the nearest thousandth of a mile.

A milepoint is typically used to establish the location of the bridge on the Base Highway Network (see item 12) relative to the Linear Referencing System (LRS). However, no LRS is currently in use in Indiana. Therefore, the long-established log mile is used in lieu of the milepoint.

Code as all zeros, for all 7 digits, if no log mile is provided for the route (e.g., if not on Base Highway Network).

Include zeros where required to fill all 7 digits. For example, code log mile 130.34 as 0130.340.

For county bridges, this value will be 0000.000.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	11B	**Item Name:**	Log Mile Under
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the log mile reference at the center of the structure for the first inventory route "under" the structure.

Instructions: The value for this item should be recorded to the nearest thousandth of a mile.

A milepoint is typically used to establish the location of the bridge on the Base Highway Network (see item 12) relative to the Linear Referencing System (LRS). However, no LRS is currently in use in Indiana. Therefore, the long-established log mile is used in lieu of the milepoint.

Code as all zeros, for all 7 digits, if no log mile is provided for the route (e.g., if not on Base Highway Network).

Include zeros where required to fill all 7 digits. For example, code log mile 130.34 as 0130.340.

For county bridges, this value will be 0000.000.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	12	**Item Name:**	Base Highway Network
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the inventory route (either "on" or "under") is on the Base Highway Network or not.

Instructions: Enter the appropriate one digit code from the drop-down menu for the Base Highway Network.

(BLANK)
0 - NOT ON BASE NETWORK
1 - IS ON BASE NETWORK

The Base Highway Network includes the through lane (mainline) portions of the National Highway System (NHS), the rural/urban principal arterial system, and rural minor arterial system. The Base Highway Network does not include ramps, frontage roads, or other roadways not specified above.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	13	**Item Name:**	LRS Inv. Route, Subroute
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 13A and 13B. The segments code the State's Linear Referencing System (LRS) inventory route number and the subroute number of the inventory route, respectively.

Instructions: See the following pages for instructions regarding the component segments 13A and 13B.

If Item 12 (Base Highway Network) has been coded 1, code as described on the following pages. If Item 12 has been coded 0, this entire item (both segments 13A and 13B) should be left blank.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	13A	**Item Name:**	LRS Inventory Route Number
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(10)**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the State's Linear Referencing System (LRS) route number for the inventory route.

Instructions: Enter the appropriate ten digit code manually for the LRS inventory route number. This value is not necessarily the same as that posted along the roadway, but is a number used to uniquely identify a route within at least a county or perhaps throughout the State.

The 10 digits may be letters or numbers, but may not contain blanks. Right justify this item with leading zeros, if necessary.

In Indiana, no LRS is currently in use. Therefore, code as 0000000001 if Item 12 has been coded as 1 (i.e., on Base Highway Network). Otherwise, leave blank.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	13B	**Item Name:**	LRS Inv. Subroute Number
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the subroute number for the inventory route.

Instructions: Enter the appropriate two digit code manually for the subroute number. This value is a number that uniquely identifies portions of an inventory route where duplicate milepoints occur.

For inventory routes with no subroute number, code as 00.

This 2 digit segment is right justified with a leading zero, if necessary.

In Indiana, no LRS is currently in use. Therefore, code as 00 if Item 12 has been coded as 1 (i.e., on Base Highway Network). Otherwise, leave blank.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	14	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	15	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	16	**Item Name:**	Latitude
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX°XX'XX.XX"**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the latitude of the bridge.

Instructions: Enter the latitude of the bridge in degrees, minutes, and seconds to the nearest hundredth of a second. The point of the coordinate should be the center of the bridge or any other consistent point of reference on the structure which is compatible with the LRS.

Notes: Three subparts are present: one for degrees, one for minutes, and one for seconds.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	17	**Item Name:**	Longitude
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX°XX′XX.XX"**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the longitude of the bridge.

Instructions: Enter the longitude of the bridge in degrees, minutes, and seconds to the nearest hundredth of a second. The point of the coordinate should be the center of the bridge or any other consistent point of reference on the structure which is compatible with the LRS.

Notes: Three subparts are present: one for degrees, one for minutes, and one for seconds.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	18	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	19	**Item Name:**	Detour Length
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the actual length, to the nearest mile, of the detour from the inventory route under the bridge.

Instructions: Enter the appropriate detour length. The detour length should represent the total additional travel for a vehicle which would result from closing of the bridge.

The factor to consider when determining if a bypass is available at the site is the potential for moving vehicles, including military vehicles, around the structure. For instance, a bypass likely would be available in the case of diamond interchanges, interchanges where there are service roads available, or other interchanges where the positioning and layout of the ramps is such that they could be used without difficulty to get around the structure. If a ground level bypass is available at the structure site for the inventory route, record and code the detour length as 000.

If the bridge is one of twin bridges and is not at an interchange, code 001 where the other twin bridge can be used as a temporary bypass with a reasonable amount of crossover grading.

The detour route will be established following allowable criteria determined by the governing authority. Some authorities will not allow a designated detour over a road or bridge of lesser "quality".

Code 199 for 199 miles or more of detour.

Notes: -

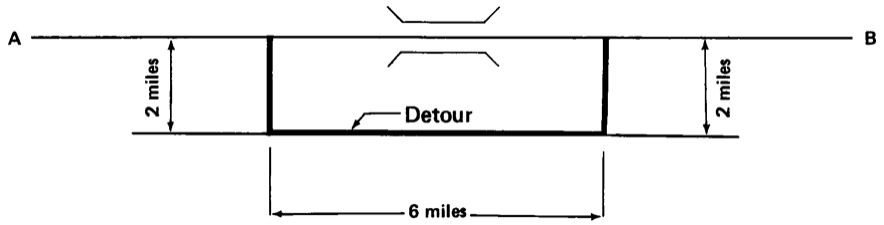
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	19	**Item Name:**	Detour Length
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☒ **Yes**

Description: Detour Length (continued)

Instructions: See the figure below for an example.



Additional travel from point A to point B
Item 19 = 004 miles

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	19A	**Item Name:**	Bypass Detour Length
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the actual length, to the nearest mile, of the detour from the inventory route on the bridge.

Instructions: Enter the appropriate detour length. The detour length should represent the total additional travel for a vehicle which would result from closing of the bridge.

The factor to consider when determining if a bypass is available at the site is the potential for moving vehicles, including military vehicles, around the structure. For instance, a bypass likely would be available in the case of diamond interchanges, interchanges where there are service roads available, or other interchanges where the positioning and layout of the ramps is such that they could be used without difficulty to get around the structure. If a ground level bypass is available at the structure site for the inventory route, record and code the detour length as 000.

If the bridge is one of twin bridges and is not at an interchange, code 001 where the other twin bridge can be used as a temporary bypass with a reasonable amount of crossover grading.

The detour route will be established following allowable criteria determined by the governing authority. Some authorities will not allow a designated detour over a road or bridge of lesser "quality".

Code 199 for 199 miles or more of detour.

Notes: This item is used to calculate the Sufficiency Rating.

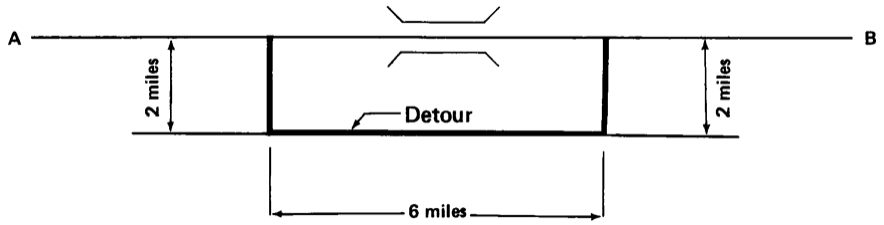
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	19A	**Item Name:**	Bypass Detour Length
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☐ **Yes**

Description: Bypass Detour Length (continued)

Instructions: See the figure below for an example.



Additional travel from point A to point B
Item 19A = 004 miles

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	20	**Item Name:**	Toll
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the toll status of the inventory route.

Instructions: Enter the appropriate code for the toll status of the structure. Use one of the following codes:

1 - TOLL BRIDGE
Tolls are paid specifically to use the structure.
2 - ON TOLL ROAD
The structure carries a toll road; that is, tolls are paid to use the facility, which includes both highway and the structure.
3 - ON FREE ROAD
The structure is toll-free and carries a toll-free highway.
4 - INTERSTATE TOLL SEGMENT
Structure functions as part of the toll segment (i.e., part of the Interstate is a toll segment under Secretarial Agreement).
5 - TOLL BRIDGE ON SEPARATE SEGMENT
Structure is separate agreement from Interstate highway segment (i.e., only the structure is a toll segment under Secretarial Agreement).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	21	**Item Name:**	Maintenance Responsibility
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item lists the actual name of the agency responsible for the maintenance of the bridge.

Instructions: Enter the appropriate code representing the type of agency that has primary responsibility for maintaining the structure. If more than one agency has equal maintenance responsibility, code one agency in the hierarchy of State, Federal, county, city, railroad, and other private. Inspectors should attach to the Bridge File any documentation they may have for bridges with shared or unique responsibility.

01 - State Highway Agency
02 - County Highway Agency
03 - Town or Township Highway Agency
04 - City or Municipal Highway Agency
11 - State Park, Forest, or Reservation Agency
12 - Local Park, Forest, or Reservation Agency
21 - Other State Agencies
25 - Other Local Agencies
26 - Private (other than railroad)
27 - Railroad
31 - State Toll Authority
32 - Local Toll Authority
60 - Other Federal Agencies (not listed below)
61 - Indian Tribal Government
62 - Bureau of Indian Affairs
63 - Bureau of Fish and Wildlife
64 - U.S. Forest Service
66 - National Park Services
67 - Tennessee Valley Authority
68 - Bureau of Land Management
69 - Bureau of Reclamation
70 - Corps of Engineers (Civil)
71 - Corps of Engineers (Military)
72 - Air Force
73 - Navy/Marines

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	21	**Item Name:**	Maintenance Responsibility
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: Maintenance Responsibility (continued)

Instructions: Enter the appropriate code representing the type of agency that has primary responsibility for maintaining the structure. If more than one agency has equal maintenance responsibility, code one agency in the hierarchy of State, Federal, county, city, railroad, and other private. Inspectors should attach to the Bridge File any documentation they may have for bridges with shared or unique responsibility.

74 - Army
75 - NASA
76 - Metropolitan Washington Airports Service
80 - Unknown

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	22	**Item Name:**	Owner
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item lists the actual name of the owner of the bridge.

Instructions: Enter the appropriate code representing the type of agency that is the primary owner of the structure. If more than one agency has equal ownership, code one agency in the hierarchy of State, Federal, county, city, railroad, and other private. Inspectors should attach to the Bridge File any documentation they may have for bridges with shared or unique responsibility.

01 - State Highway Agency
02 - County Highway Agency
03 - Town or Township Highway Agency
04 - City or Municipal Highway Agency
11 - State Park, Forest, or Reservation Agency
12 - Local Park, Forest, or Reservation Agency
21 - Other State Agencies
25 - Other Local Agencies
26 - Private (other than railroad)
27 - Railroad
31 - State Toll Authority
32 - Local Toll Authority
60 - Other Federal Agencies (not listed below)
61 - Indian Tribal Government
62 - Bureau of Indian Affairs
63 - Bureau of Fish and Wildlife
64 - U.S. Forest Service
66 - National Park Services
67 - Tennessee Valley Authority
68 - Bureau of Land Management
69 - Bureau of Reclamation
70 - Corps of Engineers (Civil)
71 - Corps of Engineers (Military)
72 - Air Force
73 - Navy/Marines

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	22	**Item Name:**	Owner
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: Owner (continued)

Instructions: Enter the appropriate code representing the type of agency that is the primary owner of the structure. If more than one agency has equal ownership, code one agency in the hierarchy of State, Federal, county, city, railroad, and other private. Inspectors should attach to the Bridge File any documentation they may have for bridges with shared or unique responsibility.

74 - Army
75 - NASA
76 - Metropolitan Washington Airports Service
80 - Unknown

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	23	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	24	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	25	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	26	**Item Name:**	Functional Class
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item codes the functional classification of the inventory route under the structure.

Instructions: Enter the appropriate code representing the functional classification of the inventory route.

(BLANK)
01 - RURAL - PRINCIPAL ARTERIAL - INTERSTATE
02 - RURAL - PRINCIPAL ARTERIAL - OTHER
06 - RURAL - MINOR ARTERIAL
07 - RURAL - MAJOR COLLECTOR
08 - RURAL - MINOR COLLECTOR
09 - RURAL - LOCAL
11 - URBAN - PRINCIPAL ARTERIAL - INTERSTATE
12 - URBAN - PRINCIPAL ARTERIAL - OTHER FREEWAY OR EXPRESSWAY
14 - URBAN - OTHER PRINCIPAL ARTERIAL
16 - URBAN - MINOR ARTERIAL
17 - URBAN - COLLECTOR
19 - URBAN - LOCAL

The distinction between urban and rural is determined by the location of the bridge rather than the nature of the roadway. Unless a bridge is within a designated urban area, it shall be considered rural.

Leave blank if no inventory route exists under the structure.

Note that Item 104 should be coded as 1 (inventory route on NHS) if the Functional Class is coded as 01, 02, 11, 12, or 14; otherwise Item 104 should be coded as 0 (inventory route not on NHS).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	26A	**Item Name:**	Functional Class - Over
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the functional classification of the inventory route over the structure.

Instructions: Enter the appropriate code representing the functional classification of the inventory route.

(BLANK)
01 - RURAL - PRINCIPAL ARTERIAL - INTERSTATE
02 - RURAL - PRINCIPAL ARTERIAL - OTHER
06 - RURAL - MINOR ARTERIAL
07 - RURAL - MAJOR COLLECTOR
08 - RURAL - MINOR COLLECTOR
09 - RURAL - LOCAL
11 - URBAN - PRINCIPAL ARTERIAL - INTERSTATE
12 - URBAN - PRINCIPAL ARTERIAL - OTHER FREEWAY OR EXPRESSWAY
14 - URBAN - OTHER PRINCIPAL ARTERIAL
16 - URBAN - MINOR ARTERIAL
17 - URBAN - COLLECTOR
19 - URBAN - LOCAL

The distinction between urban and rural is determined by the location of the bridge rather than the nature of the roadway. Unless a bridge is within a designated urban area, it shall be considered rural.

Leave blank if no inventory route exists over the structure.

Note that Item 104A should be coded as 1 (inventory route on NHS) if the Functional Class is coded as 01, 02, 11, 12, or 14; otherwise Item 104A should be coded as 0 (inventory route not on NHS).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	26B	**Item Name:**	Functional Class - Under
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the functional classification of the first inventory route under the structure.

Instructions: Enter the appropriate code representing the functional classification of the inventory route.

(BLANK)
01 - RURAL - PRINCIPAL ARTERIAL - INTERSTATE
02 - RURAL - PRINCIPAL ARTERIAL - OTHER
06 - RURAL - MINOR ARTERIAL
07 - RURAL - MAJOR COLLECTOR
08 - RURAL - MINOR COLLECTOR
09 - RURAL - LOCAL
11 - URBAN - PRINCIPAL ARTERIAL - INTERSTATE
12 - URBAN - PRINCIPAL ARTERIAL - OTHER FREEWAY OR EXPRESSWAY
14 - URBAN - OTHER PRINCIPAL ARTERIAL
16 - URBAN - MINOR ARTERIAL
17 - URBAN - COLLECTOR
19 - URBAN - LOCAL

The distinction between urban and rural is determined by the location of the bridge rather than the nature of the roadway. Unless a bridge is within a designated urban area, it shall be considered rural.

Leave blank if no inventory route exists under the structure.

Note that Item 104B should be coded as 1 (inventory route on NHS) if the Functional Class is coded as 01, 02, 11, 12, or 14; otherwise Item 104B should be coded as 0 (inventory route not on NHS).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	27A	**Item Name:**	Year Built
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/Age of Service	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Contract Number, Comments
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**XXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item records the year of construction of the structure.

Instructions: Enter all 4 digits of the year in which construction of the structure was completed. If the year built is unknown, provide a best estimate, and note as such.

If known, enter the construction contract number in the appropriate field.

Also include relevant information in the comments field as it pertains to the year of construction. For example, if a bridge was constructed in 2005 using recycled steel girders from another structure built in 1960, code item 27A as 2005, but note the situation in the comments field.

For INDOT bridges, if the Year Built listed is prior to 1970, then most likely it represents the year of contract letting rather than the actual year completed. This is because no bridge inspectors were available in the districts prior to 1970 to report when bridges were complete, so the contract letting date was tracked instead.

Notes: Equivalent to FHWA item 27.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	28	**Item Name:**	Lanes On and Under the Structure
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 28A and 28B. The segments identify the number of lanes "on" and "under" the structure.

Instructions: See the following pages for instructions regarding the component segments 28A and 28B.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	28A	**Item Name:**	Lanes On Structure
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item records the number of lanes carried by the structure.

Instructions: Enter the 2-digit number from the drop-down list indicating the number of lanes carried by the structure.

Include all lanes carrying highway traffic (i.e., cars, trucks, buses) which are striped or otherwise operated as a full width traffic lane for the entire length of the structure by the owning/maintaining authority. This shall include any full width merge lanes and ramp lanes, and shall be independent of directionality of usage (e.g., a 1-lane bridge with 2-way traffic is still just 1 lane). The number of lanes should be right justified with a leading zero.

When the inventory route is "under" the structure, the obstruction over the inventory route may be other than a highway bridge (railroad, pedestrian, pipeline, etc.). Code 00 for these cases if there are no highway lanes on the obstructing structure.

Double deck bridges may be coded as 1 or 2 structures. Either method is acceptable; however, all related data must be compatible with the method selected.

Note that many other items are related to this field, and they must all be properly coded and consistent with this item (e.g., 5, 10A, 47A, 47B).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	28B	**Item Name:**	Lanes Under Structure
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item records the total number of lanes under the structure.

Instructions: Enter the 2-digit number from the drop-down list indicating the total number of lanes under the structure (for all inventory routes combined).

Include all lanes carrying highway traffic (i.e., cars, trucks, buses) which are striped or otherwise operated as a full width traffic lane for the entire length of the structure by the owning/maintaining authority. This shall include any full width merge lanes and ramp lanes, and shall be independent of directionality of usage (e.g., 1-lane road used for 2-way traffic is still just 1 lane). The number of lanes should be right justified with a leading zero.

Note that many other items are related to this field, and they must all be properly coded and consistent with this item (e.g., 5, 5A, 10, 10B, 47C, 47D).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	29	**Item Name:**	ADT of Inventory Route
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the average daily traffic volume for the inventory route "under" the structure.

Instructions: Code a 6-digit number that shows the average daily traffic volume for the inventory route "under" the structure. This value must be right justified with leading zeros.

The ADT coded should be the most recent ADT counts available. Included in this item are the trucks referred to in item 109 - Average Daily Truck Traffic.

For INDOT routes only, see the following website:
http://dotmaps.indot.in.gov/apps/trafficcounts

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	29A	**Item Name:**	ADT - Over
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the average daily traffic volume for the inventory route "on" the structure.

Instructions: Code a 6-digit number that shows the average daily traffic volume for the inventory route "on" the structure. This value must be right justified with leading zeros.

The ADT coded should be the most recent ADT counts available. Included in this item are the trucks referred to in item 109 - Average Daily Truck Traffic. If the bridge is closed, code the actual ADT from before the closure occurred.

For INDOT routes only, see the following website:
http://dotmaps.indot.in.gov/apps/trafficcounts

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	29B	**Item Name:**	ADT - Under
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the average daily traffic volume for the first inventory route "under" the structure.

Instructions: Code a 6-digit number that shows the average daily traffic volume for the first inventory route "under" the structure. This value must be right justified with leading zeros.

The ADT coded should be the most recent ADT counts available. Included in this item are the trucks referred to in item 109 - Average Daily Truck Traffic.

For INDOT routes only, see the following website:
http://dotmaps.indot.in.gov/apps/trafficcounts

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	30	**Item Name:**	Year of ADT of Inv. Route
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the year represented by ADT in item 29.

Instructions: Enter all 4 digits of the year in which ADT of the inventory route "under" the structure was recorded.

The recorded year should be within 8 years of the current year (i.e., ADT data should be the most recent available, and no more than 8 years old).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	30A	**Item Name:**	Year of ADT - Over
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the year represented by ADT in item 29A.

Instructions: Enter all 4 digits of the year in which ADT of the inventory route "on" the structure was recorded.

The recorded year should be within 8 years of the current year (i.e., ADT data should be the most recent available, and no more than 8 years old).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	30B	**Item Name:**	Year of ADT - Under
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the year represented by ADT in item 29B.

Instructions: Enter all 4 digits of the year in which ADT of the first inventory route "under" the structure was recorded.

The recorded year should be within 8 years of the current year (i.e., ADT data should be the most recent available, and no more than 8 years old).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	31	**Item Name:**	Design Load
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the live load for which the structure was designed.

Instructions: Enter the appropriate code to indicate the live load for which the structure was designed.

0 - Unknown
1 - H 10
2 - H 15
3 - HS 15
4 - H 20
5 - HS 20
6 - HS 20+MOD
7 - PEDESTRIAN
8 - RAILROAD
9 - HS 25 or greater
A - HL93
B - Greater than HL93
C - Other

Code other H or HS design live loads using the nearest equivalent of the numerical portion of the loading. For example, if a structure was designed, per the drawings, for H22 trucks, code Item 31 as 4, representing H20.

Code 0 refers to situations where the design live load is unknown due to the absence of plans, design calculations, or other information.

Code 6 references HS20+Mod. In this context, "Mod" refers to the inclusion of alternate military loading.

Use code 9 in situations where the design live load is HS25 or greater.

Code A refers to the standard AASHTO LRFD HL93 design live load.

Notes/Issues: Dropdown options must be updated as per February 2, 2011 FHWA memo.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	31	**Item Name:**	Design Load
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Design Load (continued)

Instructions: Code B refers to the standard AASHTO LRFD HL93 configuration modified to be greater than the standard HL93 design live load.

Code C refers to other situations where the design live load is not based upon AASHTO design live load configurations, such as designs based on specific truck loads.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	32	**Item Name:**	Approach Roadway Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the normal width of usable roadway approaching the structure (i.e., the normal roadway width on either side of the bridge as if the bridge did not exist).

Instructions: Enter the 4 digit code representing the width of usable roadway approaching the structure. Usable roadway width will include the width of traffic lanes and the width of shoulders.

Unstabilized grass or dirt, with no base course, is not to be considered a shoulder for this item.

For structures with medians of any type and double-decked structures, this item should be coded as the sum of the usable roadway widths for the approach roadways. When there is a variation between the approaches at either end of the structure, record and code the most restrictive of the approach conditions.

If a ramp is adjacent to the through lanes approaching the structure, it shall be included in the approach roadway width.

This value should be recorded to the nearest tenth of a foot, right justified with leading zeros (e.g., 032.0).

Notes: This item is used to calculate the Sufficiency Rating.

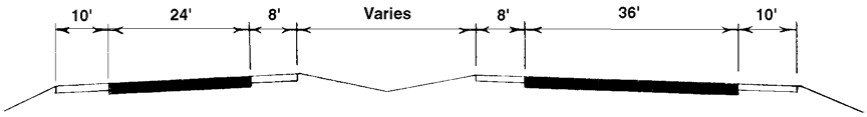
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	32	**Item Name:**	Approach Roadway Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

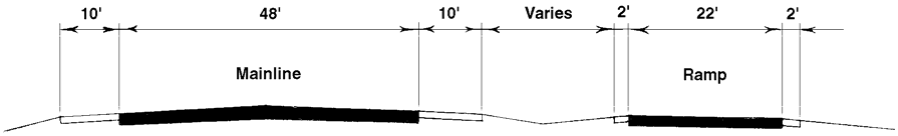
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Approach Roadway Width (continued)

Instructions: See the figures below for examples.



Item 32 = 096.0 feet



Item 32 = 094.0 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	33	**Item Name:**	Bridge Median
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether the median is non-existent, open, or closed.

Instructions: Enter the appropriate code to indicate whether the median is non-existent, open, or closed. The median is closed when the area between the two roadways at the structure is bridged over and is capable of supporting traffic. All bridges that carry 1-way traffic or that carry 2-way traffic separated only by a centerline will be coded 0 for no median. Bridges with only a striped zone or a rumble strip to separate the two roadways will be coded as 2 - Closed Median (no barrier).

0 - No Median
1 - Open Median
2 - Closed Median (no barrier)
3 - Closed Median with non-mountable barriers

Notes: -

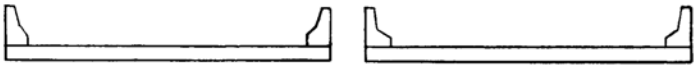
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	33	**Item Name:**	Bridge Median
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

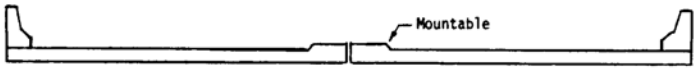
Description: Bridge Median (continued)

Instructions: See the figures below for examples.



Open Median

Item 33 = 1



Closed Median

Item 33 = 2

Closed Median with Non-mountable Barrier

Item 33 = 3

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	34	**Item Name:**	Skew
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the angle between the centerline of the pier and a line normal to the roadway centerline.

Instructions: Enter the 2 digit code indicating the angle, in degrees, between the centerline of the pier and a line normal to the roadway centerline. When plans are available, the skew angle can be taken directly from the plans. If no plans are available, the angle is to be field measured if possible.

Record the skew angle to the nearest degree. Include a leading zero if necessary. If the skew is 0˚, code 00. When the structure is on a curve or if the skew varies for some other reason, the average skew should be recorded, if reasonable. Otherwise, record 99 to indicate a major variation in skews of substructure units.

It is recommended, but not required, to note the direction of skew: “left” means the pier is skewed such that its left side is ahead of a line normal to the roadway centerline (taken at the center of the pier), and “right” means the opposite.

Notes: -

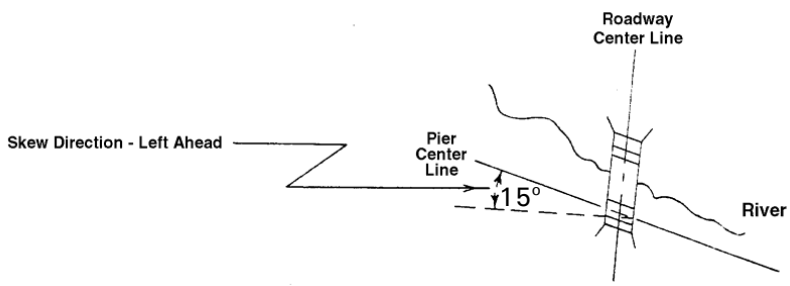
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	34	**Item Name:**	Skew
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: Skew (continued)

Instructions: See the figure below for an example; recording skew direction is recommended but not required.



Item 34 = 15 degrees

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	35	**Item Name:**	Structure Flared
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates if the structure is flared (i.e., the width of the structure varies).

Instructions: Enter the appropriate code to indicate if the structure is flared. Generally such variances will result from ramps converging or diverging from the through lanes on the structure, but there may be other causes. Minor flares at ends of structures should be ignored; the intent is for this item to record a variation in width occurring (usually uniformly) through the entire length, or most of the length, of the bridge.

0 - No flare
1 - Yes, flared

If flared, a note should be added for this item (and also for 47A "over" and 47B "over", if applicable) which describes the maximum and minimum widths, and at which ends of the deck.

For INDOT bridges, if side-by-side bridges are flared, then they are probably not "twin" bridges, since "twin" bridges must be identical in all major dimensions. One of the non-twin bridges should have a "J" added to its Structure Designation.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36	**Item Name:**	Traffic Safety Features
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of four segments: 36A, 36B, 36C, and 36D. The segments cover the traffic safety features of the structure consisting of bridge railings, transitions, approach guardrail, and approach guardrail ends, respectively.

Instructions: See the following pages for instructions regarding the component segments 36A, 36B, 36C, and 36D.

Note that these traffic safety features only pertain to the route on the bridge. Furthermore, collision damage or deterioration do not affect the coding of the segments.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36	**Item Name:**	Traffic Safety Features
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features (continued)

Instructions: The table below gives an overview of bridge railings, transitions, and guardrails associated with crash Test Level 2. Design speed typically should not exceed 45 mph for routes with these barriers.

Railing Designation	TS-1 *	PF-2	PS-2	TX **
Height Designation	Common	Pedestrian	Pedestrian	Pedestrian
Mounting Location	On bridge coping	Flush with bridge deck	Atop sidewalk of minimum 5 ft width	Either atop sdwk. of 5 ft min. width, or flush with bridge deck
Railing Element	Thrie-beam with steel posts	2 steel tubes with steel posts on concrete parapet	2 steel tubes with steel posts on concrete parapet	Concrete
Total Height	2'-9"	3'-6"	3'-6"	3'-6"
Br. Rlg. Standard Drawings	n/a	706-BRPP-02, and -05, -06	706-BRPP-04 through -06	706-BRTX-01 through -04
Bridge Railing Transition	none	TPF-2	TPS-2	TTX
Br. Rlg. Trans. Standard Drawings	n/a	706-TTBP-03, -04, and -09	706-TTBP-07 through -09	706-TTTX-01 and -02
Guardrail Transition	TGS-1	TGB	TGB	TGB
Gdrl. Trans. Standard Drawings	n/a	601-TTGB-01 through -05	601-TTGB-01 through -05	601-TTGB-01 through -05

* Bridge railing type **TS-1** may be used only on a local-public-agency collector or local road. Details for the bridge railing and transition are shown in INDOT Recurring Plan Detail 706-B-140d.

** Bridge railing type TX should be considered for an aesthetically-sensitive area.

BRIDGE-RAILING TYPES
(Test Level 2)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36	**Item Name:**	Traffic Safety Features
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features (continued)

Instructions: The table below gives an overview of bridge railings, transitions, and guardrails associated with crash Test Level 4. Design speed typically should not exceed 65 mph for routes with these barriers.

Railing Designation	FC	TR ***	CF-1	PS-1	PF-1
Height Designation	Common	Common	Common	Pedestrian	Truck
Mounting Location	Flush with bridge deck	On existing concrete parapet	Flush with bridge deck	Atop sidewalk of minimum 5 ft width	Flush with bridge deck
Railing Element	Concrete, shape F	Thrie beam with steel posts	2 steel tubes with steel posts on concrete curb	1 steel tube with steel posts on concrete parapet	1 steel tube with steel posts on concrete parapet
Total Height	2'-9"	2'-10"	2'-11"	3'-6"	4'-2"
Br. Rlg. Standard Drawings	706-BCBR-01, -03, and -04	706-TBRC-01, -02, -03; -TBRE-01; -TBRF-01, -02	706-BRTM-01 and -02	706-BRPP-03, and -05, -06	706-BRPP-01, and -05, -06
Bridge Railing Transition	TBC	none	none	TPS-1	TPF-1
Br. Rlg. Trans. Standard Drawings	706-CBRT-01 through -03	n/a	n/a	706-TTBP-05 and -06	706-TTBP-01 and -02
Guardrail Transition	TGB	TGB	TGT	TGB	TGB
Gdrl. Trans. Standard Drawings	601-TTGB-01 through -05	601-TTGB-01 through -05	601-TTGT-01 and -02	601-TTGB-01 through -05	601-TTGB-01 through -05

*** Bridge railing type TR should be used only to replace existing aluminum bridge railing where no other modifications to a bridge are to be made, either as a spot improvement or within the limits of a 3R or 4R project.

BRIDGE-RAILING TYPES
(Test Level 4)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36	**Item Name:**	Traffic Safety Features
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features (continued)

Instructions: The table below gives an overview of bridge railings, transitions, and guardrails associated with crash Test Level 5. Design speed typically should not exceed 65 mph for routes with these barriers.

Railing Designation	FT	TF-2
Height Designation	Truck	Truck
Mounting Location	Flush with bridge deck	Flush with bridge deck
Railing Element	Concrete, shape F	2 steel tubes with steel posts on concrete parapet
Total Height	3'-9"	4'-2"
Br. Rlg. Standard Drawings	706-BCBR-02, -03, and -04	706-BRTF-01 through -10
Bridge Railing Transition	TBT	PBT
Br. Rlg. Trans. Standard Drawings	706-CBRT-01, through -03	706-TPBT-01 through -09
Guardrail Transition	TGB	TGB
Gdrl. Trans. Standard Drawings	601-TTGB-01 through -05	601-TTGB-01 through -05

BRIDGE-RAILING TYPES
(Test Level 5)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36A	**Item Name:**	TSF - Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether bridge railings are required and, if so, meet the current safety standards.

Instructions: Enter the appropriate one digit code from the drop-down menu for bridge railings.

0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
1 - MEETS CURRENT SAFETY STANDARDS
N - FEATURE NOT REQUIRED

Some factors that affect the proper functioning of bridge railing are height, material, strength, geometric features, and type of road. Railings must be capable of smoothly redirecting an impacting vehicle. Bridge railings should be evaluated using the current AASHTO Standard Specifications for Highway Bridges, which calls for railings to meet specific geometric criteria and to resist specified static loads without exceeding the allowable stresses in their elements. Bridge railings should be crash tested per FHWA policy; railings that have been successfully crash-tested are considered acceptable even though they may not meet the static loading analysis and geometric requirements.

See the following figures for information on bridge railing types and ratings.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

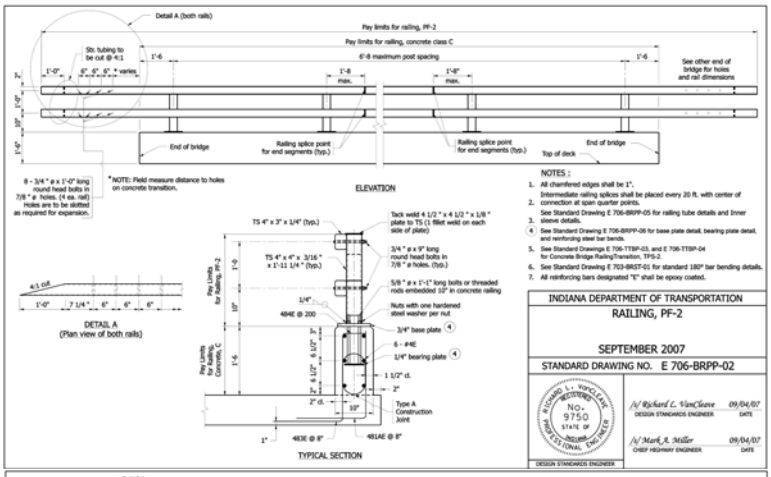
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

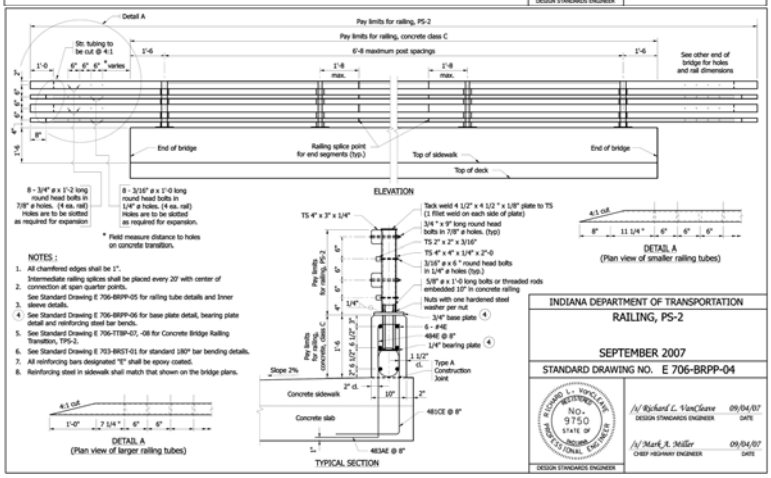
Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 2. Design speed typically should not exceed 45 mph for routes with these barriers.

Type PF-2



Type PS-2



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

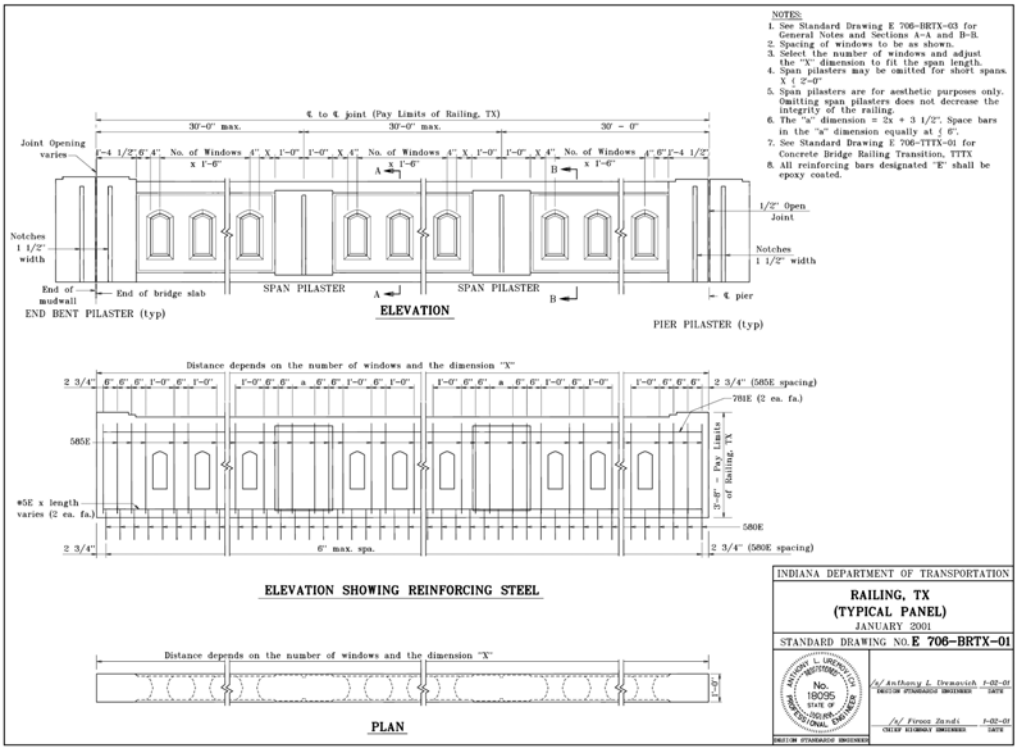
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 2. Design speed typically should not exceed 45 mph for routes with these barriers.

Type TX



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

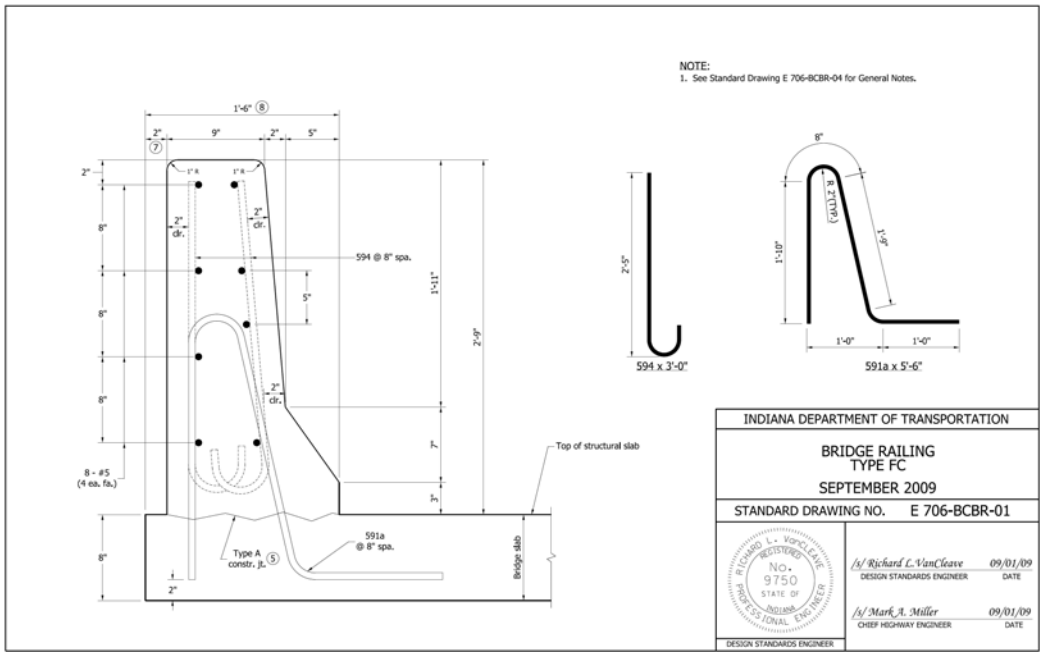
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 4. Design speed typically should not exceed 65 mph for routes with these barriers.

Type FC



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

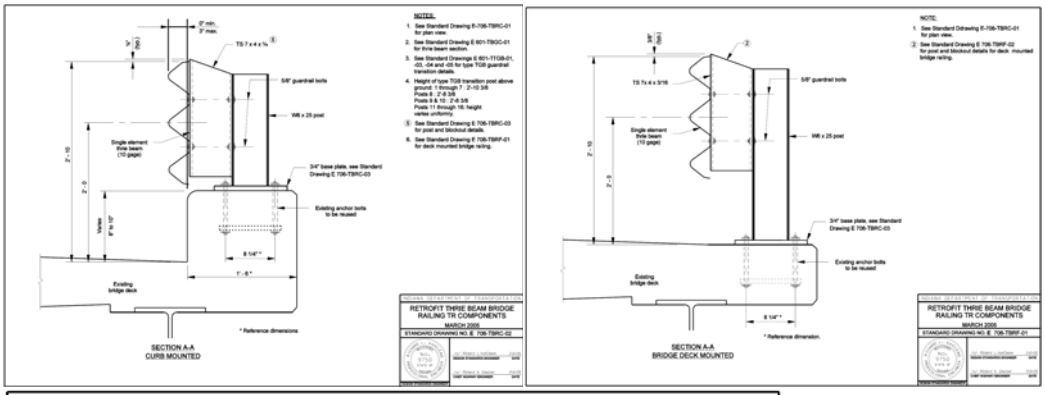
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

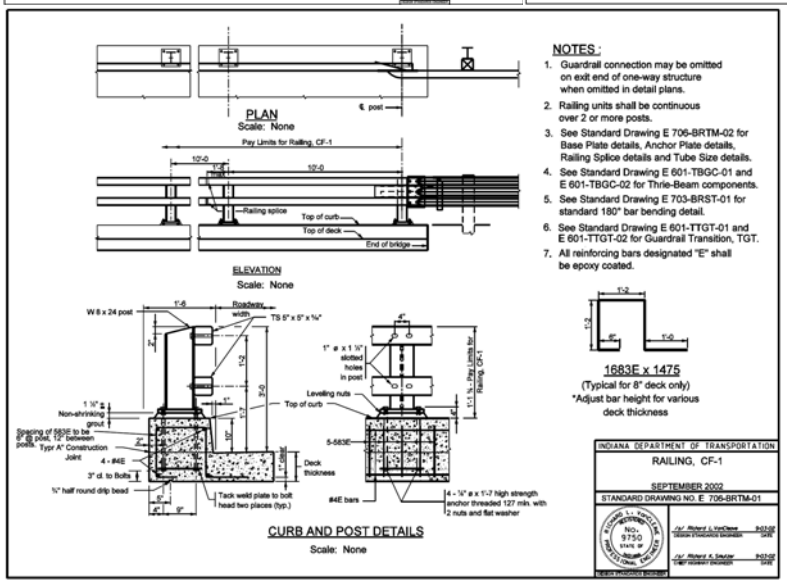
Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 4. Design speed typically should not exceed 65 mph for routes with these barriers.

Type TR



Type CF-1



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

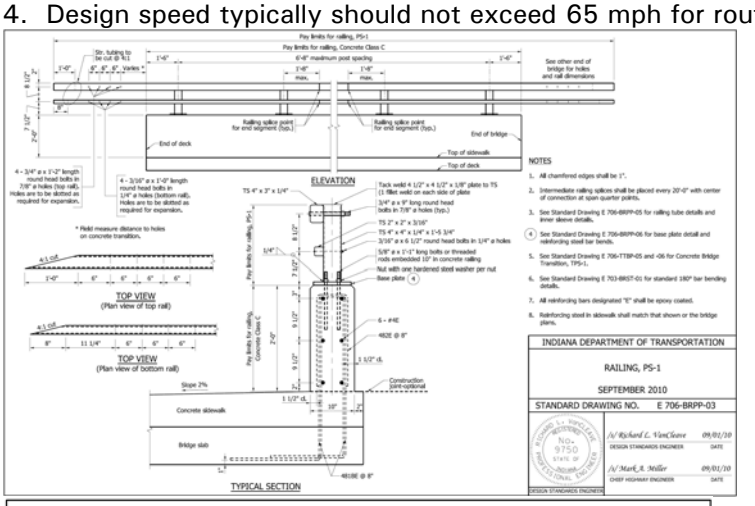
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

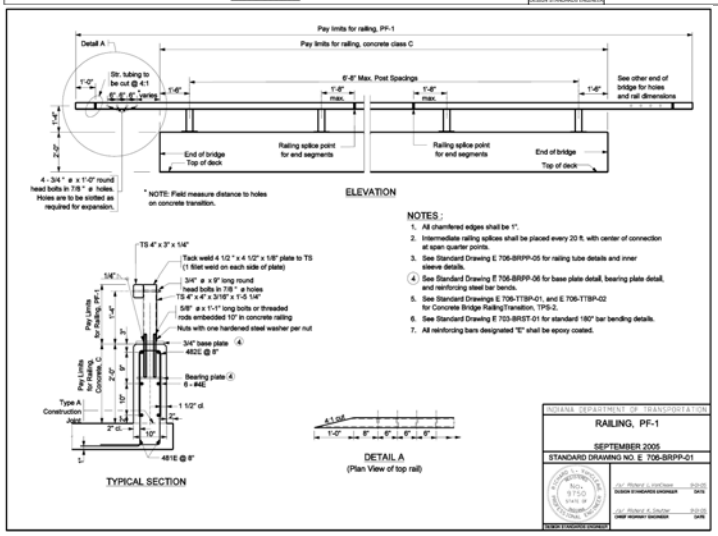
Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 4. Design speed typically should not exceed 65 mph for routes with these barriers.

Type PS-1



Type PF-1



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

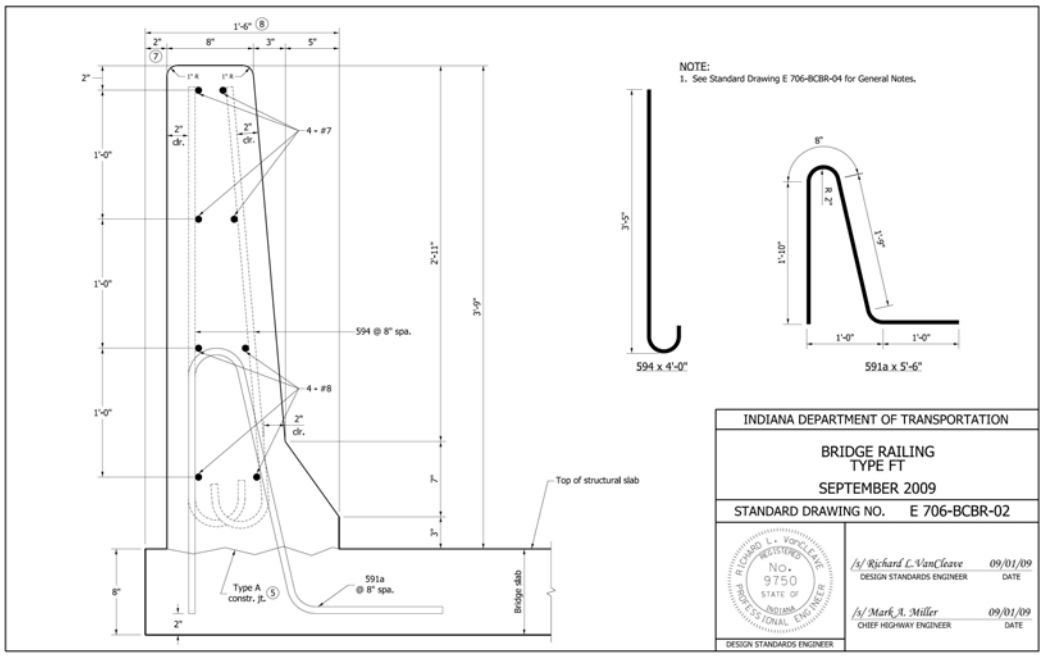
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 5. Design speed typically should not exceed 65 mph for routes with these barriers.

Type FT



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

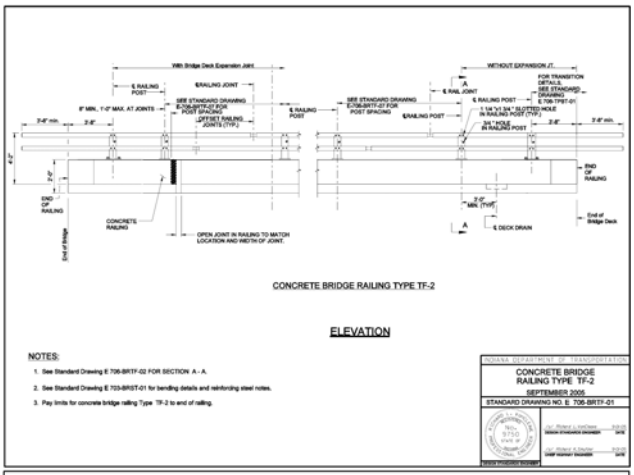
Item Number:	36A	**Item Name:**	TSF – Bridge Railings
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

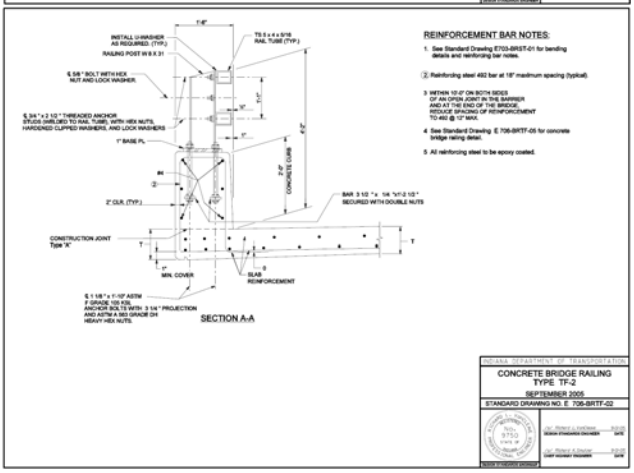
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Bridge Railings (continued)

Instructions: The figures below give examples of bridge railings associated with crash Test Level 5. Design speed typically should not exceed 65 mph for routes with these barriers.

Type TF-2





Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36B	**Item Name:**	TSF - Transitions
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether transitions from approach guardrail to bridge railing are required and, if so, meet the current safety standards.

Instructions: Enter the appropriate one digit code from the drop-down menu for transitions.

0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
1 - MEETS CURRENT SAFETY STANDARDS
N - FEATURE NOT REQUIRED

The transitions from approach guardrail to bridge railing requires that the approach guardrail be firmly attached to the bridge railing. It also requires that the approach guardrail be gradually stiffened as it comes closer to the bridge railing. The ends of curbs and safety walks need to be gradually tapered out or shielded.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

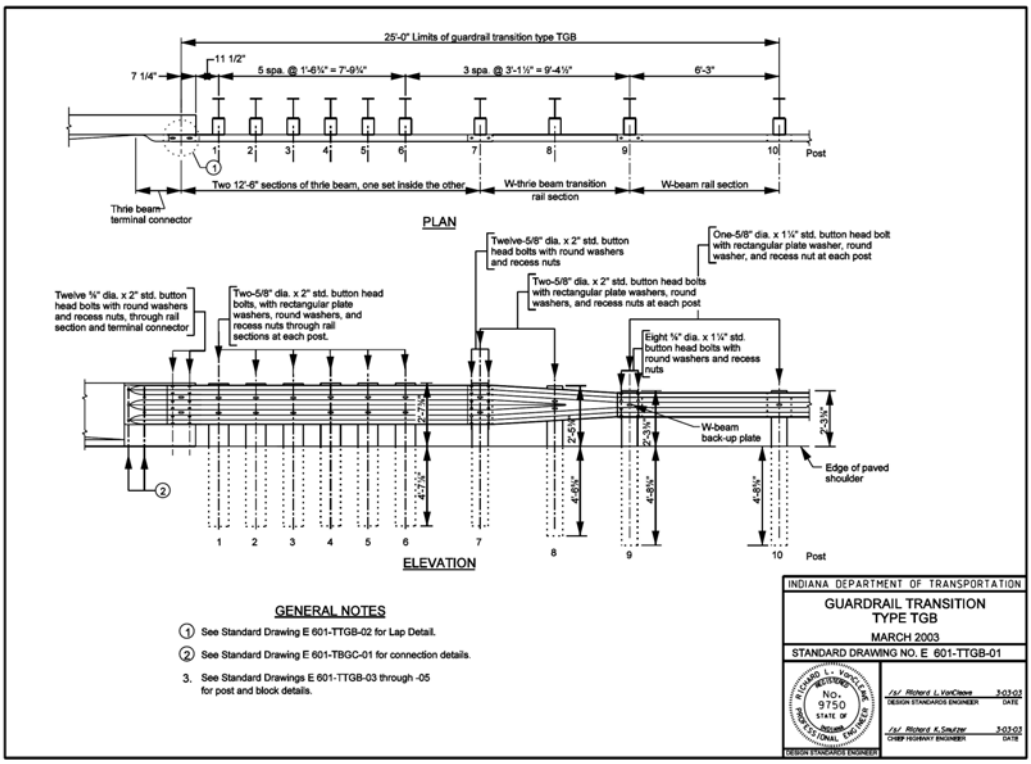
Item Number:	36B	**Item Name:**	TSF - Transitions
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Transitions (continued)

Instructions: The figures below give examples of guardrail transitions.

Type TGB



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

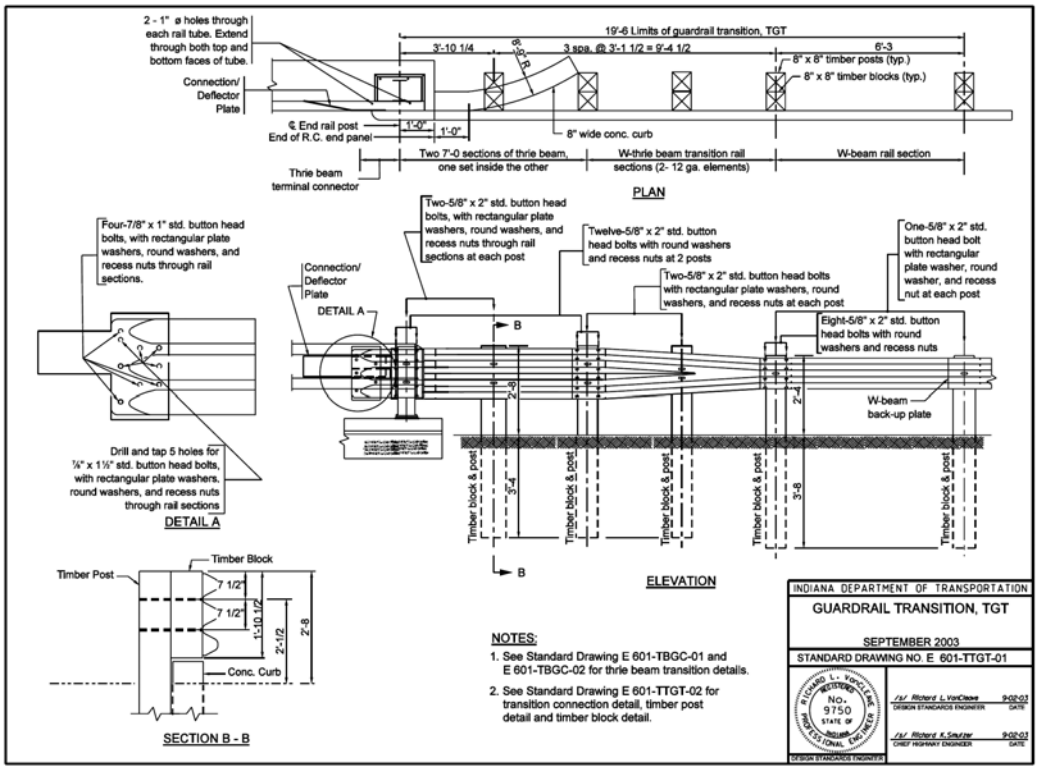
Item Number:	36B	**Item Name:**	TSF - Transitions
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Traffic Safety Features – Transitions (continued)

Instructions: The figures below give examples of guardrail transitions.

Type TGT



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36C	**Item Name:**	TSF - Approach Traffic Barrier
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether approach traffic barriers are required and, if so, meet the current safety standards.

Instructions: Enter the appropriate one digit code from the drop-down menu for approach guardrail.

0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
1 - MEETS CURRENT SAFETY STANDARDS
N - FEATURE NOT REQUIRED

The structural adequacy and compatibility of approach guardrail with transition designs should be determined. Rarely does the need for a barrier stop at the end of a bridge. Thus, an approach guardrail with adequate length and structural qualities to shield motorists from the hazards at the bridge site needs to be installed. In addition to being capable of safely redirecting an impacting vehicle, the approach guardrail must also facilitate a transition to the bridge railing that will not cause snagging or pocketing of an impacting vehicle. Acceptable guardrail design suggestions are contained in the AASHTO Roadside Design Guide and subsequent FHWA or AASHTO guidelines.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	36D	**Item Name:**	TSF – App. Traffic Barrier Ends
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**		**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether approach traffic barrier ends are required and, if so, meet the current safety standards.

Instructions: Enter the appropriate one digit code from the drop-down menu for approach guardrail ends.

0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
1 - MEETS CURRENT SAFETY STANDARDS
N - FEATURE NOT REQUIRED

The ends of approach guardrails to bridges should be flared, buried, made breakaway, or shielded. Design treatment of guardrail ends is given in the AASHTO Roadside Design Guide.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	37	**Item Name:**	Historical Significance
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the historical significance of the structure.

Instructions: Enter the appropriate code from the drop-down menu for the historical significance of the bridge.

1 - On National Register
2 - Eligible for National Register
3 - May be eligible for National Register
4 - Not determinable
5 - Not eligible for National Register

The historical significance of a bridge involves a variety of characteristics: the bridge may be a particularly unique example of the history of engineering; the crossing itself might be significant; the bridge might be associated with a historical property or area; or historical significance could be derived from the fact the bridge was associated with significant events or circumstances.

If it is not possible to determine if the bridge may be eligible for the National Register of Historic Places, code as 4.

If it is possible to determine if the bridge may be eligible for the National Register of Historic Places, but that determination will require further investigation, code as 3. Also code as 3 if bridge is on a State or local historic register but not on the National Register of Historic Places.

A newly built bridge will generally not be considered to be historic unless it is of unusual design; thus, most newly built bridges should be coded as 5.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether or not navigation control is required. Basically, this depends on whether or not the U.S. Coast Guard or Army Corps of Engineers consider the waterway to be navigable.

Instructions: Enter the appropriate code from the drop-down menu to indicate whether a bridge permit for navigation is required. This means that if a structure controls or limits navigation by crossing a navigable stream, a permit is required by its construction.

N - Not applicable
0 - No Navigation Control on waterway
1 - Navigation Control on waterway

If this item is coded 1, item 39 (Navigation Vertical Clearance) and item 40 (Navigation Horizontal Clearance) must be coded with the appropriate clearance data (not zeros).

If there is no waterway, code as N.

See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
	Ohio River	Entire Length
494.2	Tanners Creek	10.6
495.8	Wilson Creek	1.9
496.7	Hogan Creek	0.4
	North Hogan Creek (Tributary to Hogan Creek)	4.9
	South Hogan Creek (Tributary to Hogan Creek)	5.0

Notes: For Coast Guard & USACE.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
498.7	Laughery Creek	10.2
508.7	Arnold Creek	4.4
508.8	Grant Creek	2.5
518.2	Goose Creek	1.5
527.0	Bryant Creek	2.6
	Sand Run (Tributary to Bryant Creek)	0.9
532.9	Log Lick Creek	2.3
535.8	Plum Creek	2.9
540.0	Indian Creek	4.1
550.4	Indian - Kentuck Creek	3.8
569.3	Big Saluda Creek	1.0
578.3	Camp Creek	1.7
584.5	Bull Creek	1.1
589.3	Fourteen Mile Creek	2.9
597.7	Lancassange Creek	0.3
606.8	Silver Creek	3.0
634.5	Mosquito Creek	2.8
647.3	Buck Creek	5.8

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
657.0	Indian Creek	4.8
661.3	Potato Run	0.4
662.9	Blue River	57.2
	Dry Creek (Tributary to Blue River)	1.4
678.6	Little Blue River	10.6
	Mill Creek (Tributary to Little Blue River)	1.4
691.7	Oil Creek	10.6
	Clover Lick Creek (Tributary to Oil Creek)	0.7
	Little Oil Creek (Tributary to Oil Creek)	4.4
	Webb Branch (Tributary to Oil Creek)	0.9
	Bull Hollow (Tributary to Oil Creek)	0.7
	Indian Fork (Tributary to Oil Creek)	1.4
	Bald Knob Creek (Tributary to Oil Creek)	0.5

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
696.6	Big Poison Creek	6.3
	Caney Branch (Tributary to Big Poison Creek)	0.2
	Little Poison Creek (Tributary to Big Poison Creek)	1.2
703.25	Bear Creek	1.6
717.2	Millstone Creek	1.4
718.75	Deer Creek	5.9
	Little Deer Creek (Tributary to Deer Creek)	3.9
	Caney Branch (Tributary to Deer Creek)	0.8
	Neglie Branch (Tributary to Deer Creek)	0.5
	East Deer Creek (Tributary to Deer Creek)	0.6
731.4	Anderson River	14.2
	Middle Fork Anderson River (Tributary to Anderson River)	3.3

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
733.2	Crooked Creek	7.7
741.3	Little Sandy Creek	2.0
742.1	Sandy Creek	2.6
744.25	Honey Creek	1.8
746.8	Lake Drain	1.6
751.9	Yellow Creek	2.0
	Van Buren Creek (Tributary to Yellow Creek)	0.9
759.4	Caney Creek	2.8
760.5	Garret Creek	2.2
763.2	Jackson Creek	1.8
772.8	Little Pigeon Creek	15.8
	Clear Creek (Tributary to Little Pigeon Creek)	2.4
	Baker Creek (Tributary to Little Pigeon Creek)	1.8
775.3	Cypress Creek (Diversion Channel)	6.6

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(OHIO RIVER AND TRIBUTARIES)

Ohio River Mile	Stream Name	Length Above Mouth (miles)
793.0	Pigeon Creek	5.9
	Locust Creek (Tributary to Pigeon Creek)	1.5
815.0	Bayou Creek	1.5
828.9	McFadden Creek	2.3

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT:
(WABASH RIVER AND TRIBUTARIES)

Stream Name	Length Above Mouth (miles)
Wabash River	441.9 (To Wells-Adams County Line)
White River	66.2
East Fork White River	21.9
Vermillion River	10.8 (To Indiana-Illinois State Line)
Little River	20.2 (To Ellison Road)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	38	**Item Name:**	Navigation Control
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Navigation Control (continued)

Instructions: See the following list of navigable waterways in Indiana as defined by the U.S. Army Corps of Engineers. If the bridge crosses one of these waterways, code as 1; otherwise, code 0.

U.S. ARMY CORPS OF ENGINEERS
DETROIT DISTRICT:
(GREAT LAKES AND KANKAKEE RIVER TRIBUTARIES)

Stream Name	Length in Indiana
Grand Calumet River	Entire Length
Little Calumet River	Entire Length
Indiana Harbor Canal	
- Main Stem	Entire Length
- Calumet River Branch	Entire Length
- Lake George Branch	From the Main Stem to White Oak Avenue in East Chicago
Trail Creek	From mouth to East Street Bridge in Michigan City
Kankakee River	Entire Length
Iroquois River	Entire Length
Maumee River	From mouth to Hosey Dam in Fort Wayne

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	39	**Item Name:**	Navigation Vertical Clearance
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item records the vertical clearance available for navigational purposes.

Instructions: If item 38 - Navigation Control has been coded 1, record the minimum vertical clearance imposed at the site as measured above a datum that is specified on a navigation permit issued by a control agency. If a permit is not available for review, use the "Normal Pool Elevation" on the General Plan sheet of the Design Plans, but note where this dimension came from.

The measurement shall be recorded as a 4 digit number, truncated to the tenth of a foot, right justified with leading zeros.

In the case of a swing or bascule bridge, the vertical clearance shall be measured with the bridge in the closed position. The vertical clearance of a vertical lift bridge shall be measured with the bridge in the raised or open position. Also, item 116 - Minimum Navigation Vertical Clearance, Vertical Lift Bridge shall be coded to provide clearance in a closed position.

If item 38 was coded 0 or N, code item 39 as 000.0 to indicate it is not applicable.

It is recommended that all bridges over waterways have a Navigation Vertical Clearance dimension recorded. This will be from low superstructure to the Normal Pool Elevation (as shown on the General Plan sheet of the Design Plans).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	40	**Item Name:**	Navigation Horizontal Clearance
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item records the horizontal clearance available for navigational purposes.

Instructions: If item 38 - Navigation Control has been coded 1, record the horizontal clearance measurement imposed at the site that is shown on the navigation permit. This may be less than the structure geometry allows. If a navigation permit is required but not available, use the minimum horizontal clearance between fenders, if any, or the clear distance between piers or bents. Code the clearance as a 5 digit number, truncated to the tenth of a foot, right justified with leading zeros.

If item 38 was coded 0 or N, code item 40 as 0000.0 to indicate it is not applicable.

It is recommended that all bridges over waterways have a Navigation Horizontal Clearance dimension recorded. This will be for the span with the largest (widest) waterway at the Normal Pool Elevation (as shown on the General Plan sheet of the Design Plans).

This dimension may be needed for emergency situations (such as an earthquake) where a waterway may need to be spanned by a temporary bridge.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	41	**Item Name:**	Struc. Open, Posted, Closed
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item provides information about the actual operational status of the structure.

Instructions: Enter the appropriate code from the drop-down menu for the operational status of the structure.

A - OPEN
No restrictions.

B - OPEN, POSTING REQUIRED
Posting recommended but not legally implemented (all signs not in place or not correctly implemented). Federal Bridge Funds can be withheld if posting is not implemented.

D - OPEN, TEMPORARY SHORING
Structure would be posted or closed except for temporary shoring, etc. to allow for unrestricted traffic. If item 103 is coded T, this item (41) must be coded D.

E - OPEN, TEMPORARY STRUCTURE
Temporary structure in place to carry legal loads while original structure is closed and awaiting replacement or rehabilitation.

G - NEW BRIDGE, NOT OPEN YET
Code as G as soon as a bridge closes for construction. As soon as the construction is complete the bridge must be reinspected and the coding changed for item 41.

K - CLOSED
Permanent closure only; the date of closure must be recorded.

P - POSTED FOR LOAD
May include other restrictions such as temporary bridges which are load posted. The date of posting must be recorded.

R - POSTED FOR OTHER THAN LOAD
Posted for other load-capacity restrictions (speed, number of vehicles on bridge, narrow bridge, one-lane bridge, vertical clearance, etc.). See item 41X.

Note that the field review could show that the structure is posted, but item 70 - Bridge Posting may indicate that posting is not required. This is possible and acceptable coding since item 70 is based on the operating stress level and the governing agency's posting procedures may specify posting at some stress level less than the operating rating.

Notes: It is recommended that comments and a date be added for codes B, D, E, G, K, P, and R.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	42	**Item Name:**	Type of Service
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 42A and 42B. The segments identify the type of service "on" and "under" the structure.

Instructions: See the following pages for instructions regarding the component segments 42A and 42B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	42A	**Item Name:**	Type of Service On Bridge
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the type of service "on" the structure.

Instructions: Enter the appropriate code from the drop-down menu for the type of service on the structure.

0 - OTHER
1 - HIGHWAY
2 - RAILROAD
3 - PEDESTRIAN/BICYCLE
4 - HIGHWAY/RAILROAD
5 - HIGHWAY/PEDESTRIAN
6 - OVERPASS (SECOND LEVEL INTERCHANGE)
7 - THIRD LEVEL INTERCHANGE
8 - FOURTH LEVEL INTERCHANGE
9 - BUILDING OR PLAZA

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	42B	**Item Name:**	Type of Service Under Bridge
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the type of service "under" the structure.

Instructions: Enter the appropriate code from the drop-down menu for the type of service under the structure.

0 - OTHER
1 - HIGHWAY
2 - RAILROAD
3 - PEDESTRIAN/BICYCLE
4 - HIGHWAY/RAILROAD
5 - WATERWAY
6 - HIGHWAY/WATERWAY
7 - RAILROAD/WATERWAY
8 - HIGHWAY/WATERWAY/RAILROAD
9 - RELIEF FOR WATERWAY

Note that cases of HIGHWAY/PEDESTRIAN should be coded as 1 for HIGHWAY.

Examples of code 9 (RELIEF FOR WATERWAY) might include muck pockets – small ponds of water with no flow.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43	**Item Name:**	Structure Type, Main
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of two segments: 43A and 43B. The segments identify the kind of material and type of design/construction, respectively, for the main span(s) of the bridge.

Instructions: See the following pages for instructions regarding the component segments 43A and 43B.

Notes/Issues: This matches FHWA numbering, but different numbers (43A.01 and 43A.02) are used in Primary/Gen. Inv., SI&A/All and SI&A/Struc. Data Tabs.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.01 and 43A.02, 43A and 43B should be used in all tabs since they match the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43A	**Item Name:**	Main Struc. Material/Design
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the kind of material/design for the main span(s).

Instructions: The appropriate code should already be selected from the drop-down menu for the kind of material and/or design.

1 - CONCRETE
2 - CONCRETE CONTINUOUS
3 - STEEL
4 - STEEL CONTINUOUS
5 - PRESTRESSED CONCRETE
6 - PRESTRESSED CONCRETE CONTINUOUS
7 - WOOD OR TIMBER
8 - MASONRY
9 - ALUMINUM, WROUGHT IRON, OR CAST IRON
0 - OTHER

Note that post-tensioned concrete and precast, pre-tensioned concrete are both types of prestressed concrete and should be coded as such.

Notes/Issues: This matches FHWA numbering, but different number (43A.01) is used in Primary/Gen. Inv., SI&A/All and SI&A/Struc. Data Tabs.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.01, 43A should be used in all tabs since it matches the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43B	**Item Name:**	Main Struc. Design/Const.
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the type of design/construction for the main span(s).

Instructions: The appropriate code should already be selected from the drop-down menu for the type of design/construction.

01 - SLAB
02 - STRINGER/MULTI-BEAM OR GIRDER
03 - GIRDER AND FLOORBEAM SYSTEM
04 - TEE BEAM
05 - BOX BEAM OR GIRDERS - MULTIPLE
06 - BOX BEAM OR GIRDERS - SINGLE OR SPREAD
07 - FRAME (EXCEPT FRAME CULVERTS)
08 - ORTHOTROPIC
09 - TRUSS - DECK
10 - TRUSS - THRU
11 - ARCH - DECK
12 - ARCH - THRU
13 - SUSPENSION
14 - STAYED GIRDER
15 - MOVABLE - LIFT
16 - MOVABLE - BASCULE
17 - MOVABLE - SWING
18 - TUNNEL
19 - CULVERT (INCLUDES FRAME CULVERTS)
20 - MIXED TYPES (APPROACH ONLY)
21 - SEGMENTAL BOX GIRDER
22 - CHANNEL BEAM
00 - OTHER

Note that a code of 20 is applicable only to approach spans (see item 44A.02).

Notes/Issues: This matches FHWA numbering, but different number (43A.02) is used in Primary/Gen. Inv., SI&A/All and SI&A/Struc. Data Tabs.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.02, 43B should be used in all tabs since it matches the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43A	**Item Name:**	Structure Type - Main Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Check Box: Variable Depth
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Check Boxes: Continuous & Curved
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of three segments: 43A.01, 43A.02, and 43A.03. The segments identify the structure type of the main span(s).

Instructions: See the following pages for instructions regarding the component segments 43A.01, 43A.02, and 43A.03.

Notes/Issues: This has three subfields: the first two correspond to FHWA coding items (43A and 43B) and must be submitted with inventory records (over and under) while the third is not required for FHWA.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.01 and 43A.02, 43A and 43B should be used in all tabs since they match the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43A.01	**Item Name:**	Material/Design - Main Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the kind of material/design for the main span(s).

Instructions: Enter the appropriate code from the drop-down menu for the kind of material/design.

1 - CONCRETE
2 - CONCRETE CONTINUOUS
3 - STEEL
4 - STEEL CONTINUOUS
5 - PRESTRESSED CONCRETE
6 - PRESTRESSED CONCRETE CONTINUOUS
7 - WOOD OR TIMBER
8 - MASONRY
9 - ALUMINUM, WROUGHT IRON, OR CAST IRON
0 - OTHER

Note that post-tensioned concrete and precast, pre-tensioned concrete are both types of prestressed concrete and should be coded as such.

Notes/Issues: Equivalent to 43A in FHWA Coding Guide. This item is used to calculate the Sufficiency Rating.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.01, 43A should be used in all tabs since it matches the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43A.02	**Item Name:**	Type/Construction - Main Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates the type of design/construction for the main span(s).

Instructions: Enter the appropriate code from the drop-down menu for the type of design/construction.

01 - SLAB
02 - STRINGER/MULTI-BEAM OR GIRDER
03 - GIRDER AND FLOORBEAM SYSTEM
04 - TEE BEAM
05 - BOX BEAM OR GIRDERS - MULTIPLE
06 - BOX BEAM OR GIRDERS - SINGLE OR SPREAD
07 - FRAME (EXCEPT FRAME CULVERTS)
08 - ORTHOTROPIC
09 - TRUSS - DECK
10 - TRUSS - THRU
11 - ARCH - DECK
12 - ARCH - THRU
13 - SUSPENSION
14 - STAYED GIRDER
15 - MOVABLE - LIFT
16 - MOVABLE - BASCULE
17 - MOVABLE - SWING
18 - TUNNEL
19 - CULVERT (INCLUDES FRAME CULVERTS)
20 - MIXED TYPES (APPROACH ONLY)
21 - SEGMENTAL BOX GIRDER
22 - CHANNEL BEAM
00 - OTHER

Note that a code of 20 is applicable only to approach spans (see item 44A.02).

Notes/Issues: Equivalent to 43B in FHWA Coding Guide. This item is used to calculate the Sufficiency Rating.

Questions: Why isn't labeling consistent? Ideally, instead of 43A.02, 43B should be used in all tabs since it matches the FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	43A.03	**Item Name:**	Add. Letter Desig. Main Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item provides an additional letter designation to help identify the design/construction for the main span(s) when there are multiple choices for a particular type of construction.

Instructions: Enter the appropriate letter designation. This will be either blank or one of the following: A, B, C, D, E, F, G, H, I.

Note that in many cases it will be easier to avoid directly coding 43A.01, 43A.02, and 43A.03 altogether and instead select a code from the drop-down menu of Main Structure Type (English), item 43B. See the instructions for item 43B, which explain the meaning of various material/design/construction acronyms. These acronyms, when selected from the drop-down menu for 43B, will automatically code the appropriate combination of digits in 43A.01 (material/design), 43A.02 (design/construction), and 43A.03 (additional descriptor for design/construction). Of course, if segments 43A.01, 43A.02, and 43A.03 are coded properly separately, then it is not necessary to code item 43B as that will automatically update.

Notes/Issues: -

Questions: Why is this manual entry rather than a dropdown?

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	44A	**Item Name:**	Struc. Type - Approach Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Check Box: Variable Depth
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Check Boxes: Continuous & Curved
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of three segments: 44A.01, 44A.02, and 44A.03. The segments identify the structure type for the approach span(s).

Instructions: See the following pages for instructions regarding the component segments 44A.01, 44A.02, and 44A.03.

Notes: This has three subfields: the first two correspond to FHWA coding items (44A and 44B) and must be submitted with inventory records (over only) while the third is not required for FHWA.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	44A.01	**Item Name:**	Mat./Design - Approach Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the kind of material/design for the approach span(s).

Instructions: Enter the appropriate code from the drop-down menu for the kind of material/design.

1 - CONCRETE
2 - CONCRETE CONTINUOUS
3 - STEEL
4 - STEEL CONTINUOUS
5 - PRESTRESSED CONCRETE
6 - PRESTRESSED CONCRETE CONTINUOUS
7 - WOOD OR TIMBER
8 - MASONRY
9 - ALUMINUM, WROUGHT IRON, OR CAST IRON
0 - OTHER

Note that post-tensioned concrete and precast, pre-tensioned concrete are both types of prestressed concrete and should be coded as such.

Code 0 if there is no approach span.

If material type varies, code the most predominant.

Notes: Equivalent to 44A in FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	44A.02	**Item Name:**	Type/Const.- Approach Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the type of design/construction for the approach span(s).

Instructions: Enter the appropriate code for the type of design/construction.

01 - SLAB
02 - STRINGER/MULTI-BEAM OR GIRDER
03 - GIRDER AND FLOORBEAM SYSTEM
04 - TEE BEAM
05 - BOX BEAM OR GIRDERS - MULTIPLE
06 - BOX BEAM OR GIRDERS - SINGLE OR SPREAD
07 - FRAME (except frame culverts)
08 - ORTHOTROPIC
09 - TRUSS - DECK
10 - TRUSS - THRU
11 - ARCH - DECK
12 - ARCH - THRU
13 - SUSPENSION
14 - STAYED GIRDER
15 - MOVABLE - LIFT
16 - MOVABLE - BASCULE
17 - MOVABLE - SWING
18 - TUNNEL
19 - CULVERT (includes frame culverts)
20 - MIXED TYPES
21 - SEGMENTAL BOX GIRDER
22 - CHANNEL BEAM
00 - OTHER

Code 00 if there is no approach span. If more than one approach type exists, code the primary (most predominant) type of design/construction. If no one type of design/construction is predominant, it is permissible to code 20. However, INDOT prefers that one type be chosen and all types listed in a comment with item 44C coded Y for Yes.

Notes: Equivalent to 44B in FHWA Coding Guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	44A.03	**Item Name:**	Add. Letter Desig. App. Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item provides an additional letter designation to help identify the design/construction for the approach span(s) when there are multiple choices for a particular type of construction.

Instructions: Enter the appropriate letter designation. This will be either blank or one of the following: A, B, C, D, E, F, G, H, I.

Note that in many cases it will be easier to avoid directly coding 44A.01, 44A.02, and 44A.03 altogether and instead select a code from the drop-down menu of Approach Structure Type (English), item 44B. See the instructions for item 44B, which explain the meaning of various material/design/construction acronyms. These acronyms, when selected from the drop-down menu for 44B, will automatically code the appropriate combination of digits in 44A.01 (material/design), 44A.02 (design/construction), and 44A.03 (additional descriptor for design/construction). Of course, if segments 44A.01, 44A.02, and 44A.03 are coded properly separately, then it is not necessary to code item 44B as that will automatically update.

Notes/Issues: -

Questions: Why is this manual entry rather than a dropdown?

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	45	**Item Name:**	Number of Main Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the number of spans in the main or major unit of the structure.

Instructions: Enter the appropriate number of main spans in the 3-digit field. Right justify with leading zeros as required. This cannot be 000; there must be at least one main span.

Typically, this number will be equal to the total number of spans in the bridge. For sizable structures, this number will be equal to the number of spans in the major unit. For structures containing approach spans, this number will be equal to the number of spans in the unit with a material or design different from that of the approach spans.

The main span will generally be the span or spans with the longest span length or where the channel crosses underneath or where the main roadway underneath crosses the bridge. Refer to Green Lake on I-69 as an example of the main span/approach span distinction.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	46	**Item Name:**	Number of Approach Spans
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Struc. Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the number of approach spans in the structure.

Instructions: Enter the appropriate number of approach spans in the 4-digit field. Right justify with leading zeros as required.

This number will be equal to the number of spans with a material or design different from that of the major bridge, or those spans which are otherwise readily distinguishable as approach spans to the major bridge.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47	**Item Name:**	Inv. Route, Total Horiz. Clear.
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☒ **Yes**

Description: This is a composite item composed of four segments: 47A, 47B, 47C, and 47D. The segments indicate the total horizontal clearance for the movement of wide loads.

Instructions: See the following pages for instructions regarding the component segments 47A, 47B, 47C, and 47D.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47A	**Item Name:**	Total Horizontal Clearance E/N
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the minimum horizontal clearance under the bridge, if applicable, for the eastbound or northbound inventory route.

Instructions: Record the minimum horizontal clearance for the eastbound or northbound inventory route under the structure. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 044.0 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), the eastbound/northbound distinction is not relevant. A mountable median does not count as dual roadway separation. If not a dual roadway, code the inventory route as a single roadway.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes: -

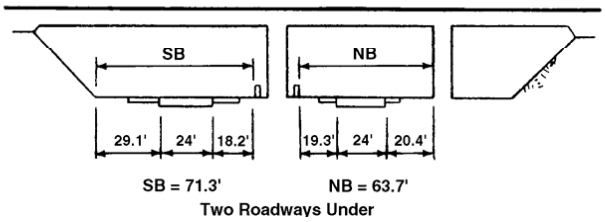
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47A	**Item Name:**	Total Horizontal Clearance E/N
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Total Horizontal Clearance, Eastbound / Northbound (continued)

Instructions: See the figure below for examples.



Item 47A = Item 47C = 063.7 feet
Item 47B = Item 47D = 071.3 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47A	**Item Name:**	Total Horiz. Clear. Over E/N
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum horizontal clearance, if applicable, for the eastbound or northbound inventory route on the structure.

Instructions: Record the minimum horizontal clearance for the eastbound or northbound inventory route on the bridge. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 044.0 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), the eastbound/northbound distinction is not relevant. A mountable median does not count as dual roadway separation. If not a dual roadway, code the inventory route as a single roadway. Also, for double-deck structures with unique bridge numbers, each bridge would have its horizontal clearance coded in 47A as a single roadway.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes/Issues: Confusing to have 47A for both underrecord and overrecord; strongly suggest renaming 47A to 47C for underrecords and leaving 47A for overrecord.

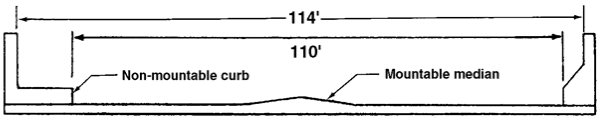
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47A	**Item Name:**	Total Horiz. Clear. Over E/N
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

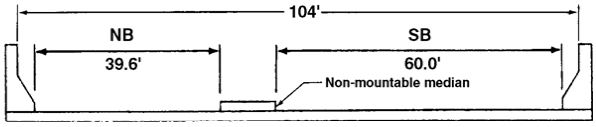
Description: Total Horizontal Clearance, Over Eastbound / Northbound (continued)

Instructions: See the figures below for examples.



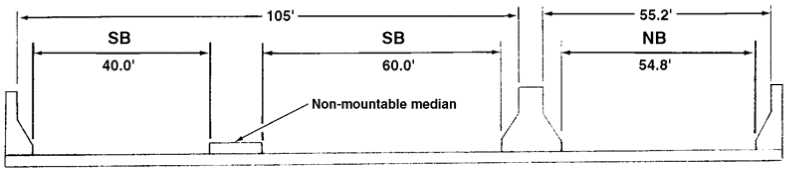
One Roadway On

Item 47A = 110.0 feet
Item 47B = Blank



Two Roadways On

Item 47A = 039.6 feet
Item 47B = 060.0 feet



More Than Two Roadways On

Item 47A = 054.8 feet
Item 47B = 060.0 feet (maximum SB single roadway width)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47B	**Item Name:**	Total Horiz. Clearance W/S
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the minimum horizontal clearance under the bridge, if applicable, for the westbound or southbound inventory route.

Instructions: Record the minimum horizontal clearance for the westbound or southbound inventory route under the structure. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 032.6 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), this item does not need to be coded because the horizontal clearance for the single roadway was already coded in 47A (i.e., the single roadway was considered eastbound/northbound when coding 47A). A mountable median does not count as dual roadway separation.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes: -

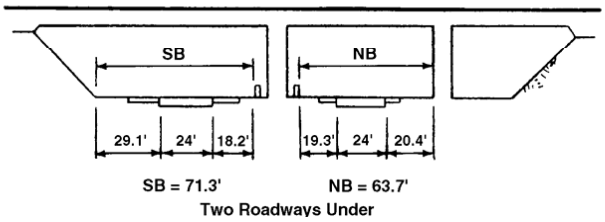
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47B	**Item Name:**	Total Horiz. Clearance W/S
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Total Horizontal Clearance, Westbound / Southbound (continued)

Instructions: See the figure below for examples.



Item 47A = Item 47C = 063.7 feet
Item 47B = Item 47D = 071.3 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47B	**Item Name:**	Total Horiz. Clear. Over W/S
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum horizontal clearance, if applicable, for the westbound or southbound inventory route on the structure.

Instructions: Record the minimum horizontal clearance for the westbound or southbound inventory route on the bridge. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 032.6 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), this item does not need to be coded because the horizontal clearance for the single roadway was already coded in 47A (i.e., the single roadway was considered eastbound/northbound when coding 47A). A mountable median does not count as dual roadway separation. Also, for double-deck structures with unique bridge numbers, each bridge would have its horizontal clearance coded in 47A as a single roadway.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes/Issues: Confusing to have 47B for both underrecord and overrecord; strongly suggest renaming 47B to 47D for underrecords and leaving 47B for overrecord.

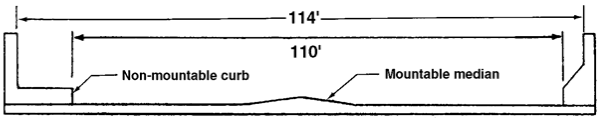
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47B	**Item Name:**	Total Horiz. Clear. Over W/S
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

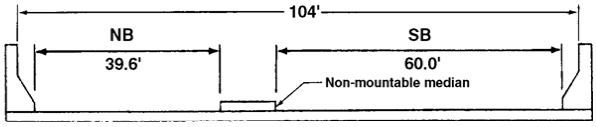
Description: Total Horizontal Clearance, Over Westbound / Southbound (continued)

Instructions: See the figures below for examples.



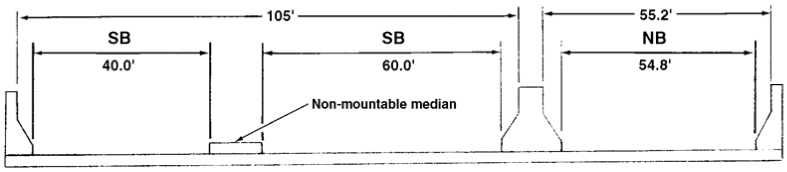
One Roadway On

Item 47A = 110.0 feet
Item 47B = Blank



Two Roadways On

Item 47A = 039.6 feet
Item 47B = 060.0 feet



More Than Two Roadways On

Item 47A = 054.8 feet
Item 47B = 060.0 feet (maximum SB single roadway width)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47C	**Item Name:**	Tot. Horiz. Clr. (1st Under) E/N
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the minimum horizontal clearance, if applicable, for the first eastbound or northbound inventory route under the bridge.

Instructions: Record the minimum horizontal clearance for the first eastbound or northbound inventory route under the structure. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 062.4 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), the eastbound/northbound distinction is not relevant. A mountable median does not count as dual roadway separation. If not a dual roadway, code the inventory route as a single roadway.

Thus, if there are only 2 "under-records" for a single route (dual roadway under-record), this will be for the 1st "under-record" (E-N), as the name indicates. If this happens to be the largest under-record clearance, it will be submitted to the FHWA as item 47 for the dual roadway under-record.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes: -

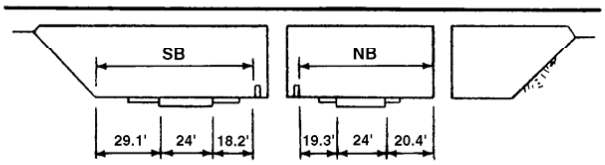
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47C	**Item Name:**	Tot. Horiz. Clr. (1st Under) E/N
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Total Horizontal Clearance, 1st Under-Record Eastbound / Northbound (continued)

Instructions: See the figure below for examples.



SB = 71.3' NB = 63.7'
Two Roadways Under

Item 47A = Item 47C = 063.7 feet
Item 47B = Item 47D = 071.3 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47D	**Item Name:**	Tot. Horz. Clr. (1st Under) W/S
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the minimum horizontal clearance, if applicable, for the first westbound or southbound inventory route under the bridge.

Instructions: Record the minimum horizontal clearance for the first westbound or southbound inventory route under the structure. The value for this item should be recorded as a 4 digit number truncated to the tenth of a foot. Right justify with leading zeros, as required. For example: 074.3 feet.

Note that if the inventory route is not a dual roadway (separated roads in two directions), this item does not need to be coded because the horizontal clearance for the single roadway was already coded in 47C (i.e., the single roadway was considered eastbound/northbound when coding 47C). A mountable median does not count as dual roadway separation.

Thus, if there are only 2 "under-records" for a single route (dual roadway under-record), this will be for the 2nd "under-record" (i.e., the W/S route and not the E/N route). If this happens to be the largest under-record clearance, it will be submitted to the FHWA as item 47 for the dual roadway under-record.

Clearance should be measured in two ways, whichever gives the most restrictive result.

1. Clear distance between restrictive features such as curbs, rails, walls, piers, and other structural features limiting the roadway surface (including shoulders). Flush and mountable medians do not count; only non-mountable medians would count as curbs. Inspectors shall record how this dimension is measured (e.g., curb-to-curb or rail-to-rail). On flared structures, a note is required that describes the minimum and maximum clearances and where they are located.

2. Clear distance to adjacent roadway surfaces (including shoulders).

If the clearance is 1000 feet or more, code 999.9.

Notes: -

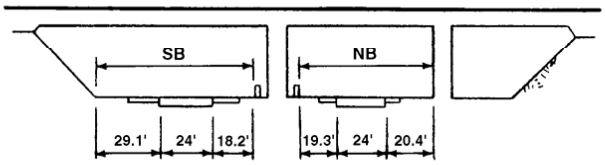
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	47D	**Item Name:**	Tot. Horz. Clr. (1st Under) W/S
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Total Horizontal Clearance, 1st Under-Record Westbound / Southbound (continued)

Instructions: See the figure below for examples.



SB = 71.3' NB = 63.7'

Two Roadways Under

Item 47A = Item 47C = 063.7 feet

Item 47B = Item 47D = 071.3 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	48	**Item Name:**	Length of Maximum Span
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the length of the maximum span.

Instructions: Enter the length of the maximum span in the 5-digit field. The value for this item should be recorded to the nearest tenth of a foot. Right justify with leading zeros, as required. For example: 0065.0 feet or 0125.5 feet.

The measurement shall be along the centerline of the bridge.

Notes: -

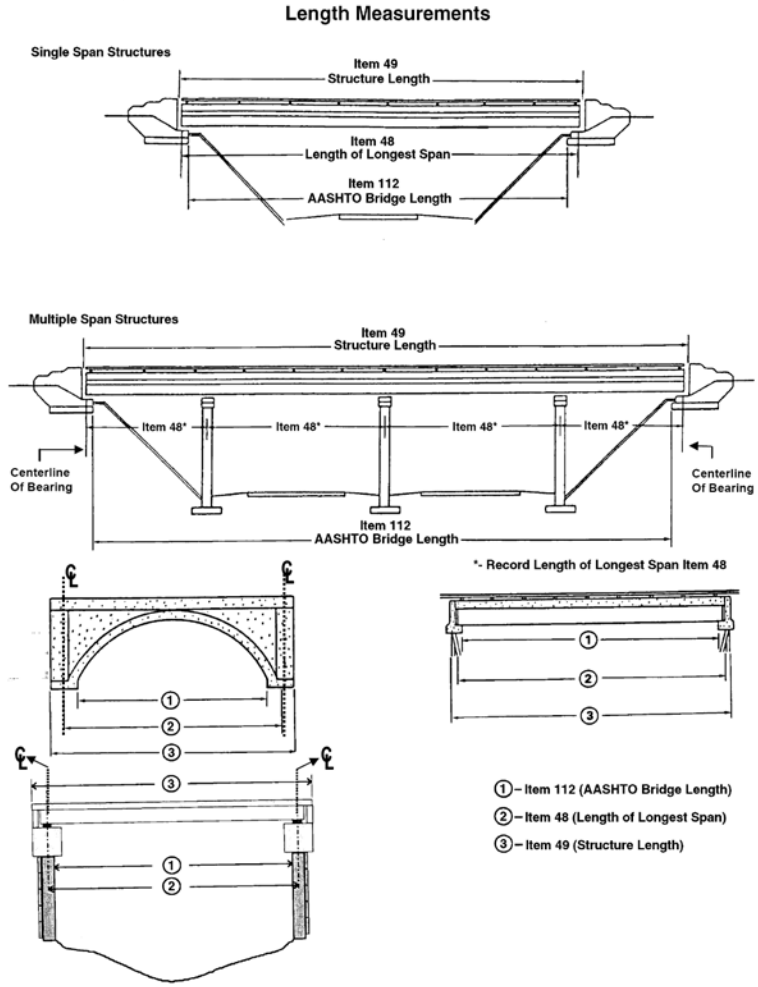
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	48	**Item Name:**	Length of Maximum Span
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Length of Maximum Span (continued)

Instructions: See the figures below for examples.



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	49	**Item Name:**	Structure Length
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the length of the structure.

Instructions: Enter the length of the structure in the 6-digit field. The value for this item should be recorded to the nearest tenth of a foot. Right justify with leading zeros, as required. For example: 00252.0 feet or 01012.4 feet.

This is the length of roadway which is supported on the bridge structure, typically measured back to back of backwalls of abutments or from paving notch to paving notch.

Culvert lengths should be measured along the centerline of roadway regardless of the culvert depth below grade; the clear distance between inside faces of exterior walls is the value to be recorded.

Tunnel length should also be measured along the centerline of the roadway.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

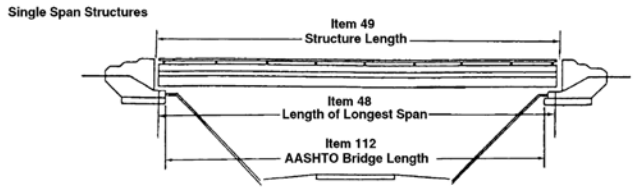
Item Number:	49	**Item Name:**	Structure Length
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

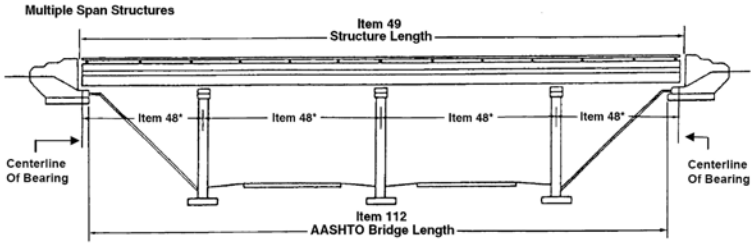
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Structure Length (continued)

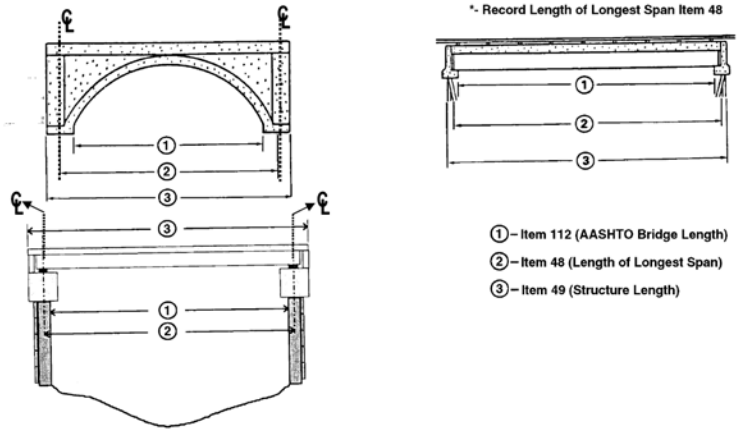
Instructions: See the figures below for examples.

Length Measurements





*- Record Length of Longest Span Item 48



Notes: -

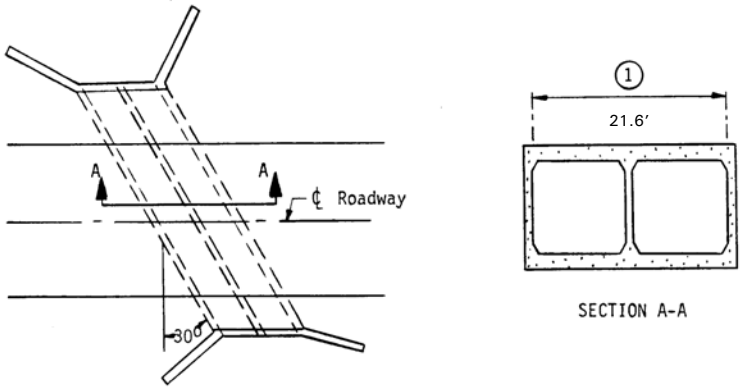
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

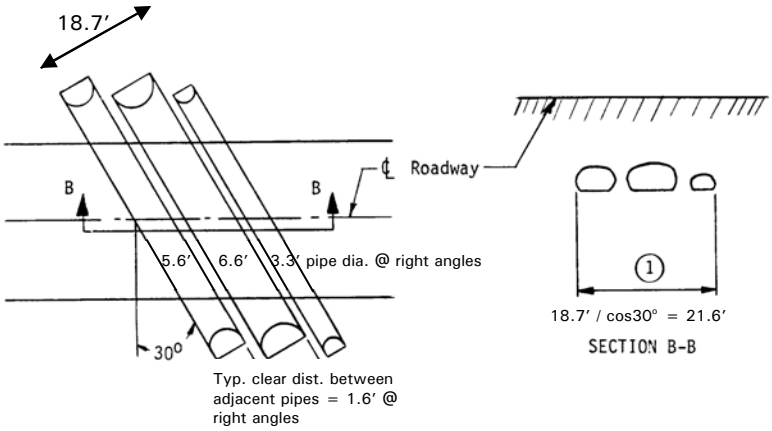
Item Number:	49	**Item Name:**	Structure Length
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	SI&A/Underrecords (RO)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXX.X**	**NBIS Underrec.:**	☒ **Yes**

Description: Structure Length (continued)

Instructions: See the figures below for examples.





Item 49 = 00021.6 feet

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	50	**Item Name:**	Curb or Sidewalk Widths
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of two segments: 50A and 50B. The segments indicate the curb or sidewalk widths.

Instructions: See the following pages for instructions regarding the component segments 50A and 50B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	50A	**Item Name:**	Left Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the width of the left curb or sidewalk.

Instructions: Enter the width of the left curb or sidewalk in the 3-digit field. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros when necessary. For example: 05.4 feet.

Right and left for this item is determined by facing in the direction of inventory; typically, this is north, on a north-south road, and east, on an east-west road.

For the concrete barrier railing (New Jersey type), there is typically no curb or sidewalk area. This item will be coded 00.0 for any case where there is no curb or sidewalk present, including the case of New Jersey parapets.

See the figures for examples of curb and sidewalk measurements.

Notes: -

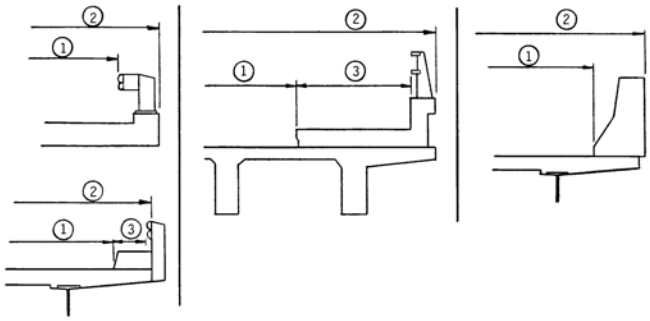
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

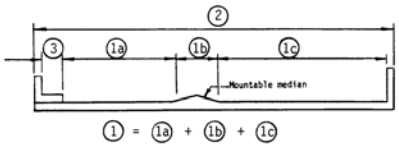
Item Number:	50A	**Item Name:**	Left Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

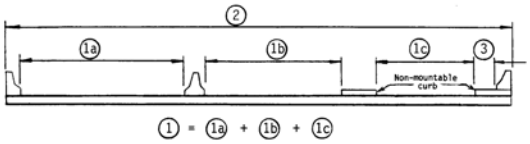
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

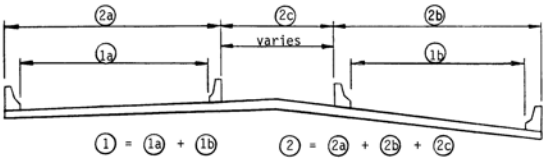
Description: Left Curb or Sidewalk Width (continued)

Instructions:









1 Item 51 - Bridge Roadway Width, Curb to Curb

2 Item 52 - Deck Width, Out to Out

3 Item 50 - Curb or Sidwalk Width
(50A or 50B depending on inventory direction)

Notes: -

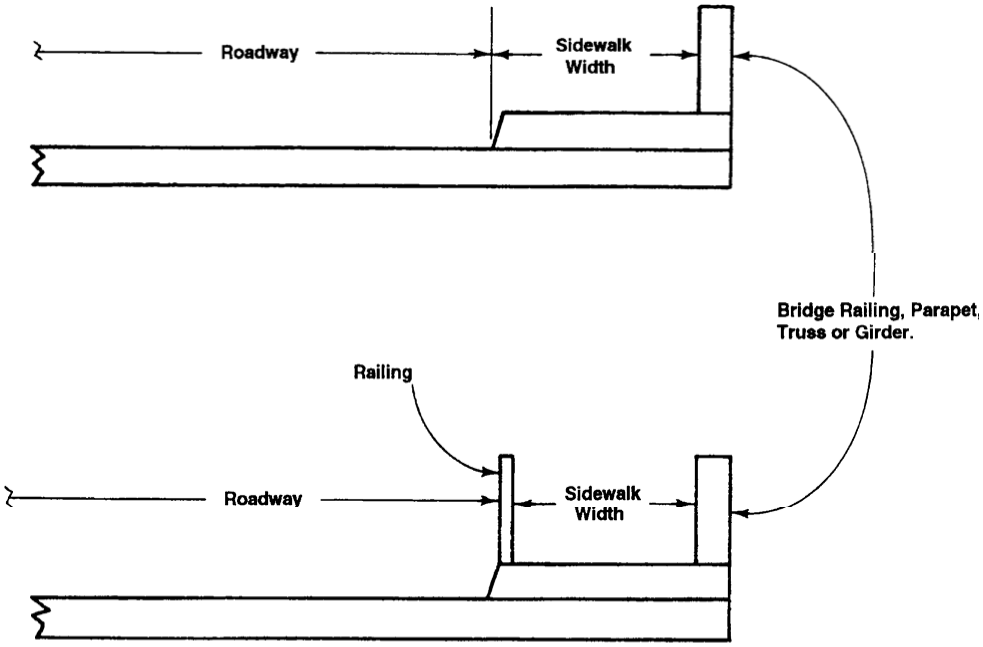
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	50A	**Item Name:**	Left Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Left Curb or Sidewalk Width (continued)

Instructions:



View looking opposite to direction of inventory (i.e., left side of bridge shown)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	50B	**Item Name:**	Right Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the width of the right curb or sidewalk.

Instructions: Enter the width of the right curb or sidewalk in the 3-digit field. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros when necessary. For example: 06.2 feet.

Right and left for this item is determined by facing in the direction of inventory; typically, this is north, on a north-south road, and east, on an east-west road.

For the concrete barrier railing (New Jersey type), there is typically no curb or sidewalk area. This item will be coded 00.0 for any case where there is no curb or sidewalk present, including the case of New Jersey parapets.

See the figures for examples of curb and sidewalk measurements.

Notes: -

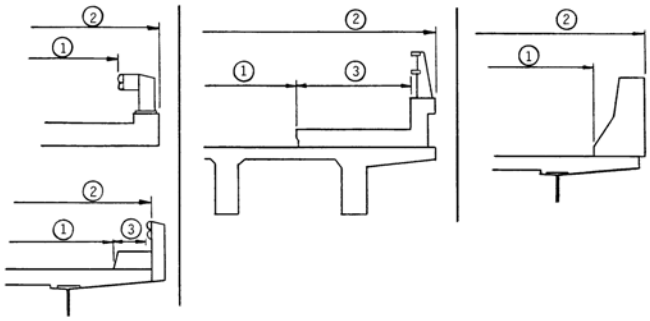
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

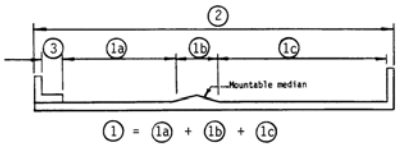
Item Number:	50B	**Item Name:**	Right Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

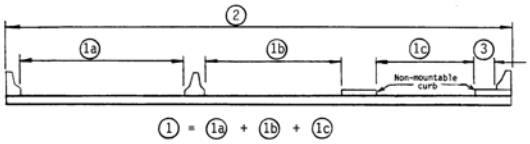
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

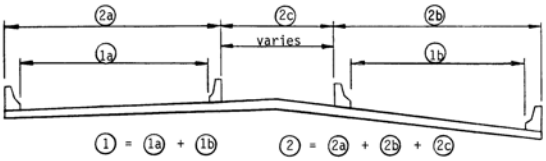
Description: Right Curb or Sidewalk Width (continued)

Instructions:









1 Item 51 - Bridge Roadway Width, Curb to Curb

2 Item 52 - Deck Width, Out to Out

3 Item 50 - Curb or Sidwalk Width
(50A or 50B depending on inventory direction)

Notes: -

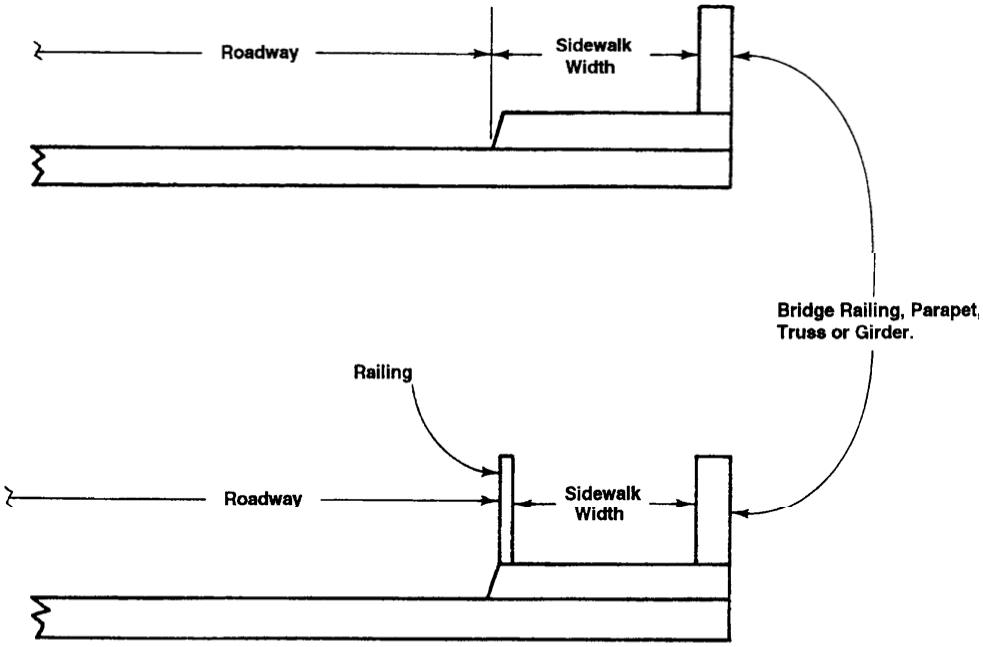
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	50B	**Item Name:**	Right Curb or Sidewalk Width
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Right Curb or Sidewalk Width (continued)

Instructions:



View looking in direction of inventory (i.e., right side of bridge shown)

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	51	**Item Name:**	Rdwy. Width, Curb-to-Curb
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the bridge roadway width between curbs or rails, whichever governs.

Instructions: Record the bridge roadway width in the 4-digit field. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros. For example: 050.2 feet.

The value to be recorded is the most restrictive minimum distance between curbs or rails on the structure roadway. For structures with closed medians and usually for double deck structures, coded data will be the sum of the most restrictive minimum distances for all roadways carried by the structure. Note that raised or non-mountable medians will not be included in the total summations for this number; neither will open medians, barrier widths, or barrier-protected non-vehicular (e.g., bicycle) lanes be counted. The measurement should be exclusive of flared areas for ramps. If the bridge deck is flared, a note should be added to indicate the minimum and maximum dimensions, and at which ends of the deck they are located.

For underfill structures, this item can be coded 000.0, provided that the headwalls or parapets do not affect the flow of traffic. This is acceptable since a filled section simply maintains the roadway cross-section. However, for sidehill viaduct structures code the actual full curb-to-curb roadway width; see figure.

But INDOT now requires that a dimension always be coded in this field; 000.0 feet will no longer be acceptable for culverts. The reason for this is that the FHWA will use a default value for this item if coded as 000.0 feet in the calculation of the Sufficiency Rating. If there are no restrictions such as curbs or rails to use in measuring the dimensions, then Inspectors should code the width of drivable roadway, including paved shoulders.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	51	**Item Name:**	Rdwy. Width, Curb-to-Curb
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Roadway Width, Curb-to-Curb (continued)

Instructions: For underfill structures where the fill is minimal and the headwalls or parapets affect the flow of traffic, the actual roadway width (curb-to-curb or rail-to-rail) should be coded. Also, where traffic runs directly on the top slab or wearing surface of a culvert-type structure (e.g., reinforced concrete box without fill), code the actual roadway width.

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	51	**Item Name:**	Rdwy. Width, Curb-to-Curb
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Roadway Width, Curb-to-Curb (continued)

Instructions: Figure Illustrating Coding of Sidehill Viaducts:

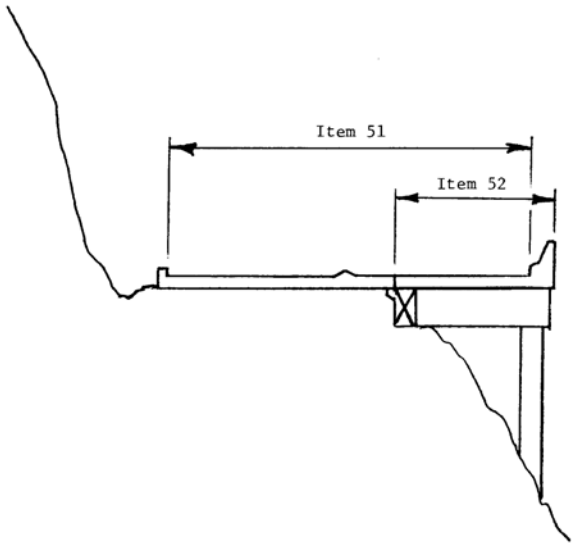
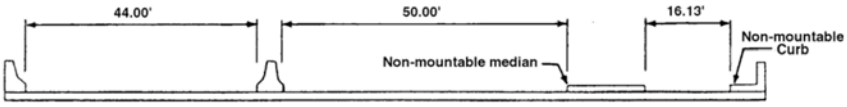


Figure Illustrating Calculation of Item 51 Value:



Total roadway width on bridge = 44.00′ + 50.00′ + 16.13′ = 110.13′
Item 51 = 110.1 feet

Notes: -

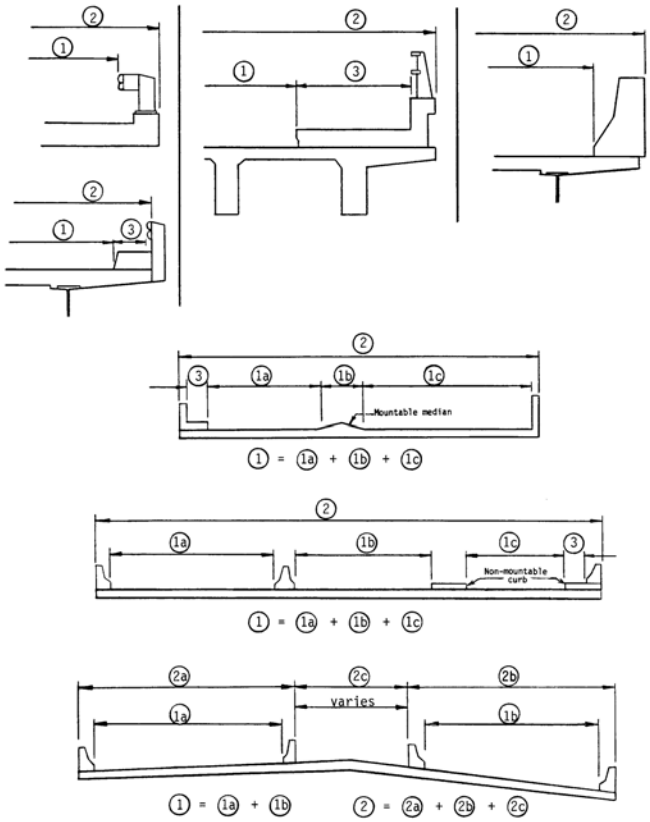
INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	51	**Item Name:**	Rdwy. Width, Curb-to-Curb
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Roadway Width, Curb-to-Curb (continued)

Instructions: Figures Illustrating General Width Measurements:



1 **Item 51 - Bridge Roadway Width, Curb to Curb**

2 **Item 52 - Deck Width, Out to Out**

3 **Item 50 - Curb or Sidwalk Width**

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	52	**Item Name:**	Deck Width, Out-to-Out
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the deck width out-to-out.

Instructions: Record the deck width in the 4-digit field. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros. For example: 068.3 feet.

If the structure is a through structure (e.g. truss), the number to be coded will represent the clear lateral clearance between superstructure members. The measurement should be exclusive of flared areas for ramps. See figures. If the bridge deck is flared, a note should be added to indicate the minimum and maximum dimensions, and at which end of the deck they are located.

Where the traffic runs directly on the top slab or wearing surface of a culvert, code the actual width (i.e., culvert length) out-to-out. This will also apply where the fill is minimal and the culvert headwalls affect the flow of traffic. However, for sidehill viaduct structures code the actual out-to-out structure width; see figure.

Where the roadway is on a fill carried across a pipe or box culvert and the culvert headwalls do not affect the flow of traffic, this item can be coded as 000.0. This is acceptable since the filled section over a culvert simply maintains the roadway cross-section.

But INDOT now requires that a dimension always be coded in this field; 000.0 feet will no longer be acceptable for culverts. The reason for this is that the FHWA will use a default value for this item if coded as 000.0 feet in the calculation of the Sufficiency Rating. If there are no restrictions such as curbs or rails to use in measuring the dimensions, then Inspectors should code the width of drivable roadway, including paved shoulders.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	52	**Item Name:**	Deck Width, Out-to-Out
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Deck Width, Out-to-Out (continued)

Instructions: Figure Illustrating Coding of Sidehill Viaducts:

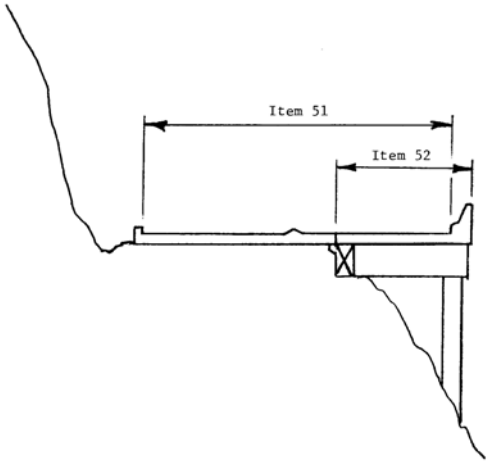
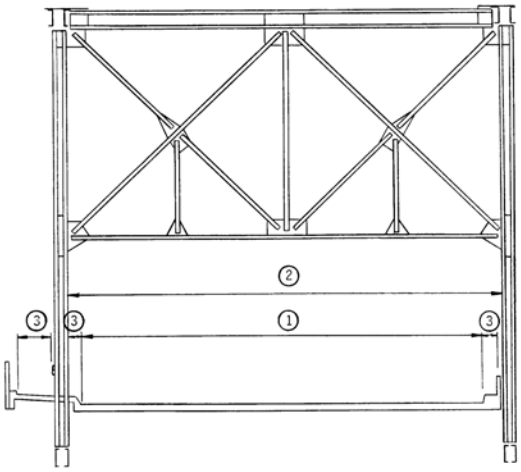


Figure Illustrating Width Measurements for Thru-Truss:



1 Item 51 - Bridge Roadway Width, Curb to Curb

2 Item 52 - Deck Width, Out to Out

3 Item 50 - Curb or Sidwalk Width

Notes: -

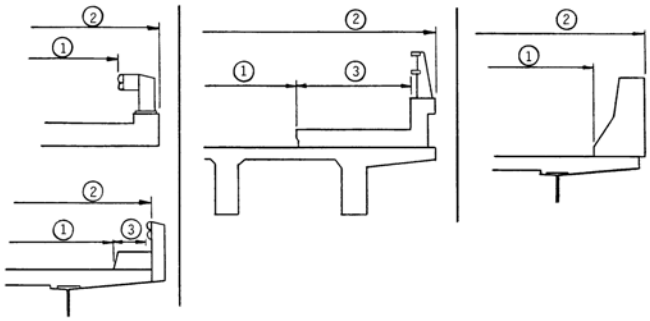
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

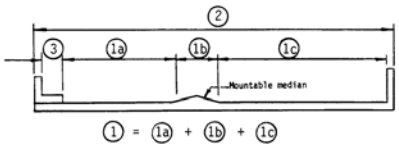
Item Number:	52	**Item Name:**	Deck Width, Out-to-Out
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

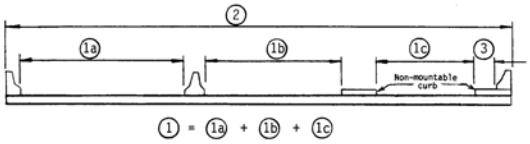
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

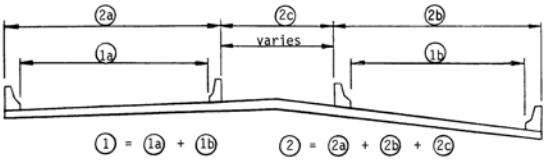
Description: Deck Width, Out-to-Out (continued)

Instructions: Figures Illustrating General Width Measurements:









1 **Item 51 - Bridge Roadway Width, Curb to Curb**

2 **Item 52 - Deck Width, Out to Out**

3 **Item 50 - Curb or Sidwalk Width**

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

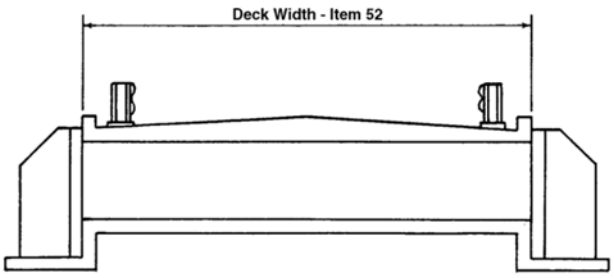
Item Number:	52	**Item Name:**	Deck Width, Out-to-Out
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

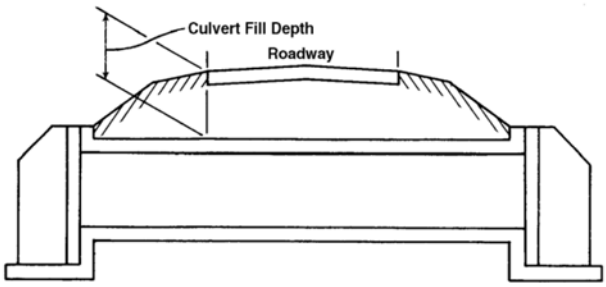
Description: Deck Width, Out-to-Out (continued)

Instructions:

Culvert Examples



Culvert Not Under Fill



Culvert Under Fill

Note: Deck Width (Item 52) Code 000.0
no longer valid for INDOT;
code actual roadway width instead

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	53	**Item Name:**	Min. Vert. Clr. Over Rdwy.
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Date Boxes, "Governs" Check Boxes
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Clr. Boxes (ft, in); Plan, Meas., Laser
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum vertical clearance over the bridge roadway, if applicable.

Instructions: Record the minimum vertical clearance over the bridge roadway, including shoulders, to any superstructure restriction. This item should be recorded in feet and inches; there are 4 digits total, 2 for feet and 2 for inches. Round down to the whole inch.

For double decked structures, code the minimum vertical clearance, whether it pertains to the top or bottom deck.

When no superstructure restriction exists above the bridge roadway, or if the restriction is 100 feet or more, code as 99 feet and 99 inches.

The actual data measured shall be used for coding; however, the roadway may be signed for a lower clearance. Many bridges in Indiana are signed 2 or 3 inches lower than the actual low clearance to factor in snow/ice pack during winter months.

For INDOT bridges, there are ancillary fields for three sets of measurements: From Design Plans, Measured by Inspectors, and Laser Measured by Consultant. There is a Date field and Governs field for each set of measurements. The most restrictive or newest measurement should be used. The INDOT inspector is required to review these values and determine which governs, then code this value in the main fields for feet (53A) and inches (53B).

Notes: Two subparts are present: one for feet (53A) and one for inches (53B); this is also true for the Plan, Measured and Laser values. This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

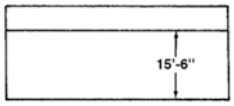
Item Number:	53	**Item Name:**	Min. Vert. Clr. Over Rdwy.
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Date Boxes, "Governs" Check Boxes
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Clr. Boxes (ft, in); Plan, Meas., Laser
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

Description: Minimum Vertical Clearance Over Roadway (continued)

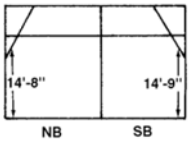
Instructions: See the figures below for examples.

a. One Roadway On:



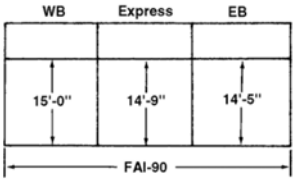
Item 53 = 15 ft 06 in

b. Two Roadways On:



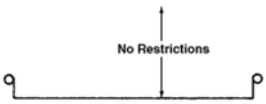
Item 53 = 14 ft 08 in

c. More than two Roadways On:



Item 53 = 14 ft 05 in

d. No overhead Restriction:



Item 53 = 99 ft 99 in

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	54	**Item Name:**	Min. Vertical Underclearance
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of two segments: 54A and 54B. The segments indicate the minimum vertical underclearance reference feature and value, respectively.

Instructions: See the following pages for instructions regarding the component segments 54A and 54B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	54A	**Item Name:**	Min. Vert. Clr. Under – Code
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether a highway or a railroad is the most restrictive feature affecting vertical clearance under the bridge, or if neither of these is the most restrictive feature.

Instructions: Enter the appropriate code from the drop-down menu to identify the feature beneath the structure that gives the most restrictive height under the bridge.

H - HIGHWAY
R - RAILROAD
N - Not a highway or railroad

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	54B	**Item Name:**	Min. Vertical Clr. Under Bridge
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Date Boxes, "Governs" Check Boxes
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Clr. Boxes (ft, in); Plan, Meas., Laser
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum vertical clearance under the bridge to a highway or railroad beneath the structure.

Instructions: This item should be recorded in feet and inches; there are 4 digits total, 2 for feet and 2 for inches. Round down to the whole inch.

Record the minimum vertical clearance either from the highway (travel lanes only) beneath the structure, or from the railroad track beneath the structure, to the underside of the superstructure. If both a highway and railroad are under the structure, code the most critical dimension. If there is neither a highway nor railroad beneath the structure, code as 00 feet, 00 inches.

If the vertical clearance is 100 feet or more to the highway or railroad, code as 99 feet and 99 inches.

The actual data measured shall be used for coding; however, the roadway may be signed for a lower clearance. Many bridges in Indiana are signed 2 or 3 inches lower than the actual low clearance to factor in snow/ice pack during winter months.

For INDOT bridges, there are ancillary fields for three sets of measurements: From Design Plans, Measured by Inspectors, and Laser Measured by Consultant. There is a Date field and Governs field for each set of measurements. The most restrictive or newest measurement should be used. The INDOT inspector is required to review these values and determine which governs, then code this value in the main fields for feet (54B) and inches (54C).

Vertical Under Clearance Data for roadways will also be listed on the Under Record; however, data for Railroads will have to be added in comments to the overall item 54B data field.

Notes: Two subparts are present: one for feet (54B) and one for inches (54C); this is also true for the Plan, Measured and Laser values.

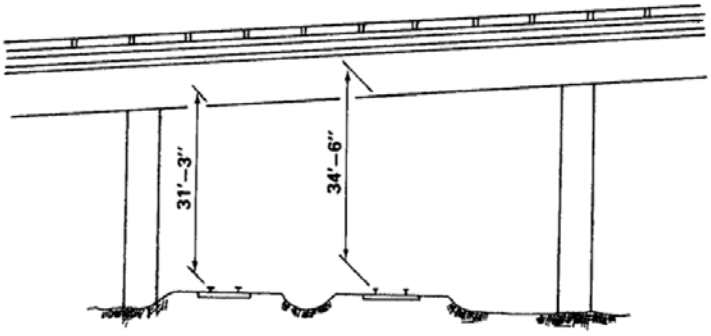
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	54B	**Item Name:**	Min. Vertical Clr. Under Bridge
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Date Boxes, "Governs" Check Boxes
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Clr. Boxes (ft, in); Plan, Meas., Laser
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-

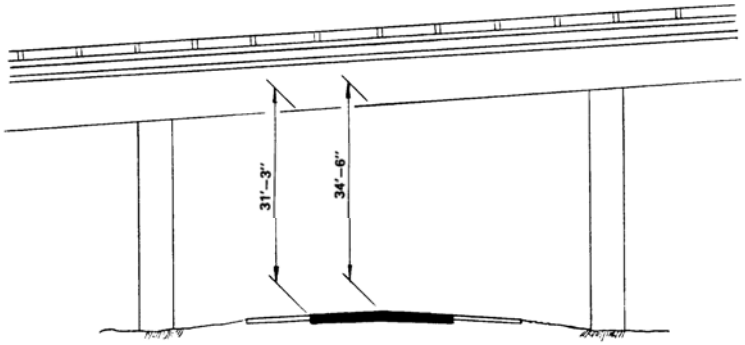
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX ft. XX in.**	**NBIS Underrec.:**	☐ **Yes**

Description: Minimum Vertical Clearance Under Bridge (continued)

Instructions: See the figures below for examples.



Item 54B = 31 ft 03 in



Item 54B = 31 ft 03 in

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	55	**Item Name:**	Min. Lat. Underclr. on Right
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of two segments: 55A and 55B. The segments indicate the minimum lateral underclearance on the right in terms of the reference feature and actual clearance dimension, respectively.

Instructions: See the following pages for instructions regarding the component segments 55A and 55B.

Note that the term right is used to apply to the direction of travel for a highway, so for a two-way highway there will be two dimensions that must be measured to determine governing right lateral underclearance, while for a one-way highway, only one dimension will be measured for right lateral underclearance.

Since there is no fixed direction of travel for a railroad track, the term right is used to mean the minimum lateral underclearance from the right-hand track when facing in either direction along the tracks. Thus, two dimensions will be measured for a single track and the most critical chosen, and for multiple tracks one dimension will be measured for each outside track and the most critical again chosen.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	55A	**Item Name:**	Min. Lat. Clr. Right - Code
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether a highway or a railroad is the most restrictive feature affecting lateral clearance on the right under the bridge, or if neither of these is the most restrictive feature.

Instructions: Enter the appropriate code from the drop-down menu to identify the feature beneath the structure that gives the most restrictive lateral clearance under the bridge to the right.

H - HIGHWAY
R - RAILROAD
N - Not a highway or railroad

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	55B	**Item Name:**	Minimum Lateral Clr. Right
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum lateral clearance under the bridge on the right-hand side.

Instructions: Record the value for the minimum lateral clearance on the right-hand side under the bridge. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros for a total of 4 digits. For example: 010.4 feet.

The lateral clearance should be measured from the right edge of the roadway (excluding shoulders) or from the centerline (between rails) of the right-hand track of a railroad to the nearest substructure unit (pier, abutment, etc.), to a rigid barrier (concrete barrier wall, etc.), or to the toe of a slope steeper than 3 horizontal to 1 vertical (e.g., 1 to 1 or 2 to 1).

In the case of a dual highway, the outside clearances of both roadways should be measured and the smaller distance shall be recorded (i.e., measure the clearance on the right for both directions of travel). Both dimensions should be noted in a comment.

If this item is not applicable, because the feature beneath the structure is neither a highway nor a railroad, code 000.0.

If the lateral clearance on the right from the highway or railroad is greater than 1000 feet, code 999.9.

The presence of ramps and acceleration or turning lanes is not considered in this item; therefore the minimum lateral clearance on the right should be measured from the right edge of the through roadway.

When both a railroad and highway are under the structure, code the most critical dimension.

See figure for examples.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

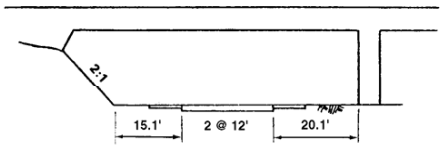
Item Number:	55B	**Item Name:**	Minimum Lateral Clr. Right
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

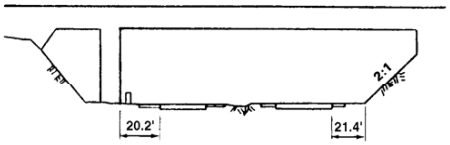
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: Minimum Lateral Clearance on Right (continued)

Instructions:

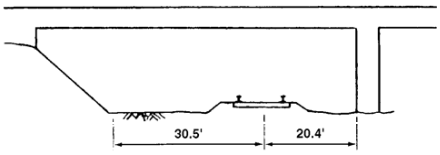
Minimum Lateral Underclearance

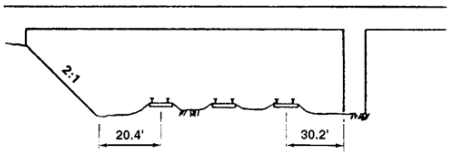




Item 55B = 015.1 feet for 2-way traffic
Item 56 = 000.0 feet for 2-way traffic
Item 55B = 020.1 feet for 1-way traffic (into page)
Item 56 = 015.1 feet for 1-way traffic (into page)

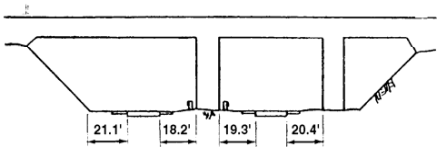
Item 55B = 020.2 feet
Item 56 = 999.9 feet

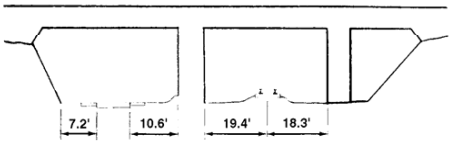




Item 55B = 020.4 feet
Item 56 = 000.0 feet

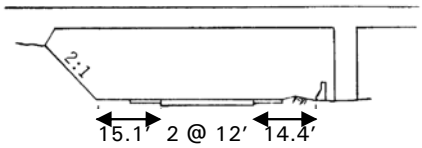
Item 55B = 020.4 feet
Item 56 = 000.0 feet





Item 55B = 020.4 feet
Item 56 = 018.2 feet

Item 55B = 007.2 feet
Item 56 = 000.0 feet



Item 55B = 014.4 feet for 2-way traffic
Item 56 = 000.0 feet for 2-way traffic
Item 55B = 014.4 feet for 1-way traffic (into page)
Item 56 = 015.1 feet for 1-way traffic (into page)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	56	**Item Name:**	Min. Lat. Underclr. on Left
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum lateral clearance under the bridge on the left-hand side.

Instructions: This is applicable only to divided highways, one-way streets and ramps. Record the value for the minimum lateral clearance on the left-hand side under the bridge. The value for this item should be recorded to the nearest tenth of a foot, right justified with leading zeros for a total of 4 digits. For example: 006.4 feet.

The lateral clearance should be measured from the left edge of the roadway (excluding shoulders) to the nearest substructure unit, to a rigid barrier, or to the toe of a slope steeper than 3 horizontal to 1 vertical. For divided highways, this will be the median side of the roadway; for one-way streets or ramps, this will be measured on the left when facing in the direction of travel.

In the case of a dual highway, the outside clearances of both roadways should be measured and the smaller distances shall be recorded (i.e., measure the clearance on the left for both directions of travel). If there is no obstruction in the median area, code 999.9. Both dimensions should be noted in a comment.

If this item is not applicable, code 000.0 (e.g., railroad track, river, or two-way street).

For clearances greater than 1000 feet, code 999.8.

See figures for examples.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

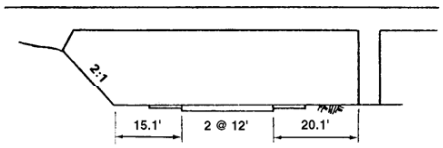
Item Number:	56	**Item Name:**	Min. Lat. Underclr. on Left
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Geometric	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX.X**	**NBIS Underrec.:**	☐ **Yes**

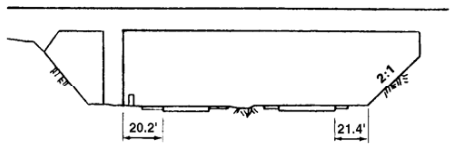
Description: Minimum Lateral Underclearance on Left (continued)

Instructions:

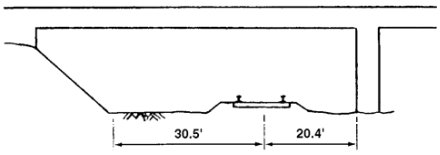
Minimum Lateral Underclearance



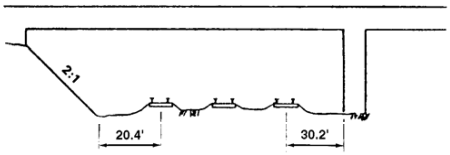
Item 55B = 015.1 feet for 2-way traffic
Item 56 = 000.0 feet for 2-way traffic
Item 55B = 020.1 feet for 1-way traffic (into page)
Item 56 = 015.1 feet for 1-way traffic (into page)



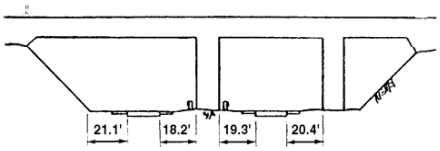
Item 55B = 020.2 feet
Item 56 = 999.9 feet



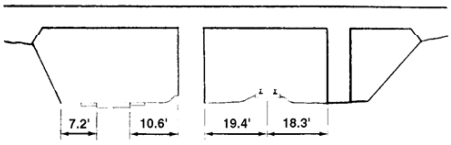
Item 55B = 020.4 feet
Item 56 = 000.0 feet



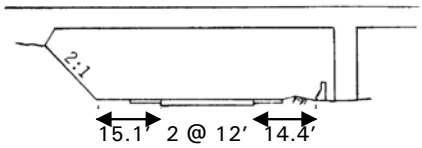
Item 55B = 020.4 feet
Item 56 = 000.0 feet



Item 55B = 020.4 feet
Item 56 = 018.2 feet



Item 55B = 007.2 feet
Item 56 = 000.0 feet



Item 55B = 014.4 feet for 2-way traffic
Item 56 = 000.0 feet for 2-way traffic
Item 55B = 014.4 feet for 1-way traffic (into page)
Item 56 = 015.1 feet for 1-way traffic (into page)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	57	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the overall condition rating of the deck. Ranges shown at the left (good, fair, poor, bad, closed) should be used as a starting point to determine the actual rating. See the following pages for more detailed definitions.

Instructions: Enter the 1 digit code that best describes the condition of the deck:

N - NOT APPLICABLE

Good
9 - EXCELLENT CONDITION
8 - VERY GOOD CONDITION (NO PROBLEMS NOTED)
7 - GOOD CONDITION (SOME MINOR PROBLEMS)

Fair
6 - SATISFACTORY CONDITION (MINOR DETERIORATION)
Structural elements show some minor deterioration.
5 - FAIR CONDITION (MINOR SECTION LOSS)
All primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.

Poor
4 - POOR CONDITION (ADVANCED DETERIORATION)
Advanced section loss, deterioration, spalling, or scour.

Bad
3 - SERIOUS CONDITION (PRIMARY STRUCTURE AFFECTED)
Loss of section, deterioration, spalling, or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2 - CRITICAL CONDITION (ADVANCED LOSS TO PRIMARY STRUCTURE, MAY CLOSE BRIDGE) Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

Closed
1 - "IMMINENT" FAILURE CONDITION (BRIDGE CLOSED, PENDING CORRECTIVE ACTION) Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0 - FAILED CONDITION (OUT OF SERVICE - BEYOND CORRECTIVE ACTION)

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Deck (continued)

Instructions: Enter N for structures without decks, including culverts.

General Comments

Concrete decks should be inspected for cracking, scaling, spalling, leaching, chloride contamination, potholing, delamination, and full or partial depth failures. Steel grid decks should be inspected for broken welds, broken grids, section loss, and expansion of filled grids from corrosion. Timber decks should be inspected for splitting, crushing, fastener failure, and deterioration from rot.

The condition of the wearing surface/protective system, joints, expansion devices, curbs, sidewalks, parapets, fascias, bridge rail, and scuppers shall not be considered in the overall deck evaluation. However, their condition should be noted during the inspection. If required, these items should be rated under the appropriate central database coding item.

Decks integral with the superstructure will be rated as a deck only and not how they may influence the superstructure rating (e.g., rigid frame, slab, deck girder or T-beam, voided slab, box girder). Similarly, the superstructure of an integral deck-type bridge will not influence the deck rating. However, a deteriorated deck can affect the load-carrying capacity of the superstructure member (e.g., with a T-beam where the deck provides the compression section of the member).

See the following pages for a detailed description of each condition rating for different deck material types.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Deck

Instructions: Enter the 1 digit code that best describes the condition of the deck:

N Not Applicable	Used for underfill structures.
9 Excellent	Generally used on properly constructed new bridges. There are no spalls, delaminations, cracks or scaling present.
8 Very Good	No problems noted. Generally used on properly rehabilitated bridges or bridges in nearly new condition. There are no spalls, delaminations, cracks or scaling present. Minor transverse cracks may be present in the wearing surface or the underside of the deck.
7 Good	Some minor problems. There are no spalls or delaminations present. Insignificant cracks which can be sealed with tar or epoxy exist, or light scaling may be present in the wearing surface. Few transverse cracks on the underside. No leaking or corrosion of stay-in-place forms.
6 Satisfactory	Structural elements show some minor deterioration. Spalls and deformations may be present on up to five percent of the deck surface or soffit area. Up to 10 percent of the deck surface or soffit area may have map cracking. Transverse cracking at greater than five-foot spacing may be present. Moderate scaling of the deck surface may also be present.

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Deck (continued)

Instructions: Enter the 1 digit code that best describes the condition of the deck:

5 Fair — All primary structural elements are sound but may have minor cracking or spalling. Up to 10 percent of the deck surface or soffit area is spalled or delaminated. Up to 25 percent of the deck surface or soffit area may have map cracking. Transverse cracking on the underside at less than five-foot intervals in the majority of the deck, with or without efflorescence, may be present. The underside of the deck has spalls with exposed reinforcing bars with up to 10 percent section loss in isolated areas. Heavy scaling of the deck surface may also be present.

4 Poor — Advanced deterioration, or spalling. Longitudinal cracks exist over the majority of the deck. Up to 25 percent of the deck surface or soffit area is spalled or delaminated. Up to 50 percent of the deck surface or soffit area may have map cracking. The underside of the deck has wet-looking areas. Stay-in-place forms are corroded in numerous areas. Full-depth failures are imminent. Significant efflorescence is present. The underside of the deck has spalls with exposed reinforcing bars with up to 30 percent section loss in isolated areas. Loose delaminations are in danger of falling on traffic or pedestrians below.

3 Serious — Deterioration or spalling has seriously affected the primary structural components. Local failures are possible. Flexure and shear cracks in concrete may be present. Full-depth failures are present or imminent. Greater than 25% of the deck surface or soffit area is spalled or delaminated. Excessive efflorescence is present. Large areas on the underside of the deck look wet. Large areas of stay-in-place forms are corroded. Significant exposed reinforcing bars, with greater than 30 percent section loss, are present.

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Deck (continued)

Instructions: Enter the 1 digit code that best describes the condition of the deck:

2 Critical	Advanced deterioration of primary structural elements. Shear cracks in concrete may be present. Unless closely monitored it may be necessary to close the bridge until corrective action is taken. There are deficiencies in the deck that would likely cause a driver to lose control of the vehicle. Local deflections exist. Full-depth failures exist over much of the deck. The deck is grossly compromised.
1 Imminent Failure	Major deterioration or section loss present. The bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Deck

Instructions: Enter the 1 digit code that best describes the condition of the deck:

N Not Applicable	Used for underfill structures.
9 Excellent	Generally used on properly constructed new bridges. There are no noticeable or noteworthy deficiencies which affect the deck condition.
8 Very Good	No problems noted. Generally used on properly rehabilitated bridges or bridges in nearly new condition. There is no damage to the primary or secondary bars other than surface rust on uncoated decks. Any deck coating system is sound. The grid deck is securely fastened to the floor system, and any filler present is sound.
7 Good	Some minor problems. There may be minor damage to the primary or secondary bars, such as small twists or bends. There may be surface rust on uncoated decks, or minor isolated areas of corrosion of coated decks. Any filler present is sound.
6 Satisfactory	Structural elements show some minor deterioration. There may be some twisted, bent or cracked bars. There may be some isolated broken welds or loose/broken fasteners. Concrete filler may have broken out at a few localized areas. There is surface rust on uncoated decks, and surface or freckle rust of coated decks.
5 Fair	All primary structural elements are sound but may have minor section loss. There may be some twisted, bent or cracked bars. There may be some isolated broken welds or loose/broken fasteners. Filler may have broken out at a few localized areas. There is surface corrosion on uncoated decks and surface or freckle corrosion on coated decks.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Deck (continued)

Instructions: Enter the 1 digit code that best describes the condition of the deck:

4 Poor	Advanced section loss or deterioration. There are numerous cracked, broken or missing bars. There are numerous broken welds or loose/broken fasteners. Filler has broken out at many locations. Measurable surface pitting and/or section loss is occurring due to corrosion. The coating system has failed. Measurable section loss due to wear has occurred in the wheel lines.
3 Serious	Loss of section or deterioration has seriously affected the primary structural components. Local failures are possible. There are numerous broken or missing bars. There are widespread broken welds or broken fasteners. Much of the filler is missing. Serious section loss and measurable section loss in the wheel lines.
2 Critical	Advanced deterioration of primary structural elements. Fatigue cracks in steel may be present. Unless closely monitored it may be necessary to close the bridge until corrective action is taken. There are deficiencies in the deck that would likely cause a driver to lose control of the vehicle. Local deflections exist. There are widespread broken or missing bars accompanied with partial deck failures. There are widespread broken welds or broken fasteners. Most of the filler is missing. Excessive section loss is evident.
1 Imminent Failure	Major deterioration or section loss is present. The bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Deck

Instructions: Enter the 1 digit code that best describes the condition of the deck:

N Not Applicable	Used for underfill structures.
9 Excellent	Generally used on properly constructed new bridges. There are no noticeable or noteworthy deficiencies which affect the deck condition.
8 Very Good	No problems noted. Generally used on properly rehabilitated bridges or bridges in nearly new condition. There is no crushing, rotting or splitting. The deck is tightly secured to the floor system.
7 Good	Some minor problems. There is minor checking or splitting with a few loose planks.
6 Satisfactory	Structural elements show some minor deterioration. Less than 10% of the planks are checked or split, but they are sound. There may be some loose or moderately worn planks. Some areas of wetness are present.
5 Fair	All primary structural elements are sound but may have minor section loss. 10% to 40% of the planks are checked, split, rotted or crushed. Many planks are loose. Fire damage is limited to surface charring with minor, measurable section loss. Less than 10% of the planks are in need of replacement.
4 Poor	Advanced section loss or deterioration. Over 40% of the planks are rotted, crushed or split. Fire damage with significant section loss, possibly reducing the load carrying capacity of the member may be present. Over 10% of the planks are in need of replacement.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	58	**Item Name:**	Deck Condition
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Rating Based On, Deck Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Deck (continued)

Instructions: Enter the 1 digit code that best describes the condition of the deck:

3 Serious	Loss of section or deterioration has seriously affected the primary structural components. Local failures are possible. Severe signs of structural distress are visible. Extensive plank damage is evident with a reduced deck load-carrying capacity.
2 Critical	Advanced deterioration of primary structural elements. Unless closely monitored it may be necessary to close the bridge until corrective action is taken. There are deficiencies in the deck that would likely cause a driver to lose control of the vehicle. Local deflections exist. There is advanced deterioration with partial deck failure. There are broken or missing planks.
1 Imminent Failure	Major deterioration or section loss present. The bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the overall condition rating of the deck. Ranges shown at the left (good, fair, poor, bad, closed) should be used as a starting point to determine the actual rating. See the following pages for more detailed definitions.

Instructions: Enter the 1 digit code that best describes the condition of the superstructure:

N - NOT APPLICABLE

Good

9 - EXCELLENT CONDITION
8 - VERY GOOD CONDITION (NO PROBLEMS NOTED)
7 - GOOD CONDITION (SOME MINOR PROBLEMS)

Fair

6 - SATISFACTORY CONDITION (MINOR DETERIORATION)
Structural elements show some minor deterioration.
5 - FAIR CONDITION (MINOR SECTION LOSS)
All primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.

Poor

4 - POOR CONDITION (ADVANCED DETERIORATION)
Advanced section loss, deterioration, spalling, or scour.

Bad

3 - SERIOUS CONDITION (PRIMARY STRUCTURE AFFECTED)
Loss of section, deterioration, spalling, or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2 - CRITICAL CONDITION (ADVANCED LOSS TO PRIMARY STRUCTURE, MAY CLOSE BRIDGE) Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

Closed

1 - "IMMINENT" FAILURE CONDITION (BRIDGE CLOSED, PENDING CORRECTIVE ACTION) Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0 - FAILED CONDITION (OUT OF SERVICE - BEYOND CORRECTIVE ACTION)

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Superstructure (continued)

Instructions: Enter N for all culverts.

General Comments

Rate the overall condition of the superstructure, based mainly on the more critical items making up the superstructure.

The structural members should be inspected for signs of distress which may include cracking, deterioration, section loss, collision damage, and malfunction and misalignment of bearings.

The condition of bearings, joints, paint system, etc. shall not be included in this rating, except in extreme situations.

On bridges where the deck is integral with the superstructure, the superstructure condition rating may be affected by the deck condition. The resultant superstructure condition rating may be lower than the deck condition rating where the girders have deteriorated or been damaged.

Fracture critical components should receive careful attention because failure could lead to collapse of a span or the bridge.

See the following pages for a detailed description of each condition rating for different superstructure material types.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Superstructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

N Not Applicable	Used for underfill structures.
9 Excellent	Properly constructed, new condition.
8 Very Good	There are no noteworthy deficiencies which affect the structural capacity of the members.
7 Good	Some minor problems are present. Non-structural hairline cracks without disintegration may be evident. Load-carrying capacity of structural members unaffected.
6 Satisfactory	Structural members show some minor deterioration or collision damage. Hairline structural cracks or spalls may be present with evidence of efflorescence. Minor water saturation marks may be present. Generally, the reinforcing steel is unaffected.
5 Fair	Structural members are generally sound but may have evidence of deterioration or disintegration. Numerous hairline structural cracks or spalls may be present with minor section loss of reinforcing steel possible.
4 Poor	There is extensive deterioration. There are measurable structural cracks or large spall areas. Corroded reinforcing steel evident with measurable section loss. Structural capacity of some members is diminished.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Superstructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

3 Serious	There is severe deterioration and/or disintegration of primary concrete members. Large structural cracks may be evident. Reinforcing steel reinforcing is exposed with advanced corrosion and significant section loss. Local failures or loss of bond are possible.
2 Critical	Advanced deterioration of primary concrete members. There is concrete disintegration around reinforcing steel with loss of bond. Some reinforcing steel may be ineffective due to corrosion or loss of bond. Numerous large structural cracks may be present. Localized failures of bearing areas may exist.
1 Imminent Failure	Bridge is closed to traffic. There is major deterioration or section loss present on primary structural elements. Obvious vertical or horizontal movement is affecting the structure's stability.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Prestressed Concrete Superstructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

N Not Applicable	Used for underfill structures.
9 Excellent	Properly constructed, new condition.
8 Very Good	No cracks, stains, or spalls.
7 Good	Non-structural hairline cracks less than 0.015 inch may be present. No rust stains present.
6 Satisfactory	Minor concrete damage or deterioration is less than 5%. Few shrinkage cracks present and those that exist are tight and narrow. No shear cracks are present. Non-structural cracks are over 0.015 inch. Isolated and minor exposure of mild steel reinforcement may be present. No prestressing strands exposed.
5 Fair	Up to 5% of prestressing strands exposed. Less than 15% of any area is spalled or delaminated. Multiple shrinkage cracks present. No shear cracks or transverse cracks are present. Hairline longitudinal cracks may be present across the bottom flange. There is leakage at the joints with light efflorescence but no staining.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Prestressed Concrete Superstructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

4 Poor — 5% to 15% of prestressing strands exposed. 15% to 25% of the area is spalled or delaminated. Multiple shrinkage cracks are present, including enlarging with possible minor spalls. Tight shear cracks may be present. Hairline transverse flexural cracks across the bottom flange may also be present. Longitudinal cracks with minor efflorescence or minor rust stains may be present along the bottom flange. Transverse tendons may be loose or heavily rusted. There may be leakage at joints with heavy efflorescence or minor rust stains. Vertical or diagonal web cracks less than 3 inches long near the open joints in barrier.

3 Serious — Any sagging or loss of camber may be present. Severed, heavily corroded, or deformed prestressing strands with over 15% of prestressing strands exposed may be present. Over 25% of the area may be spalled or delaminated. Multiple shrinkage cracks are present and are wide with spalls. Some moderate-width shear cracks are present. Open transverse flexural cracks in bottom flange may be present. Longitudinal cracks with minor efflorescence or minor rust stains may be present across the bottom flange. Vertical or diagonal web cracks greater than 3 inches long may be present.

2 Critical — Critical damage to the concrete or the reinforcing structures may be present. Multiple shrinkage cracks, spalls with exposed reinforcing, and/or rust may be present. Wide shear cracks and/or rust may also be present. Open cracks across the bottom flange and possibly into the web may exist. An abrupt lateral offset as measured along the bottom flange or lateral distortion of exposed prestressing strands. Excessive vertical misalignment may be present. Longitudinal cracks at the interface of the web and top flange that are not substantially closed below the surface damage (this indicates permanent deformation of the stirrups) may be present.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Prestressed Concrete Superstructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

1 Imminent Failure	Critical damage requiring the replacement of a member. Bridge is closed to traffic. Temporary false work to safeguard the public should be installed.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Superstructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

N Not Applicable	Used for underfill structures.
9 Excellent	Properly constructed, new condition.
8 Very Good	There are no noticeable or noteworthy deficiencies which affect the condition of the superstructure. Cannot be used for reused superstructure components.
7 Good	Some rust may be evident without any section loss.
6 Satisfactory	Rusting is evident but with minor section loss of less than 2% of thickness in critical areas.
5 Fair	There is section loss but less than 5% of the thickness in critical areas of primary members. Fatigue or out of plane distortion cracks may be present in non-critical areas. Hinges may be showing minor corrosion problems.
4 Poor	There is significant section loss, between 5% and 25%, of the member section in critical areas of primary members. Fatigue or out of plane distortion cracks may be present in critical areas. Hinges may be frozen from corrosion. Load-carrying capacity of structural members may be affected. There may be local buckling in compression members or connections. Tension flanges or tension members may show elongation.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Superstructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

3 Serious	Bearing movement or deterioration threatens the stability of the superstructure. Severe member section loss of over 25% or cracking in critical areas of primary members may be present. Minor failures may have occurred. Significant weakening of primary members evident. There may be global buckling of a primary member or connection. A primary member has a crack of 2 inches or longer. There are cracks in a gusset plate or welds that have, or may have, propagated into primary members. There are cracks in a hanger assembly member. The connection between railroad flat cars has failed.
2 Critical	Severe section loss of over 50% of thickness is present at numerous locations with through thickness section loss at some critical locations of primary members. Extensive fatigue cracking may also be present.
1 Imminent Failure	Bridge is closed.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Superstructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

N Not Applicable	Used for underfill structures.
9 Excellent	Properly constructed, new condition.
8 Very Good	There are no noteworthy deficiencies which affect the structural capacity of the members.
7 Good	Minor decay, cracking or splitting of beams or stringers at non-critical locations may be present.
6 Satisfactory	Some decay may be present, along with cracking or splitting of beams or stringers. Fire damage limited to surface scorching with no measurable section loss.
5 Fair	Moderate decay, cracking, splitting or minor crushing of beams or stringers may be present. Fire damage is limited to surface charring with section loss less than 5% of the member section.
4 Poor	Extensive decay, cracking, splitting or crushing of beams or stringers or significant fire damage. A diminished load-carrying capacity of members is evident. Member section loss between 5% and 25%.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	59	**Item Name:**	Superstructure Condition
Main Tab/Sub Tab:	Primary/Superstruc. (59A)	**Misc. Fields:**	Rating Based On, Superstruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Superstructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the superstructure:

3 Serious	Severe decay, cracking, splitting or crushing of beams or stringers or major fire damage. Member section loss over 25%. Load-carrying capacity is substantially reduced. Local failure may be evident.
2 Critical	Severe decay, cracking, splitting or crushing of beams or stringers or major fire damage has resulted in significant local failures. Unless closely monitored, it may be necessary to close the bridge until corrective action is taken.
1 Imminent Failure	Bridge is closed.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the overall condition rating of the deck. Ranges shown at the left (good, fair, poor, bad, closed) should be used as a starting point to determine the actual rating. See the following pages for more detailed definitions.

Instructions: Enter the 1 digit code that best describes the condition of the substructure:

N - NOT APPLICABLE

Good
9 - EXCELLENT CONDITION
8 - VERY GOOD CONDITION (NO PROBLEMS NOTED)
7 - GOOD CONDITION (SOME MINOR PROBLEMS)

Fair
6 - SATISFACTORY CONDITION (MINOR DETERIORATION)
Structural elements show some minor deterioration.
5 - FAIR CONDITION (MINOR SECTION LOSS)
All primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.

Poor
4 - POOR CONDITION (ADVANCED DETERIORATION)
Advanced section loss, deterioration, spalling, or scour.

Bad
3 - SERIOUS CONDITION (PRIMARY STRUCTURE AFFECTED)
Loss of section, deterioration, spalling, or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2 - CRITICAL CONDITION (ADVANCED LOSS TO PRIMARY STRUCTURE, MAY CLOSE BRIDGE) Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

Closed
1 - "IMMINENT" FAILURE CONDITION (BRIDGE CLOSED, PENDING CORRECTIVE ACTION) Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0 - FAILED CONDITION (OUT OF SERVICE - BEYOND CORRECTIVE ACTION)

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Substructure (continued)

Instructions: Enter N for all culverts.

General Comments

All substructure elements should be inspected for visible signs of distress including evidence of cracking, section loss, settlement, misalignment, scour, collision damage, and corrosion. If significant scour has resulted in a rating of 2 or less for item 113, the rating for item 60 should be comparable (usually the same as for item 113, but item 60 could be worse if significant material deterioration also exists at critical sections).

The substructure condition rating should be made independent of the deck and superstructure.

Integral-abutment wingwalls to the first construction or expansion joint shall be included in the evaluation. For non-integral superstructure and substructure units, the substructure shall be considered as the portion below the bearings. For structures where the substructure and superstructure are integral, the substructure shall be considered as the portion below the superstructure.

See the following pages for a detailed description of each condition rating for different subtructure material types.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Substructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

N Not Applicable	Used for underfill structures, culverts, and spandrel arches where footings cannot be seen.
9 Excellent	There are no noticeable or noteworthy deficiencies that affect the condition of the substructure. There may be insignificant scrape marks caused by drift or collision.
8 Very Good	There may be shrinkage cracks, light scaling or insignificant spalling which does not expose reinforcing steel. There may be insignificant damage caused by drift or collision with no resulting misalignment.
7 Good	There may be minor cracking or spalls with no detrimental effect on bearing area. Minor scouring may have occurred.
6 Satisfactory	Minor deterioration or disintegration, spalls, cracking or leaching with little or no loss of bearing area. Shallow, local scouring may have occurred near the foundation.
5 Fair	Measurable but minor section loss may exist, with possible exposed reinforcing steel. Scour may be progressive and/or is becoming more prominent with possible top of footing exposure. However, no misalignment or settlement is noted.
4 Poor	Structural cracks or settlement with advanced deterioration. Additional backfilling is required. Extensive scouring or undermining of the footing is affecting the stability of the unit and requires corrective action. Settlement that is causing stress on the structure, or is creating a hazardous riding surface on the roadway above may be present. Wingwall rotation causing roadway settlement. Severe impact damage may be present.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Concrete Substructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

3 Serious	Severe disintegration may be present. The reinforcing steel is exposed with advanced stages of corrosion. There is severe section loss in critical stress areas. Bearing areas are seriously deteriorated with considerable loss of bearing. Severe scouring or undermining of the footings affects the stability of the unit. Settlement may have occurred. Shoring is considered necessary to maintain the safety and alignment of the structure. There is severe undermining of a spread footing. Severe impact damage.
2 Critical	The concrete cap is soft and spalling, with reinforcing steel exposed with no bond to concrete. The top of the cap is split or a pillar has undergone a shear failure. Scouring is sufficient that the substructure is near a state of collapse. Piers or bents have settled.
1 Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structural stability is present. Bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Substructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

N Not Applicable	Used for underfill structures, culverts, and spandrel arches where footings cannot be seen.
9 Excellent	There are no noticeable or noteworthy deficiencies that affect the condition of the substructure. There may be insignificant scrape marks caused by drift or collision.
8 Very Good	There may be insignificant damage caused by drift or collision with no resulting misalignment.
7 Good	Leakage of expansion devices may have started minor rusting without measurable section loss. Minor scouring may have occurred.
6 Satisfactory	Corrosion, but no measurable section loss may be present. Shallow, local scouring may have occurred near the foundation.
5 Fair	Corrosion with measurable but minor section loss of less than 5% may be present. Scour may be progressive and/or is becoming more prominent with possible top of footing exposure. However, no misalignment or settlement is noted.
4 Poor	Corrosion with extensive section loss, between 5% and 10% may be present. Extensive scouring or undermining of the footing is affecting the stability of the unit and requires corrective action. Settlement that is causing stress on the structure, or is creating a hazardous riding surface on the roadway above. Wingwall rotation causing roadway settlement. Severe impact damage.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Steel Substructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

3 Serious	There is severe section loss of greater than 10% in critical stress areas. Bearing areas are seriously deteriorated with considerable loss of bearing. Severe scouring or undermining of the footings affects the stability of the unit. Settlement may have occurred. Shoring is considered necessary to maintain the safety and alignment of the structure. There is severe undermining of a spread footing. Severe impact damage may be present.
2 Critical	Members have critical section loss. Holes in the web and/or knife-edged flanges are typical. Scouring is sufficient that the substructure is near a state of collapse. Piers or bents have settled.
1 Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structural stability is present. Bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Substructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

N Not Applicable	Used for underfill structures, culverts, and spandrel arches where footings cannot be seen.
9 Excellent	There are no noticeable or noteworthy deficiencies that affect the condition of the substructure. There may be insignificant scrape marks caused by drift or collision.
8 Very Good	There may be insignificant damage caused by drift or collision with no resulting misalignment.
7 Good	Insignificant decay, cracking or splitting may be present. Minor scouring may have occurred.
6 Satisfactory	Minor decay, cracking or splitting may be present. Fire damage is limited to surface scorching with no measurable section loss.
5 Fair	Moderate decay, cracking or splitting may be present. A few secondary members may need replacement. Fire damage is limited to surface charring with minor, measurable section loss. There may be some exposure of piles as a result of erosion, reducing penetration.
4 Poor	Substantial decay, cracking, splitting or crushing of primary members, requiring replacement. Section loss greater than 5%. Extensive exposure of piles as a result of erosion, thus reducing penetration and affecting the stability of the unit. Settlement that is causing stress on the structure, or is creating a hazardous riding surface on the roadway above may be present. Wingwall rotation causing roadway settlement may be present. Severe impact damage may be present.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Timber Substructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

3 Serious	There is severe section loss in critical stress areas and section loss greater than 10% of the cross sectional area. Bearing areas are seriously deteriorated with considerable loss of bearing. Settlement may have occurred. Shoring is considered necessary to maintain the safety and alignment of the structure. There is severe undermining of a spread footing. Severe impact damage may be present.
2 Critical	The primary members are crushed or split and ineffective. Piers or bents have settled. Section loss greater than 20% of the cross sectional area may be present. Scouring is sufficient that the substructure is near a state of collapse.
1 Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structural stability. Bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Masonry Substructure

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

N Not Applicable	Used for underfill structures, culverts, and spandrel arches where footings cannot be seen.
9 Excellent	There are no noticeable or noteworthy deficiencies that affect the condition of the substructure. There may be insignificant scrape marks caused by drift or collision.
8 Very Good	There may be insignificant spalling of the masonry units. Damage caused by drift or collision may have occurred, but with no resulting misalignment.
7 Good	There may be minor cracking or the mortar or spalls/cracking of the masonry units with no detrimental effect on bearing area. Minor scouring may have occurred.
6 Satisfactory	Minor deterioration or disintegration and spalls or cracking of the masonry units or mortar with little or no loss of bearing area. Shallow, local scouring may have occurred near the foundation.
5 Fair	Minor deterioration or disintegration and spalls or cracking of the masonry units and mortar with little or no loss of the bearing area may be present. Scour may be progressive and/or is becoming more prominent with possible top of footing exposure. However, no misalignment or settlement is noted.
4 Poor	Structural cracks or settlement with advanced deterioration of the masonry units and mortar may be present. Additional backfilling is required. Extensive scouring or undermining of the footing is affecting the stability of the unit and requires corrective action. Settlement that is causing stress on the structure, or is creating a hazardous riding surface on the roadway above may be present. Wingwall rotation causing roadway settlement may be present. Severe impact damage may be present.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	60	**Item Name:**	Substructure Condition
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Rating Based On, Substruc. Comm.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the Masonry Substructure (continued)

Instructions: Enter the appropriate code from the drop-down menu for the overall condition of the substructure:

3 Serious	Severe disintegration of the masonry units and mortar. There is severe section loss in critical stress areas. Bearing areas are seriously deteriorated with considerable loss of bearing. Severe scouring or undermining of the footings affects the stability of the unit. Settlement may have occurred. Shoring is considered necessary to maintain the safety and alignment of the structure. There is severe undermining of a spread footing. Severe impact damage may be present.
2 Critical	Scouring is sufficient that the substructure is near a state of collapse. Piers or bents have settled.
1 Imminent Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structural stability. Bridge is closed to traffic but corrective action may put it back in light service.
0 Failed	Out of service, beyond corrective action.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	61	**Item Name:**	Channel Condition
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Rating Based On
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Overall Channel Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the physical conditions associated with the flow of water through the bridge such as stream stability and the condition of the channel, riprap, slope protection, or stream control devices including spur dikes.

Instructions: Enter the 1 digit code that best describes the condition of the channel and channel protection. Pay particular attention to visible signs of excess water velocity that may undermine slope protection or footings, as well as erosion and channel realignment.

N - Not applicable
9 - No noticeable deficiencies
8 - Banks are protected
7 - Bank protection needs minor repairs
6 - Bank slump, widespread minor damage
5 - Bank eroded, major damage
4 - Protection severely undermined, severe damage
3 - Protection failure
2 - Near collapse
1 - Closed because of failure, corrective action
0 - Closed because of failure, replacement needed

More specific guidance on the condition ratings is given on the next pages.

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	61	**Item Name:**	Channel Condition
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Rating Based On
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Overall Channel Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Channel and channel protection (continued)

Instructions: Enter the 1 digit code that best describes the condition of the channel and channel protection.

N Not Applicable	Not over waterway.
9 Excellent	No noticeable deficiencies.
8 Very Good	Banks protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable state.
7 Good	Bank protection needs minor repair. River control and embankment protection show minor damage. Banks and/or channel have minor amounts of drift.
6 Satisfactory	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor streambed movement evident. Debris is restricting the channel slightly.
5 Fair	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel. Signs of lateral movement.
4 Poor	Bank and embankment protection are severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. Significant channel migration.
3 Serious	Bank protection has failed. River control devices have been destroyed. Streambed aggradation, degradation or lateral movement has changed the channel and now threatens the bridge and/or the approach roadway. Drift/debris blocks more than half the channel and/or floodplain.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	61	**Item Name:**	Channel Condition
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Rating Based On
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Overall Channel Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Condition	**Misc. Fields:**	Simple Condition Statement, Material

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Channel and channel protection (continued)

Instructions: Enter the 1 digit code that best describes the condition of the channel and channel protection.

2 Critical	The channel has changed to the extent the bridge is near a state of collapse. Drift/debris completely blocks the channel and/or floodplain.
1 Imminent Failure	Bridge is closed because of channel failure. Corrective action may put it back in light service.
0 Failed	Bridge closed because of channel failure. Replacement necessary.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the overall condition rating of the culvert/underfill structure. Evaluate the alignment, settlement, joints, structural condition, scour, and other items associated with culverts/underfill structures.

Instructions: Enter the 1 digit code that best describes the condition of the culvert/underfill structure.

N - Not applicable
9 - No deficiencies
8 - No noteworthy deficiencies
7 - Shrinkage cracks/insignificant spalling
6 - Deterioration or initial disintegration
5 - Moderate or major deterioration
4 - Large spalls, heavy scaling, wide cracks
3 - Any condition in 4 but excessive in scope
2 - Wingwalls collapsed, severe settlement of road
1 - Bridge closed. Corrective action possible
0 - Bridge closed. Replacement necessary

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the culvert/underfill structure (continued)

Instructions:

General Comments

Culvert/underfill structures are generally structures where vehicles do not drive directly on a structural deck set on superstructure elements. Closed spandrel concrete arches are considered underfill structures if the level of soil or fill is higher than the level of the copings or headwall/spandrel walls.

Flexible culvert/underfill structures have little structural bending strength and depend on the backfill support to resist bending. They are generally constructed of steel or aluminum. Rigid culverts carry the load utilizing the structural strength of the pipe or box with little benefit from the surrounding soil. Rigid culvert/underfill structures are generally constructed of concrete, stone, or masonry.

Wingwalls integral with the culvert to the first construction or expansion joint shall be included in the evaluation.

Enter N for structures that are not culverts or underfill structures.

For all culverts/underfill structures, item 58 - Deck, item 59 - Superstructure, and item 60 – Substructure shall be coded N.

See the following pages for a detailed description of each condition rating for flexible and rigid culvert/underfill structures.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the flexible culvert/underfill structure, such as those constructed of steel or aluminum

Instructions: Enter the 1 digit code that best describes the condition of the flexible culvert/underfill structure, such as one constructed of steel or aluminum.

N
Not Applicable

Not a culvert/underfill structure.

9
Excellent

No deficiencies, new condition.

8
Very Good

No noteworthy deficiencies. Superficial corrosion, no pitting, minor construction defects, protective coating for steel intact. Smooth curvature. Horizontal shapes measurements within 10% of design for round pipes, 3% for pipe arches. Rise in structural plate arches within 3% of design. Seams tight. No erosion at footings.

7
Good

Some minor problems. No significant damage, no misalignment. Smooth symmetrical curvature with superficial corrosion or slight pitting. Local section loss less than 10%. The protective coating is ineffective. Top half of the pipe is smooth. Minor flattening of the bottom of round pipe. Bottom half flattened but still curved for pipe arches. Horizontal shape measurements are within 10% of design for round pipes, and within 3 to 5% greater than design for pipe arches. Structural plate arches have a smooth and symmetrical shape with slight flattening of top or sides in one section, and the rise is within 3 to 4% of design. Footings have minor erosion causing minor differential settlement and minor cracking in footing. Local minor scouring near the cut-off walls, wingwalls, or pipes.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Flexible culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the flexible culvert/underfill structure, such as one constructed of steel or aluminum.

6 Satisfactory — Structural elements show some minor deterioration. Smooth curvature, but non-symmetrical shape. Local section loss up to 25%. The top half of the pipe has a smooth curvature but the bottom half has flattened significantly for round pipes, or has flattened for pipe arches. Horizontal shape measurements are within 10% of design for round pipes, and 5% greater than design for pipe arches. Structural plate arches have a smooth but non-symmetrical shape with slight flattening of top and sides throughout, and the rise is within 4% to 5% of design. Hairline cracking at the bolt holes in one or more seams, 1 inch or less openings, and evidence of minor backfill infiltration at the joints and seams. Footings have moderate cracking and differential settlement due to moderate erosion. Minor scouring at the cutoff walls, wingwalls, or pipes.

5 Fair — Moderate to major deterioration. Primary structural elements sound. Significant distortion and deflection in one section, significant corrosion or deep pitting. Moderate thinning with global section loss less than 10%, and/or local section loss less than 50%. Significant distortion at isolated locations in the top half and extreme flattening of the invert for round pipe, or slight reverse curvature in one location for pipe arches. Horizontal shape measurements are between 10% and 15% greater than design for round pipe, or within 5% to 7% for pipe arches. For structural plate arches, there is significant distortion and deflection in one section, the sides are beginning to flatten, the shape is non-symmetrical, and the rise is within 5% to 7% of design. Moderate cracking at the bolt holes in one seam near the bottom of pipe. Slight deflection of pipe caused by backfill infiltration through joints and seams. Minor settlement or misalignment. Conspicuous scouring or erosion at cut-off walls, wingwalls, or pipes.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Flexible culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the flexible culvert/underfill structure, such as one constructed of steel or aluminum.

4
Poor

Advanced section loss. Considerable settlement or misalignment. Significant distortion and deflection throughout and extensive corrosion or deep pitting. Pronounced thinning. Some deflection or penetration when struck with pick hammer. Global section loss up to 20%, local section loss up to 75%. Round pipes have significant distortion throughout length of pipe and the lower third may be kinked. Pipe arches have significant distortion along the top of arch and the bottom has reverse curvature. Horizontal shape measurements are between 10 to 15% greater than design for round pipe, and more than 7% greater for pipe arches. For structural plate arches, there is significant distortion and deflection throughout, the sides are flattened with radius no more than 100% greater than design, and the rise is within 7% to 8% of design. Cracking at the bolt holes on one seam near top of pipe, with up to 2 inch crack propagation on each side of the bolt holes. Backfill infiltration through open joints and seams. Settlement has caused damage to the arch. Major cracking in the footing. Considerable scouring or erosion at cut-off walls, wingwalls, or pipes.

Notes: -

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Flexible culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the flexible culvert/underfill structure, such as one constructed of steel or aluminum.

3 Serious	Loss of section or spalling has seriously affected the primary structural elements. Local failures possible. Severe movement or differential settlement of the segments and loss of fill. Extreme distortion and deflection in one section, extensive corrosion, or deep pitting with scattered perforations. Global section loss up to 30%, local section loss up to 100%. Round pipes have extreme deflection at isolated locations, flattening of crown, and a crown radius of 20 to 30 feet. Pipe arches have extreme deflection in top arch in one section and the bottom has reverse curvature throughout. Horizontal shape measurements are in excess of 15% greater than design for circular pipes, and over 7% greater for pipe arches. For structural plate arches, there is extreme distortion and deflection in one section, the sides are virtually flat, the shape is extremely non-symmetrical, and the rise is within 8% to 10% of design. Up to 3 inch long cracks on either side of bolt holes on one or more seams. Severe scour or erosion at cut-off walls, wingwalls or pipes.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Flexible culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the flexible culvert/underfill structure, such as one constructed of steel or aluminum.

2 Critical	Wingwalls collapsed, severe settlement of the road. Advanced deterioration of primary structural elements. Unless closely monitored, it may be necessary to close the structure until corrective action is taken. Extreme distortion and deflection throughout. Extensive perforations due to corrosion on up to 5% of the structure. Round pipes have extreme deflection and distortion throughout the pipe, flattening of the crown, and a crown radius over 30 feet. Pipe arches have extreme deflection along the top of the pipe. Horizontal shape measurements are in excess of 20% greater than design for circular pipes, and 7% greater for pipe arches. For structural plate arches, there is extreme distortion and deflection throughout, the sides are flattened, the shape is extremely non-symmetrical, and the rise is not within 10% of design. Seams are cracked from bolt to bolt with significant amounts of backfill infiltration. Severe differential settlement of the footing has caused distortion and kinking of the arch. Complete undermining at cut-off walls and pipes.
1 Imminent Failure	Bridge closed, corrective action possible. Partial Collapse. Obvious vertical or horizontal movement affecting structural stability. The invert is completely deteriorated. Reverse curvature of the crown in round pipes. Seams have failed.
0 Failed	Bridge closed, replacement necessary.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Condition of the rigid culvert/underfill structure, such as those constructed of concrete, masonry, or stone

Instructions: Enter the 1 digit code that best describes the condition of the rigid culvert/underfill structure.

N Not Applicable	Not a culvert/underfill structure.
9 Excellent	No deficiencies, new condition.
8 Very Good	No noteworthy deficiencies. No settlement or misalignment. Joints are tight with no defects apparent. No cracking, spalling, or scaling. Mortar is tight with no defects apparent. No cracking, missing, or dislocated masonry. Surface is in good condition.
7 Good	Insignificant damage. Scaling or spalling which does not expose reinforcing steel. No settlement. Misalignment less than 1 inch at joints. Joints have up to ½ inch wide openings. Joint material is deteriorated at up to 5% of joints. Hairline cracking at isolated locations. Shallow mortar deterioration at up to 5% of the underfill structure. Surface deterioration of masonry at isolated locations. Local minor scouring near the cut-off walls, wingwalls, or pipes.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Rigid culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the rigid culvert/underfill structure.

6 Satisfactory — Structural elements show minor deterioration. Minor chloride contamination, cracking with some leaching or spalls. Up to 1 inch of misalignment and settlement at isolated locations. Joint material is generally deteriorated with minor cracking or spalling at joints. Joints have 1 inch maximum separations with possible infiltration or exfiltration. Cracks with widths less than $^{1}/_{8}$ inch, some with minor delaminations or spalling. Shallow mortar deterioration over no more than 20% of the structure, missing mortar at isolated locations, possible infiltration or exfiltration, and minor cracking. Minor cracking of masonry units. Minor scouring near the cut-off walls, wingwalls, or pipes.

5 Fair — Primary structural elements sound. Extensive cracking and moderate leaching, or spalls on concrete walls and slabs. Up to 2 inches of misalignment and settlement throughout the pipe with possible piping. Joints are open and allowing backfill to infiltrate. Significant cracking or joint spalling. Crack widths greater than 1/8 inch with moderate delamination and moderate spalling exposing reinforcing steel at up to 5% of the structure. Large areas of invert with surface scaling or spalls greater than 1/4 inch deep. Mortar is deteriorated at up to 50% of the structure with loose or missing mortar at up to 5% of the structure. Infiltration staining is apparent. Minor cracking and slight dislocation of masonry units. Large areas of surface scaling. Conspicuous scouring or erosion at cut-off walls, wingwalls, or pipes.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Rigid culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the rigid culvert/underfill structure.

4 Poor — Advanced deterioration or spalling. Exposed reinforcement, heavy scaling, considerable efflorescence, or opened construction joints permitting loss of backfill. Up to 3 inches of misalignment and settlement of the pipe with evidence of piping. The end sections of precast pipes are dislocated. Up to 2 inches of differential movement and separation at the joints with significant infiltration and exfiltration. Extensive cracking with crack widths greater than 1/8 inch with efflorescence and spalling at up to 10% of the underfill structure. At up to 5% of the underfill structure, spalls with exposed and corroded reinforcing steel with no more than 10% section loss. Invert has extensive surface scaling greater than 1/2 inch deep. Mortar is severely deteriorated over no more than 75% of the structure. Loss of mortar, infiltration and exfiltration between masonry and stone units. Displacement of individual units. Considerable scouring or erosion at cut-off walls, wingwalls, or pipes.

3 Serious — Spalling has seriously affected the primary structural components. Local failures possible. Shear cracks may be present. Up to 4 inches of ponding water due to sagging and misalignment of the structure. End section of precast pipes has dropped off. Up to 3 inch joint openings and differential movement. Dislocated joints in several locations, exposing fill material. Infiltration or exfiltration causing misalignment of pipe and depressions or settlement in the roadway. Extensive cracking throughout no more than 30% of the structure. Spalling with exposed reinforcement that has 10% section loss throughout no more than 10% of the structure. Scaling has exposed reinforcing steel in bottom of top slab or invert. Severe scour or erosion at cut-off walls, wingwalls or pipes.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	62	**Item Name:**	Culvert Condition
Main Tab/Sub Tab:	Primary/Culvert (62)	**Misc. Fields:**	Rating Based On, Overall Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/ Condition	**Misc. Fields:**	Simple Condition Statement, Material
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Rigid culvert/underfill structure condition (continued)

Instructions: Enter the 1 digit code that best describes the condition of the rigid culvert/underfill structure.

2 Critical	Wingwalls collapsed, severe settlement of road. Severe cracks with more than 2 inches of differential movement. Exposed reinforcement with more than 20% section loss throughout at least 20% of the structure. Top slab or invert concrete is completely deteriorated over more than 3% of the structure. Complete undermining at cut-off walls or pipes.
1 Imminent Failure	Bridge closed, corrective action possible. Major deterioration of critical structural components or obvious vertical or horizontal movement affecting structural stability. Partial Collapse.
0 Failed	Bridge closed, replacement necessary. Partial or complete collapse.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	63	**Item Name:**	Operating Rating Method
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies which load rating method was used to determine the operating rating coded in item 64.

Instructions: This item is read-only for all inspectors; it is populated by data administrators or Load Raters.

For INDOT Bridges, no input is required. This field is pre-populated.

For Toll Road, County and Local Assets, the Load Rater enters the one digit code from the drop-down menu:

0 – Field evaluation and documented engineering judgment
1 – LOAD FACTOR (LF)
2 – ALLOWABLE STRESS (AS)
3 – LOAD AND RESISTANCE FACTOR (LRFR)
4 – LOAD TESTING
5 – NO RATING ANALYSIS OR EVALUATION PERFORMED
6 – Load Factor (LF) rating reported by rating factor (RF) method using HS20 loading
7 – Allowable Stress (AS) rating reported by rating factor (RF) method using HS20 loading
8 – Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL93 loadings

The default value for new bridges should be a code of 5, until an analysis is performed. Code 5 is also to be used when an existing bridge has not been load rated or load rating documentation does not exist.

Code 0 is to be used when the load rating is determined by field evaluation and documented engineering judgment, typically done when plans are not available or in cases of severe deterioration. Field evaluation and engineering judgment ratings must be documented.

Notes/Issues: Dropdown options must be updated as per March 22, 2004 & February 2, 2011 FHWA memos.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	64	**Item Name:**	Operating Rating
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the maximum permissible load level to which the structure may be subjected for the vehicle type used in the rating.

Instructions: This item is read-only for all inspectors; it is populated by data administrators or Load Raters.

For INDOT Bridges, no input is required. This field is pre-populated.

For Toll Road, County and Local Assets, the Load Rater enters a 2 digit number to represent the total weight in tons, rounded down to a whole number. This number is right justified with a leading zero as required. For example: 08 tons, 16 tons, 38 tons.

Only HS Loading shall be used to determine the operating rating to be reported to FHWA. However, the H truck is generally used in Indiana to gage the need for load posting at inventory stress level.

If a bridge will not carry a minimum of 3 tons of live load at operating level, the operating rating shall be coded 00.0 and the bridge shall be closed.

If a bridge is temporary, item 64 is coded 00.0; item 41 must also be coded D and item 103 coded T.

A bridge that is shored up or repaired on a temporary basis is considered temporary but item 64 is coded as if the temporary shoring were not in place. This indicates the load rating of the deficient structure because, in spite of the shoring, permanent repairs have yet to be implemented. The Load Rater shall record the temporary, shored, capacity in tons or Rating Factor in a note.

If a structure is under sufficient fill such that, according to AASHTO design, the live load is insignificant, code item 64 as 99.9. This corresponds to fills in excess of 8 feet for single spans and, for multiple spans, fills in excess of the clear distance between end supports or abutments.

Notes/Issues: -

Questions: Should this be XX.X tons (similar to FHWA coding guide)? This also has to accommodate rating factor values (X.XX) per March 22, 2004 FHWA memo.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	64	**Item Name:**	Operating Rating
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: Operating Rating (continued)

Instructions: The default value for new bridges not yet load rated shall be 45 tons if the bridge was designed for an HS-20 vehicle or greater.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	65	**Item Name:**	Inventory Rating Method
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies which load rating method was used to determine the inventory rating coded in item 66.

Instructions: This item is read-only for all inspectors; it is populated by data administrators or Load Raters.

For INDOT Bridges, no input is required. This field is pre-populated.

For Toll Road, County and Local Assets, the Load Rater enters the one digit code from the drop-down menu:

0 – Field evaluation and documented engineering judgment
1 – LOAD FACTOR (LF)
2 – ALLOWABLE STRESS (AS)
3 – LOAD AND RESISTANCE FACTOR (LRFR)
4 – LOAD TESTING
5 – NO RATING ANALYSIS OR EVALUATION PERFORMED
6 – Load Factor (LF) rating reported by rating factor (RF) method using HS20 loading
7 – Allowable Stress (AS) rating reported by rating factor (RF) method using HS20 loading
8 – Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL93 loadings

The default value for new bridges should be a code of 5, until an analysis is performed. Code 5 is also to be used when an existing bridge has not been load rated or load rating documentation does not exist.

Code 0 is to be used when the load rating is determined by field evaluation and documented engineering judgment, typically done when plans are not available or in cases of severe deterioration. Field evaluation and engineering judgment ratings must be documented.

Notes/Issues: Dropdown options must be updated as per March 22, 2004 & February 2, 2011 FHWA memos.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	66	**Item Name:**	Inventory Rating
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the load level which can safely utilize the existing structure for an indefinite period of time.

Instructions: This item is read-only for all inspectors; it is populated by data administrators or Load Raters.

For INDOT Bridges, no input is required. This field is pre-populated.

For Toll Road, County and Local Assets, the Load Rater enters the appropriate 2 digit number to represent the total weight in tons, rounded down to a whole number. This value is right justified with a leading zero as required. For example: 08 tons, 16 tons, 38 tons.

Only HS Loading shall be used to determine the inventory rating to be reported to FHWA. However, the H truck is generally used in Indiana to gage the need for load posting at inventory stress level.

If a bridge is temporary, item 66 is coded 00.0; item 41 must also be coded D and item 103 coded T.

A bridge that is shored up or repaired on a temporary basis is considered temporary, but item 66 is coded as if the temporary shoring or repair were not in place. This indicates the load rating of the deficient structure because, in spite of the shoring, permanent repairs have yet to be implemented. The Load Rater shall record the temporary, shored, capacity in tons or Rating Factor in a note.

If a structure is under sufficient fill such that, according to AASHTO design, the live load is insignificant, code item 66 as 99.9. This corresponds to fills in excess of 8 feet for single spans and, for multiple spans, fills in excess of the clear distance between end supports or abutments.

The default value for new bridges not yet load rated shall be 36 tons if the bridge was designed for an HS-20 vehicle or greater.

Notes/Issues: This item is used to calculate the Sufficiency Rating.

Questions: Should this be XX.X tons (similar to FHWA coding guide)? This also has to accommodate rating factor values (X.XX) per March 22, 2004 FHWA memo.

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	67	**Item Name:**	Structural Evaluation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item evaluates the bridge structure in relation to the level of service which the bridge provides on the highway system of which it is a part.

Instructions: This item is read-only for all inspectors. The FHWA Edit/Update computer program calculates values for this item.

Structural evaluation is generally coded no higher than the lowest condition rating for the substructure or the superstructure (or culvert, if applicable). This code is also based on the inventory rating and Average Daily Traffic (ADT).

The ratings and codes are as follows:

N - Not applicable
9 - Superior to present desirable criteria
8 - Equal to present desirable criteria
7 - Better than present minimum criteria
6 - Equal to present minimum criteria
5 - Somewhat better than minimum adequacy
4 - Meets minimum tolerable limits
3 – Intolerable - high priority of corrective action
2 – Intolerable - high priority of replacement
1 - This value of rating code not used
0 - Bridge closed

Complete bridges not yet opened to traffic, if rated, are appraised as if open to traffic. Design values (e.g., ADT) are used for the evaluation.

The value shown represents the rating calculated by the FHWA Edit/Update computer program after the last inspection data was submitted; therefore, for a 2-year inspection cycle, this rating could be out-of-date by up to 2 years. For this reason, Item 67 (Unofficial Structural Evaluation) is used to calculate a more up-to-date value based on current inspection data.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: Bridge Reporting for Appraisal & Greater Inventory

Item Number:	67	**Item Name:**	Structural Evaluation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Structural Evaluation (continued)

Instructions: For new bridges, the Inspector will need to complete all NBI data and then calculate Unofficial Values. The calculated value must be placed in the Official data field in order for the program to properly run the data edit check program and not produce errors.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	68	**Item Name:**	Deck Geometry
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item evaluates the deck geometry in relation to the level of service which the bridge provides on the highway system of which it is a part.

Instructions: This item is read-only for all inspectors. The FHWA Edit/Update computer program calculates values for this item.

Deck geometry rates the bridge width (curb-to-curb or face-to-face of rail) and the minimum vertical clearance over the bridge roadway.

The ratings and codes are as follows:

N - Not applicable
9 - Superior to present desirable criteria
8 - Equal to present desirable criteria
7 - Better than present minimum criteria
6 - Equal to present minimum criteria
5 - Somewhat better than minimum adequacy
4 - Meets minimum tolerable limits
3 – Intolerable - high priority of corrective action
2 – Intolerable - high priority of replacement
1 - This value of rating code not used
0 - Bridge closed

Complete bridges not yet opened to traffic, if rated, are appraised as if open to traffic. Design values (e.g., ADT) are used for the evaluation.

The value shown represents the rating calculated by the FHWA Edit/Update computer program after the last inspection data was submitted; therefore, for a 2-year inspection cycle, this rating could be out-of-date by up to 2 years. For this reason, Item 68 (Unofficial Deck Geometry) is used to calculate a more up-to-date value based on current inspection data.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	68	**Item Name:**	Deck Geometry
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Deck Geometry (continued)

Instructions: For new bridges, the Inspector will need to complete all NBI data and then calculate Unofficial Values. The calculated value must be placed in the Official data field in order for the program to properly run the data edit check program and not produce errors.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	69	**Item Name:**	Underclearances, Vert. & Hor.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item evaluates the vertical and horizontal underclearances in relation to the level of service which the bridge provides on the highway system of which it is a part.

Instructions: This item is read-only for all inspectors. The FHWA Edit/Update computer program calculates values for this Item.

Vertical and horizontal underclearances are measured from the through roadway to the superstructure or substructure units, respectively. Code N is used unless the bridge is over a highway or railroad.

Bridges seldom are closed due to deficient underclearances, however, these bridges may be good candidates for rehabilitation or replacement.

The ratings and codes are as follows:

N - Not applicable
9 - Superior to present desirable criteria
8 - Equal to present desirable criteria
7 - Better than present minimum criteria
6 - Equal to present minimum criteria
5 - Somewhat better than minimum adequacy
4 - Meets minimum tolerable limits
3 – Intolerable - high priority of corrective action
2 – Intolerable - high priority of replacement
1 - This value of rating code not used
0 - Bridge closed

Complete bridges not yet opened to traffic, if rated, are appraised as if open to traffic. Design values (e.g., ADT) are used for the evaluation.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	69	**Item Name:**	Underclearances, Vert. & Hor.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux Forms/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Underclearances, Vertical & Horizontal (continued)

Instructions: The value shown represents the rating calculated by the FHWA Edit/Update computer program after the last inspection data was submitted; therefore, for a 2-year inspection cycle, this rating could be out-of-date by up to 2 years. For this reason, Item 69 (Unofficial Underclearances, Vertical and Horizontal) is used to calculate a more up-to-date value based on current inspection data.

For new bridges, the Inspector will need to complete all NBI data and then calculate Unofficial Values. The calculated value must be placed in the Official data field in order for the program to properly run the data edit check program and not produce errors.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	70	**Item Name:**	Bridge Posting
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Rating	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item evaluates the load capacity of a bridge in comparison to the State legal load.

Instructions: The FHWA's intent was for this to be the 1 digit code that best describes the relationship between the operating stress rating from item 64 and the State legal load.

0 - MORE THAN 39.9% BELOW LEGAL LOADS
1 - 30.0 TO 39.9% BELOW LEGAL LOADS
2 - 20.0 TO 29.9% BELOW LEGAL LOADS
3 - 10.0 TO 19.9% BELOW LEGAL LOADS
4 - 0.1 TO 9.9% BELOW LEGAL LOADS
5 - EQUAL TO OR ABOVE LEGAL LOADS

For temporary bridges or bridges shored up or repaired on a temporary basis, the actual operating rating of the temporary or shored bridge would be used to determine this item. To be consistent with operating rating given in item 64 for other, non-temporary, bridges, this would be evaluated for an HS truck.

However, in the State of Indiana, this item is coded according to the inventory level rating for an H truck. For temporary bridges or bridges shored up or repaired on a temporary basis, the actual inventory rating (H truck) of the temporary or shored bridge should be used.

In Indiana, this item shall be coded as follows, as determined by the H truck inventory rating, in tons:

0 - 0 TONS
1 - 1-2 TONS
2 - 3-5 TONS
3 - 6-10 TONS
4 - 11-15 TONS
5 - EQUAL TO OR ABOVE LEGAL LOADS

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	71	**Item Name:**	Waterway Adequacy
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux. Forms/Appraisal	**Misc. Fields:**	Comments

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item appraises the waterway opening with respect to passage of flow through the bridge.

Instructions: Enter the 1 digit code that best describes the waterway adequacy from the table on the next page. Site conditions may warrant a somewhat higher or lower rating than indicated by the table (e.g., if a restricted bridge opening caused flooding of an urban area, the number selected would be lower than what is shown in the table).

In rating waterway adequacy, the following are used to describe the likelihood of overtopping:

Remote – greater than 100 years.
Slight – 11 to 100 years.
Occasional – 3 to 10 years.
Frequent – less than 3 years.

Adjectives describing traffic delays mean the following:

Insignificant – minor inconvenience, highway passable in a matter of hours.
Significant – traffic delays of up to several days.
Severe – long term delays to traffic with resulting hardship.

Notes: This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	71	**Item Name:**	Waterway Adequacy
Main Tab/Sub Tab:	Primary/Channel (61)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	-
Main Tab/Sub Tab:	Aux. Forms/Appraisal	**Misc. Fields:**	Comments

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Waterway Adequacy (continued)

Instructions: Code as follows:

Functional Classification			**Description**
Principal Arterials – Interstates, Freeways, or Expressways	Other Principal & Minor Arterials and Major Collectors	Minor Collectors, Locals	*For bridges built at the bottom of sag vertical curves, the flooding of approaches is not considered in the rating.
Code			
N	N	N	Bridge not over a waterway.
9	9	9	Bridge deck and roadway approaches above flood water elevations (high water). Chance of overtopping is remote.
8	8	8	Bridge deck above roadway approaches. Slight chance of overtopping roadway approaches.
6	6	7	Slight chance of overtopping bridge deck and roadway approaches.
4	5	6	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with insignificant traffic delays.
3	4	5	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with significant traffic delays.*
2	3	4	Occasional overtopping of bridge deck and roadway approaches with significant traffic delays.*
2	2	3	Frequent overtopping of bridge deck and roadway approaches with significant traffic delays.*
2	2	2	Occasional or frequent overtopping of bridge deck and roadway approaches with severe traffic delays.*
0	0	0	Bridge is closed.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	72	**Item Name:**	Approach Roadway Alignment
Main Tab/Sub Tab:	Primary/Approach (72X)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Appraisal	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies those bridges that do not function properly or adequately due to the alignment of the approaches.

Instructions: Enter the 1 digit code that best describes the speed reduction required over one bridge length or 200 feet, whichever is greater. Speed reductions necessary because of the width of the bridge, rather than the alignment, are not considered in evaluating this item.

Note that this appraisal relates only to speed reduction corresponding to the vertical or horizontal alignment of the approach roadway, not the highway section preceding it.

8 Equal to desirable criteria	No reduction in operating speed
6 Equal to minimum criteria	Very minor reduction in operating speed, less than or equal to 5 mph, is required
4 Tolerable Limits	A minor reduction in operating speed between 5 and 10 mph is required
3 Intolerable - corrective action	A substantial reduction in operating speeds greater than or equal to 10 mph is required.
2 Intolerable - replace	Vehicles must slow to 10 mph or less.

Notes/Issues: Current drop-down options are misleading and should be revised (e.g., rating cannot be 9). This item is used to calculate the Sufficiency Rating.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	73	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	74	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	75	**Item Name:**	Type of Work
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of 2 segments: 75A and 75B. These identify the type of work proposed to improve the bridge, and by whom this work would be performed, respectively.

Instructions: See the following pages for instructions regarding the component segments.

These fields must be consistent with items 73, 76, 94, 95, 96, and 97. If work is proposed or required, they all must be filled out. If no work is proposed or required, then item 75 is left blank (default value is blank).

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	75A	**Item Name:**	Type of Work Proposed
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item describes the type of work proposed to improve the structure to the point that it will provide the type of service needed.

Instructions: Enter the appropriate 2 digit code from the drop-down menu.

(BLANK) – NO MAJOR WORK NEEDED
31 - REPLACEMENT - LOAD/GEOMETRY
32 - REPLACEMENT - RELOCATION
33 - WIDENING - NO DECK REHAB
34 - WIDENING- WITH DECK REHAB
35 - REHABILITATION - DETERIORATION
36 - DECK REHABILITATION - SOME WIDENING
37 - DECK REPLACEMENT - SOME WIDENING
38 - OTHER STRUCTURAL WORK

This item must be coded for bridges eligible for the Highway Bridge Replacement and Rehabilitation Program. To be eligible, a bridge must carry highway traffic and be deficient with a sufficiency rating of 80.0 or less; if this is not the case and this item is coded (not left blank), an error will result when running the error check.

The Inspector is required to run the Unofficial Sufficiency Rating computation and then run the error check. If errors are reported, then the inspector will need to complete items 73, 75, 76, 94, 95, 96, and 97 with the appropriate data to complete these fields and address the errors. The Inspector should code the appropriate work type to address the items that cause the bridge to be eligible. The bridge does not have to actually be programmed for work by the owner.

See the following page for a detailed description of each type of work.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	75A	**Item Name:**	Type of Work Proposed
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: Type of Work (continued)

Instructions: Enter the appropriate 2 digit code from the drop-down menu.

31 Replacement of bridge or culvert/underfill structure because of substandard load carrying capacity or substandard bridge roadway geometry.

32 Replacement of bridge or culvert/underfill structure because of relocation of the road.

33 Widening of existing bridge or culvert/underfill structure without deck rehabilitation or replacement.

34 Widening of existing bridge with deck rehabilitation or replacement.

35 Bridge or culvert/underfill structure rehabilitation because of general structure deterioration or inadequate strength.

36 Bridge deck rehabilitation with only incidental widening.

37 Bridge deck replacement with only incidental widening.

38 Other structural work, including hydraulic replacements.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	75B	**Item Name:**	Work Done By
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether the proposed work will be done by contract or by local forces.

Instructions: Enter the appropriate 1 digit code from the drop down menu.

(BLANK) – NO MAJOR WORK NEEDED
1 - CONTRACT
2 - LOCAL FORCES

Item 75B must be coded whenever item 75A is coded anything except (BLANK).

Note that since this is related to using Federal Bridge Funds, it will be very rare in Indiana to ever code this as 2. Refer to items related to maintenance work for issues that Local Forces should address.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	76	**Item Name:**	Length of Struc. Improv.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item provides the length of the proposed improvement from item 75.

Instructions: Input a 6 digit number, with leading zeros as needed, for the length of the proposed improvement, rounded to the nearest foot. If there is no proposed improvement, enter 000000.

This item must be coded for bridges eligible for the Highway Bridge Replacement and Rehabilitation Program. It must be consistent with items 73, 75, 94, 95, 96, and 97.

For replacement or rehabilitation of the entire bridge, the length should be back to back of backwalls of abutments or from pavement notch to pavement notch. For replacement or rehabilitation of only part of the structure, use the length of the portion to be improved.

Typically, a replacement bridge is longer than the existing bridge. Nationwide averages for the increase in bridge length with replacement as a function of the existing length are given in the following figures. Where site specific data is lacking, these factors are suggested for estimating the length of replacement bridges. For exceedingly long bridges, (i.e., 900 feet or more) the length expansion factor approaches 1.0.

However, in Indiana, no expansion factor is used; therefore, if non-zero, item 76 will typically be the same as item 49, Structure Length.

For culvert/underfill structure improvements, use the proposed length measured along the centerline of the barrel regardless of the depth below grade. The measurement should be made between the inside faces of the top parapet or edge stiffening beam of the top slab.

For substructure or channel work only, code the length of the superstructure over, or supported by, the substructure or channel.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	76	**Item Name:**	Length of Struc. Improv.
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvements	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

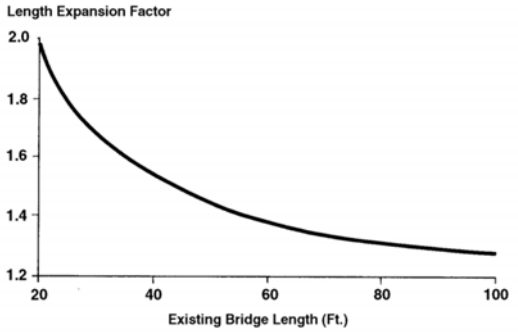
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

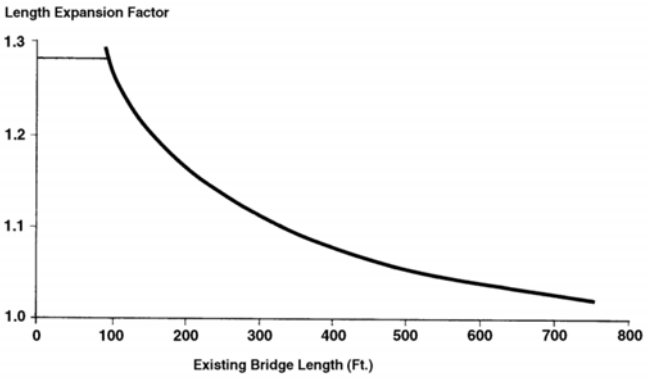
Description: Length of Structure Improvement (continued)

Instructions:

Increased Length of Replaced Bridges

Replaced Bridge Length = Existing Bridge Length x Length Expansion Factor





Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	77	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	78	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	79	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	80	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	81	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	82	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	83	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	84	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	85	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	86	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	87	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	88	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☐ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☐ **Yes**	**County/Local:**	☐ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	89	**Item Name:**	Not Used; FHWA Reserved
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☐ Yes	**Toll Road:**	☐ Yes	**Input Format:**	☐ Drop-Down	☐ Manual
INDOT:	☐ Yes	**County/Local:**	☐ Yes		**NBIS Underrec.:**	☐ Yes

Description: -

Instructions: -

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	90	**Item Name:**	Routine Inspection Date
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX/XX/XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the date of the last NBIS routine inspection of the structure.

Instructions: When creating a new routine inspection report, this date should be changed to reflect the latest (current) inspection. If the inspection is carried out over the course of several days, it is acceptable to enter the last date of the new inspection activities.

The date is entered in the program via a hidden (calendar) drop-down. Note that the Routine Inspection Date (90) may differ from the Fracture Critical Inspection Date (93A), Underwater Inspection Date (93B), or Special Inspection Date (93C), depending on frequency and scheduling / mobilization considerations.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	91	**Item Name:**	Routine Inspection Frequency
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This represents the scheduled frequency, in months, of NBIS routine inspections.

Instructions: This interval will typically be determined by the State Program Manager. The most common re-inspection interval is 24 months, which is the maximum allowed by NBIS without FHWA approval. Some bridges may have re-inspection intervals longer than 24 months if they do not fall under the jurisdiction of NBIS, or if the state has requested a lengthened inspection cycle and the FHWA has granted it. For posted, understrength bridges, the routine inspection frequency will typically be substantially less than 24 months. This frequency will also be less than 24 months for bridges that have sub-standard condition ratings for critical elements (e.g., superstructure or substructure).

This is a two digit field; if applicable, a leading zero should be included.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92	**Item Name:**	Critical Feature Inspection
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	FC-UW-Spec./92C Special Data
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Req.	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of three segments: 92A, 92B, and 92C. The segments identify critical features that require in-depth or special inspections, along with the inspection interval, in months.

Instructions: See the following pages for instructions regarding the component segments 92A, 92B, and 92C.

Inspectors cannot make changes to critical feature inspection requirements (necessity or frequency) in items 92A, 92B, or 92C. They can make a recommendation to change these via items 92XA, 92XB, and 92XC. If the Inspector agrees with both the current necessity and frequency of a critical feature inspection (e.g., 92A.01 and 92A.02), then he should not fill in the corresponding 92X fields (e.g., 92XA.01 and 92XA.02); these shall be kept blank. If Inspectors propose changes they will need to email the State Program Manager and submit the report with this recommendation to the State Program Manager with a comment in the Submit Box. Documentation on why the change is needed is required in the comment field associated with the 92X item in the database. The State Program Manager will either concur or not and add a comment on his decision. If he agrees, he will change the official data (92A, 92B, or 92C). If he does not, he will remove the proposed 92X values and explain why in a comment. The goal is to keep the proposed values blank unless there is a change being considered. A query of the official and unofficial data will be run on a quarterly basis to check for discrepancies.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92A	**Item Name:**	Fracture Critical Details
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92A Req.
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	Notes and Comments for 92A
Main Tab/Sub Tab:	FC-UW-Spec./92C Special	**Misc. Fields:**	Notes and Comments for 92A

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This segment of item 92 is itself composed of two subparts, 92A.01 and 92A.02. These subparts denote whether a fracture critical inspection is required and the inspection interval, in months, as determined by the State Program Manager.

Instructions: See the following pages for instructions regarding the subcomponents 92A.01 and 92A.02.

In item 92XA, Inspectors can make a recommendation to add or remove the inspection type (Y / N) and to change the proposed frequency. If they do so, they must email the Program Manager and send a report to the Program Manager for Approval.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92A.01	**Item Name:**	Requires FC Inspection?
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92C Special Data
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	Reason for FC Rating: Check Boxes
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	Reason for FC Rating: Text Box

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item will either be Y for yes or N for no, indicating whether a fracture critical inspection is required.

Instructions: This item is read-only to inspectors, as the need for a fracture critical inspection is determined by the State Program Manager.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92A.02	**Item Name:**	FC Inspection Frequency
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92C Special Data
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Req.	**Misc. Fields:**	Reason for Above

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item is a two digit field, indicating inspection frequency, in months. A leading zero will be included, if applicable. The maximum permissible inspection interval per NBIS is 24 months.

Instructions: This item is read-only to inspectors, as the fracture critical inspection interval is determined by the State Program Manager. If 92A.01 is N for no (i.e., no fracture critical inspections required), then this field should be blank.

Questions: What is the idea behind 92A.02 on FC-UW-Spec./92A Req. Tab? Strongly suggest either eliminating comment field "Reason for Above" and changing label to "Reinspection Frequency", or changing from read-only to input and explicitly labeling as 92XA.02 (i.e., changing 92A.02 to 92XA.02 here). The latter idea corresponds to how 92XB.02 and 92XC.02 are handled in FC-UW-Spec./92B NBI Data and FC-UW-Spec./92C Special Data Tabs, respectively.

Notes/Issues: In FC-UW-Spec./92A Req. Tab, 92A.02 is read-only, is not numbered, and has the misleading label of "Proposed Reinspection Frequency". There is also a comment field called "Reason for Above", implying that the user can enter a suggested frequency and justify it with an explanation.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92B	**Item Name:**	Underwater Inspection
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92B NBI Data	**Misc. Fields:**	Notes and Comments for 92B
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This segment of item 92 is itself composed of two subparts, 92B.01 and 92B.02. These subparts denote whether an underwater inspection is required and the inspection interval, in months, as determined by the State Program Manager.

Instructions: See the following pages for instructions regarding the subcomponents 92B.01 and 92B.02.

In item 92XB, Inspectors can make a recommendation to add or remove the inspection type (Y / N) and to change the proposed frequency. If they do so, they must email the Program Manager and send a report to the Program Manager for Approval.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92B.01	**Item Name:**	Requires UW Inspection?
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92B NBI Data	**Misc. Fields:**	Reason for UW Insp. (Depth / Loc.)
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item will either be Y for yes or N for no, indicating whether an underwater inspection is required.

Instructions: This item is read-only to inspectors, as the need for an underwater inspection is determined by the State Program Manager, based on information provided by inspectors concerning water depth, current and other factors at the substructure unit locations.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92B.02	**Item Name:**	UW Inspection Frequency
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92B NBI Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item is a two digit field, indicating inspection frequency, in months. A leading zero will be included, if applicable. The maximum inspection interval is typically 60 months, although this may be extended to 72 months with FHWA approval.

Instructions: This item is read-only to inspectors, as the underwater inspection interval is determined by the State Program Manager. If 92B.01 is N for no (i.e., no underwater inspections required), then this field should be blank.

Note that the current maximum underwater inspection interval is 60 months as INDOT has not requested approval from the FHWA for any extensions.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92C	**Item Name:**	Other Special Inspection
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	Notes and Comments for 92C
Main Tab/Sub Tab:	FC-UW-Spec./92C Special	**Misc. Fields:**	Notes and Comments for 92C

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This segment of item 92 is itself composed of two subparts, 92C.01 and 92C.02. These subparts denote whether a special detail inspection is required and the inspection interval, in months, as determined by the State Program Manager.

Instructions: See the following pages for instructions regarding the subcomponents 92C.01 and 92C.02.

In item 92XC, Inspectors can make a recommendation to add or remove the inspection type (Y / N) and to change the proposed frequency. If they do so, they must email the Program Manager and send a report to the Program Manager for Approval.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92C.01	**Item Name:**	Requires Special Inspection?
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92C Special	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item will either be Y for yes or N for no, indicating whether a special detail inspection is required.

Instructions: This item is read-only to inspectors, as the need for a special detail inspection is determined by the State Program Manager.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	92C.02	**Item Name:**	Special Inspection Frequency
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92C Special	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item is a two digit field, indicating inspection frequency, in months. A leading zero will be included, if applicable.

Instructions: This item is read-only to inspectors, as the special inspection interval is determined by the State Program Manager. If 92C.01 is N for no (i.e., no special detail inspections required), then this field should be blank.

Inspection intervals greater than 24 months can be allowed for a few categories of Special Details, by the Program Manager, if the Special Detail Plan of Action clearly states how and when and why this is being done, and as long as no deficiencies in the Special Details are found.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	93	**Item Name:**	Critical Feature Insp. Date
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	FC-UW-Spec./92C Special Data
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Req.	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of three segments: 93A, 93B, and 93C. The segments identify the dates of the most recent in-depth or special inspections.

Instructions: See the following pages for instructions regarding the component segments 93A, 93B, and 93C.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	93A	**Item Name:**	Fracture Crit. Details – Date
Main Tab/Sub Tab:	SI&A/All	**Main/Sub Tab:**	FC-UW-Spec./92C Special Data
Main Tab/Sub Tab:	SI&A/Inspection	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Req.	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX/XX/XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the date of the last NBIS fracture critical inspection of the structure.

Instructions: When creating a new fracture critical inspection report, this date should be changed to reflect the latest (current) inspection. If the inspection is carried out over the course of several days, it is acceptable to enter the last date of the new inspection activities.

The date is entered in the program via a hidden (calendar) dropdown. Note that the Routine Inspection Date (90) may differ from the Fracture Critical Inspection Date (93A), Underwater Inspection Date (93B), or Special Inspection Date (93C), depending on frequency and scheduling / mobilization considerations.

If the structure does not require fracture critical inspections, this field should be blank. If the structure required fracture critical inspections in the past but no longer does so (e.g., due to retrofitting or replacement), the date of the last fracture critical inspection that was completed should be kept in this field. This can be used to find historic data if there should ever be problems with the bridge.

Notes/Issues: There is a hidden dropdown (calendar) box, presumably for 93A, in the FC-UW-Spec./92A Req. Tab, at the lower half of the page with "Current Inspection Data". Suggest labeling this as 93A, since its current label is only "Date of Inspection".

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	93B	**Item Name:**	Underwater Inspection – Date
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92B NBI Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX/XX/XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the date of the last NBIS underwater inspection of the structure.

Instructions: When creating a new underwater inspection report, this date should be changed to reflect the latest (current) inspection. If the inspection is carried out over the course of several days, it is acceptable to enter the last date of the new inspection activities.

The date is entered in the program via a hidden (calendar) dropdown. Note that the Routine Inspection Date (90) may differ from the Fracture Critical Inspection Date (93A), Underwater Inspection Date (93B), or Special Inspection Date (93C), depending on frequency and scheduling / mobilization considerations.

If the structure does not require underwater inspections, this field should be blank. If the structure required underwater inspections in the past but no longer does so (e.g., because of new dam construction, water depth and flow velocity are decreased), the date of the last underwater inspection that was completed should be kept in this field. This can be used to find historic data if there should ever be problems with the bridge.

Notes/Issues: There is a hidden dropdown (calendar) box for 93B in two places on the FC-UW-Spec./92B NBI Data Tab, at the upper half of the page (numbered) with "Underwater Data" and at the lower half of the page (unnumbered) with "Current Underwater Inspection Data".

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	93C	**Item Name:**	Other Spec. Inspect. – Date
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Inspection	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92A Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	FC-UW-Spec./92C Special	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX/XX/XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the date of the last NBIS special detail inspection of the structure.

Instructions: When creating a new special detail inspection report, this date should be changed to reflect the latest (current) inspection. If the inspection is carried out over the course of several days, it is acceptable to enter the last date of the new inspection activities.

The date is entered in the program via a hidden (calendar) dropdown. Note that the Routine Inspection Date (90) may differ from the Fracture Critical Inspection Date (93A), Underwater Inspection Date (93B), or Special Inspection Date (93C), depending on frequency and scheduling / mobilization considerations.

If the structure does not require special detail inspections, this field should be blank. If the structure required special detail inspections in the past but no longer does so (e.g., due to retrofitting or replacement), the date of the last special detail inspection that was completed should be kept in this field. This can be used to find historic data if there should ever be problems with the bridge.

Notes/Issues: There is a hidden dropdown (calendar) box for 93C in two places on the FC-UW-Spec./92C Special Data Tab, at the upper half of the page (numbered) with "Special Inspection Data" and at the lower half of the page (unnumbered) with "Current Special Inspection Data".

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	94	**Item Name:**	Bridge Improvement Cost
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the estimated cost, in thousands of dollars, of proposed bridge improvements. This only is for the bridge construction costs, not maintenance, and it excludes roadway, demolition, right-of-way, engineering, etc.

Instructions: This is a six digit field in thousands of dollars. Include leading zeros when applicable. The base year for this cost estimate should be coded under item 97. If no cost estimate has been prepared, it is permissible to leave this field blank for bridges which are not eligible for the Highway Bridge Replacement and Rehabilitation Program.

If no detailed cost estimate has been performed, a preliminary cost may be based on the following guidelines:

Replacement Cost = 2.2 x existing deck area x average cost per square foot for that bridge type
Rehabilitation Cost = 1.5 x existing deck area x average cost per square foot for that bridge type
Widening Cost = 1.8 x existing deck area x average cost per square foot for that bridge type

It is also possible to multiply item 76, Length of Structure Improvement, by an estimated bridge width (based on predicted future traffic needs) to generate a proposed bridge area. This proposed replacement bridge area may be multiplied by a construction unit cost to generate a reasonable cost estimate.

For example:
$300,000 = 000300
$2,550,000 = 002550
No work = 000000

Data must be consistent with items 73, 75, 76, 95, 96, and 97.

For some sample 2010 cost data, see the following table.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	94	**Item Name:**	Bridge Improvement Cost
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: Bridge Improvement Cost (continued)

Instructions:

2010 Estimates (Averages) For Structure Cost		
No.	Activity	Price per Square Foot
1	Deck Overlay *Includes shallow & deep patching*	$40
2	Deck Replacement *Includes railing, joints & sealer*	$65
3	Superstructure Replacement *Steel or Concrete*	$90
4	Deck Replacement & Widening	$100
5	Superstructure Replacement & Widening	$110
6	Total Bridge Replacement	$125

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	95	**Item Name:**	Roadway Improvement Cost
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the estimated cost, in thousands of dollars, of proposed roadway improvements. This only is for the roadway construction costs, not maintenance, and it excludes bridge, demolition, right-of-way, engineering, etc.

Instructions: This is a six digit field in thousands of dollars. Include leading zeros when applicable. The base year for this cost estimate should be coded under item 97. If no cost estimate has been prepared, it is permissible to leave this field blank for bridges which are not eligible for the Highway Bridge Replacement and Rehabilitation Program.

If no detailed cost estimate has been performed, a preliminary cost may generated by taking 10% of item 94, Bridge Improvement Cost.

For example:
$300,000 = 000300
$2,550,000 = 002550
No work = 000000

Data must be consistent with items 73, 75, 76, 94, 96, and 97.

For some sample 2010 cost data, see the following table.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	95	**Item Name:**	Roadway Improvement Cost
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: Roadway Improvement Cost (continued)

Instructions:

2010 Estimates (Averages) For Approach Cost		
No.	Activity	Price
1	Rehab Project (Total 200 L.F.) 100 L.F. each side @ $500/L.F.	$100,000
2	Replacement Project (Total 500 L.F.) 250 L.F. each side @ $500/L.F.	$250,000

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	96	**Item Name:**	Total Project Cost
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the estimated cost, in thousands of dollars, of the total proposed improvement project. This includes all incidental costs, such as demolition, right-of-way, engineering, etc. (but not maintenance).

Instructions: This is a six digit field in thousands of dollars. Include leading zeros when applicable. The base year for this cost estimate should be coded under item 97. If no cost estimate has been prepared, it is permissible to leave this field blank for bridges which are not eligible for the Highway Bridge Replacement and Rehabilitation Program.

If no detailed cost estimate has been performed, a preliminary cost may generated by taking 150% of item 94, Bridge Improvement Cost. Because incidentals are being included in item 96, its value will typically be greater than the sum of items 94 and 95.

For example:
$300,000 = 000300
$2,550,000 = 002550
No work = 000000

Data must be consistent with items 73, 75, 76, 94, 95, and 97.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	97	**Item Name:**	Year of Improv. Cost Estimate
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Prop. Improvement	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item represents the year upon which the construction costs in items 94, 95, and 96 were based.

Instructions: Enter four digits corresponding to the year of the improvement cost estimate. The year and the associated cost estimates of items 94, 95, and 96 must be recent. Only the current year or a date within 8 years of the current year will be acceptable. For example, in the year 2010, it is acceptable for item 97 to be coded either 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, or 2010.

Data must be consistent with items 73, 75, 76, 94, 95, and 96.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	98	**Item Name:**	Border Bridge
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of two segments: 98A and 98B. The segments identify the state with which Indiana shares responsibility for the border bridge in question, as well as the neighboring state's percentage of responsibility.

Instructions: See the following pages for instructions regarding the component segments 98A and 98B.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	98A	**Item Name:**	Neighboring State Code
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the state with which Indiana shares responsibility for the border bridge in question. If the bridge does not connect Indiana to another state (i.e., it is not a border bridge), leave this blank.

Instructions: The options in the drop-down menu are:

Blank – Not a border bridge
175 – Illinois
214 – Kentucky
215 – Michigan
395 – Ohio

Currently there are no border bridges between Indiana and Michigan. There are only local border bridges between Indiana and Ohio. There are a variety of border bridges (i.e., different owners) between Indiana and Illinois and between Indiana and Kentucky.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	98B	**Item Name:**	Percentage Responsibility
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the percentage of deck area of the border bridge for which the neighboring state has funding responsibility. This percentage relates to funding for future improvements, and may not represent division of maintenance costs.

Instructions: This is a two digit number. Include a leading zero, if applicable. If the bridge does not connect Indiana to another state (i.e., it is not a border bridge), leave this blank.

If the neighboring state is responsible for 100% of the replacement or improvement of the bridge, but Indiana still maintains a bridge file and submits SI&A data to the FHWA, then enter 99. Otherwise, the funding responsibility, in percent, of the neighboring state (identified by item 98A) will be entered. If Indiana is entirely responsible for replacement or improvement costs of the border bridge, enter 00.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	99	**Item Name:**	Border Bridge Struct. Number
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Identification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X...X(15)**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the 15 digit NBI structure number kept on record by the neighboring state, and submitted to the FHWA as part of the neighboring state's SI&A data. This is not Indiana's NBI number for the bridge (item 8).

Instructions: This is a 15 digit number. It must exactly match the number maintained in the neighboring state's bridge file, including leading, trailing or embedded blank spaces and zeros. If the bridge does not connect Indiana to another state (i.e., it is not a border bridge), leave this blank.

If Indiana is entirely responsible for replacement or improvement costs of the border bridge (item 98B is 00), and the neighboring state does not maintain an inventory file for that bridge (i.e., no NBI number), then code all 15 digits with zeros.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	100	**Item Name:**	STRAHNET Hwy. Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This indicates whether the inventory record (either on or under the structure) is part of the Strategic Highway Corridor Network (STRAHNET); if not a STRAHNET route itself, the inventory route may still be a STRAHNET connector.

Instructions: There are four options in the drop-down list:

0 – The inventory route is not a STRAHNET route.
1 – The inventory route is on an Interstate STRAHNET route.
2 – The inventory route is on a non-Interstate STRAHNET route.
3 – The inventory route is on a STRAHNET connector route.

See the following map which illustrates the Eisenhower Interstate System (all Interstate Routes are part of STRAHNET) as well as Non-Interstate STRAHNET Routes and STRAHNET Connectors in Indiana.

Notes: This item is used to calculate the Sufficiency Rating.

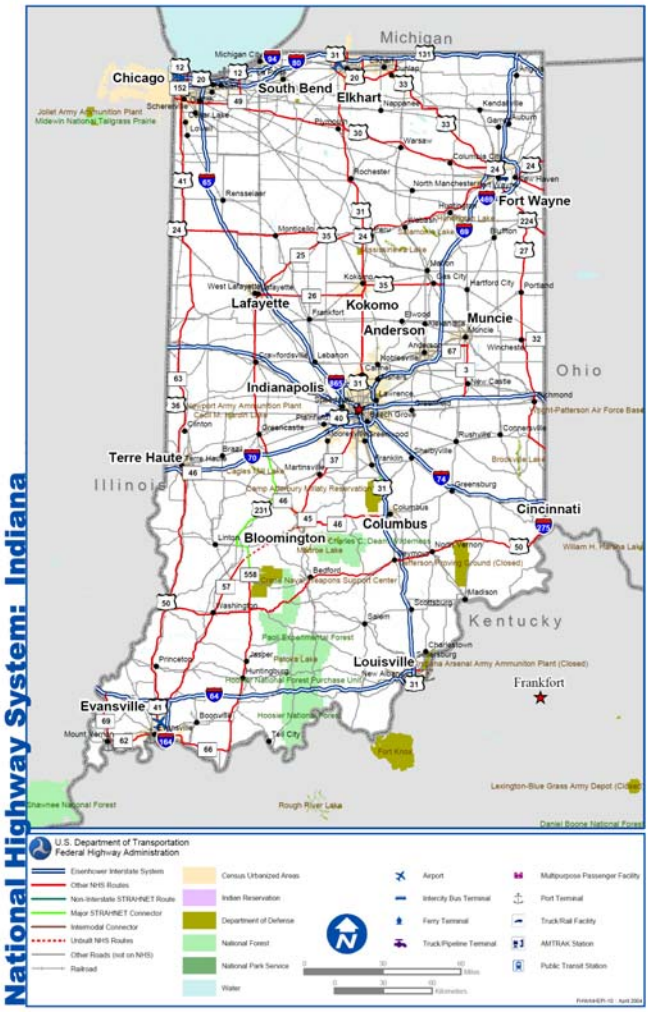
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	100	**Item Name:**	STRAHNET Hwy. Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: STRAHNET Highway Designation (continued)

Instructions:



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	101	**Item Name:**	Parallel Structure Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item indicates if separate structures carry the inventory route in opposite directions of travel over the same feature (river, highway, etc.).

Instructions: Typically, the direction of inventory will be west to east and south to north, but this may not always be the case for local (non-federal) routes. Facing in the direction of inventory (however it may be defined), the structure at the right-hand side will be designated at the right structure of parallel bridges, and the structure at the left-hand side will be designated the left structure of parallel bridges. Note that as long as the inventory route and feature crossed are the same, the lateral distance between the parallel structures is irrelevant (whether a few feet or a few miles). The basic codes are as follows:

R – The bridge is the right structure of parallel bridges, as defined above
L – The bridge is the left structure of parallel bridges, as defined above
N – No parallel structure exists

For Indiana, this may be simplified to the following codes:

R – Right structure (Northbound or Eastbound)
L – Left structure (Southbound or Westbound)
N – No parallel structure

Notes/Issues: Drop-down menu option "R – Right structure (North or East)" should read "R – Right structure (Northbound or Eastbound)". Drop-down menu option "L – Left structure (South or West)" should read "L – Left Structure (Southbound or Westbound)".

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	101	**Item Name:**	Parallel Structure Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords (RO)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

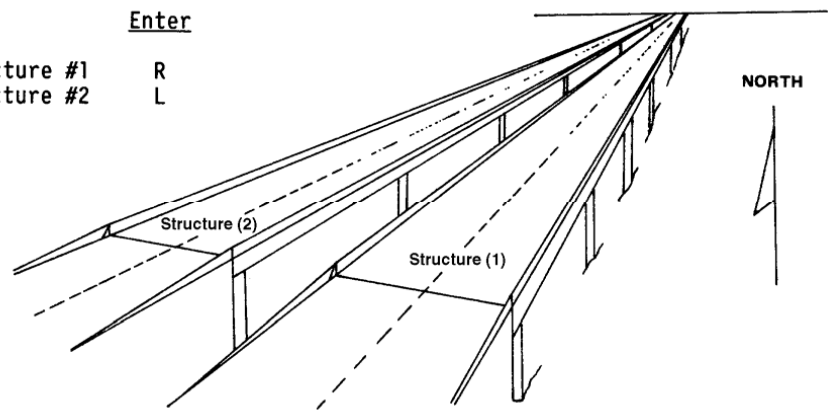
NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: Parallel Structure Designation (continued)

Instructions: See the figure below for an example.

EXAMPLE:

	Enter
Structure #1	R
Structure #2	L



The direction of inventory for the route shown is north in this example.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	102	**Item Name:**	Direction of Traffic
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the direction of traffic on the inventory route.

Instructions: Code as follows:

0 – Highway traffic not carried
1 – 1-way traffic
2 – 2-way traffic
3 – One lane bridge for 2-way traffic

Note that a Narrow Bridge is defined as having 16 ft to 18 ft wide clearance, and a One Lane Bridge is defined as having less than 16 ft wide clearance. Both conditions require the appropriate signage at each end of the bridge; refer to item 41X.

Notes:

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	103	**Item Name:**	Temp. Structure Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies if a temporary structure or condition exists at the bridge. Typically, temporary measures would be those required to facilitate traffic flow before or during replacement or repairs of a deficient bridge.

Instructions: Some examples of temporary conditions are:

- Shoring and temporary supports at the bridge
- Temporary repairs to allow the bridge to remain open until further repairs can be effected
- Temporary structures, runarounds, or bypasses
- Temporary traffic restrictions, such as barricaded traffic lanes to avoid overloads from multi-lane traffic and thus allow the bridge to remain open until repairs can be effected
- For INDOT bridges only, any box beam bridge with a bituminous overlay (item 108A coded as 6)
- Any U.S. or State Highway bridge in Indiana with a foundation type of timber (item 113B.02, 113B.03, 113B.06A, 113B.06B, 113B.06C, 113B.06D, 113B.06E, or 113B.06F coded as timber)

Note that the term "temporary" is crucial to the definition of this item. For replacement structures or repairs that are intended to last indefinitely (i.e., no further repairs or replacement are intended for a significant period of time), the condition should not be considered "temporary" but rather permanent and evaluated accordingly.

Code by choosing from the drop-down menu as follows:

T – Temporary structure(s) or condition(s)
Blank – Not temporary

Notes/Issues: This could be changed to read-only in the SI&A/Underrecs Tab (like item 101), since the coding is applicable to the entire structure, and does not vary between inventory routes.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	103	**Item Name:**	Temp. Structure Designation
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: Temporary Structure Designation (continued)

Instructions: If item 103 is in fact coded "T", then the following coding items should be changed, as necessary, to reflect the temporary situation:

10 (Inventory Route, Minimum Vertical Clearance)
41 (Structure Open, Posted, or Closed to Traffic)
47 (Inventory Route, Total Horizontal Clearance)
53 (Minimum Vertical Clearance over Bridge Roadway)
54 (Minimum Vertical Underclearance)
55 (Minimum Lateral Underclearance on Right)
56 (Minimum Lateral Underclearance on Left)
64 (Operating Rating)
66 (Inventory Rating)
70 (Bridge Posting)

Questions: Why is it permitted to change this for each underrecord? Different underrecords being coded differently could lead to errors, as they must be consistent with the structure. Why is "Not Temporary" option repeated in dropdown (shows up twice)?

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104	**Item Name:**	Hwy. System of the Inv. Rte.
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the inventory route under the bridge is part of the National Highway System (NHS).

Instructions: Code as follows:

(Blank)
0 – Inventory route is not on the NHS
1 – Inventory route is on the NHS

The NHS includes the Interstate system, STRAHNET, and principal arterials. See the following map which illustrates the NHS in Indiana.

If item 104 is coded as 1, then item 26 must be coded as 01, 02, 11, 12, or 14.

If item 104 is coded as 0, then item 26 must be coded as 06, 07, 08, 09, 16, 17, or 19.

This item must also be consistent with items 600.01, 601.01, and 601.02.

Notes: -

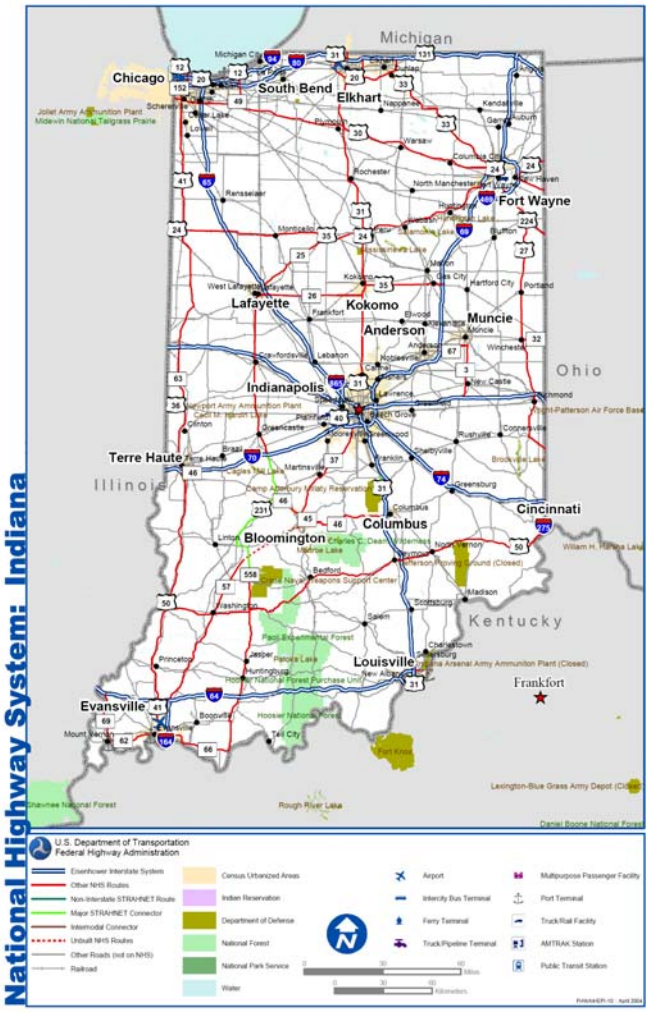
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104	**Item Name:**	Hwy. System of the Inv. Rte.
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: Highway System of the Inventory Route (continued)

Instructions:



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104A	**Item Name:**	Highway System Over
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether the inventory route on the bridge is part of the National Highway System (NHS).

Instructions: Code as follows:

(Blank)
0 – Inventory route is not on the NHS
1 – Inventory route is on the NHS

The NHS includes the Interstate system, STRAHNET, and principal arterials. See the following map which illustrates the NHS in Indiana.

If item 104 is coded as 1, then item 26 must be coded as 01, 02, 11, 12, or 14.

If item 104 is coded as 0, then item 26 must be coded as 06, 07, 08, 09, 16, 17, or 19.

This item must also be consistent with items 600.01, 601.01, and 601.02.

Notes: -

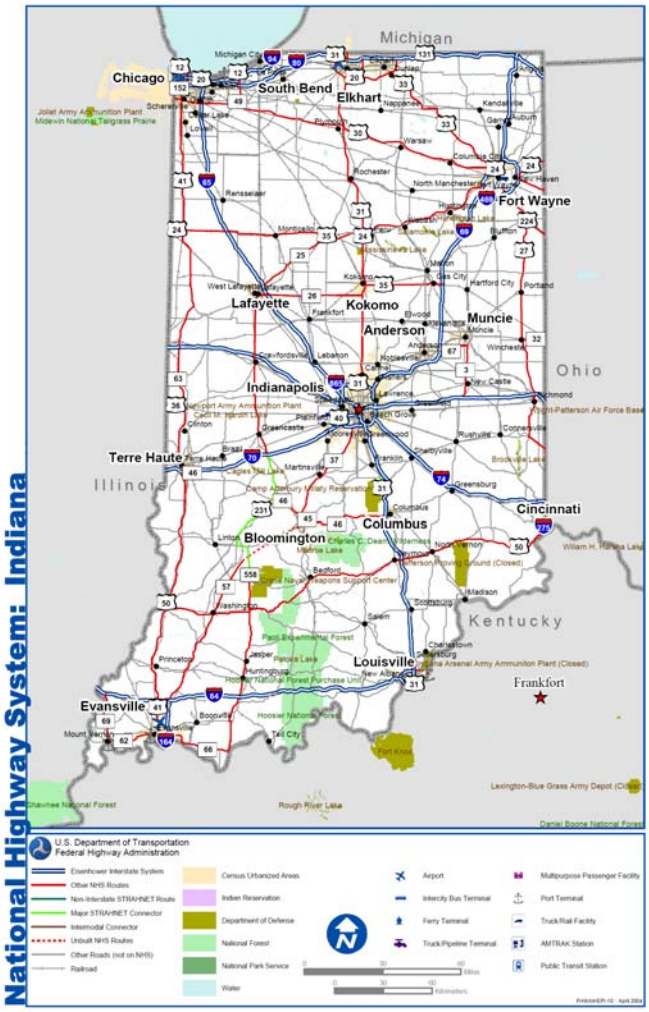
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104A	**Item Name:**	Highway System Over
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Highway System Over (continued)

Instructions:



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104B	**Item Name:**	Highway System Under
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the first inventory route under the bridge is part of the National Highway System (NHS).

Instructions: Code as follows:

(Blank)
0 – Inventory route is not on the NHS
1 – Inventory route is on the NHS

The NHS includes the Interstate system, STRAHNET, and principal arterials. See the following map which illustrates the NHS in Indiana.

If item 104 is coded as 1, then item 26 must be coded as 01, 02, 11, 12, or 14.

If item 104 is coded as 0, then item 26 must be coded as 06, 07, 08, 09, 16, 17, or 19.

This item must also be consistent with items 600.01, 601.01, and 601.02.

Notes: -

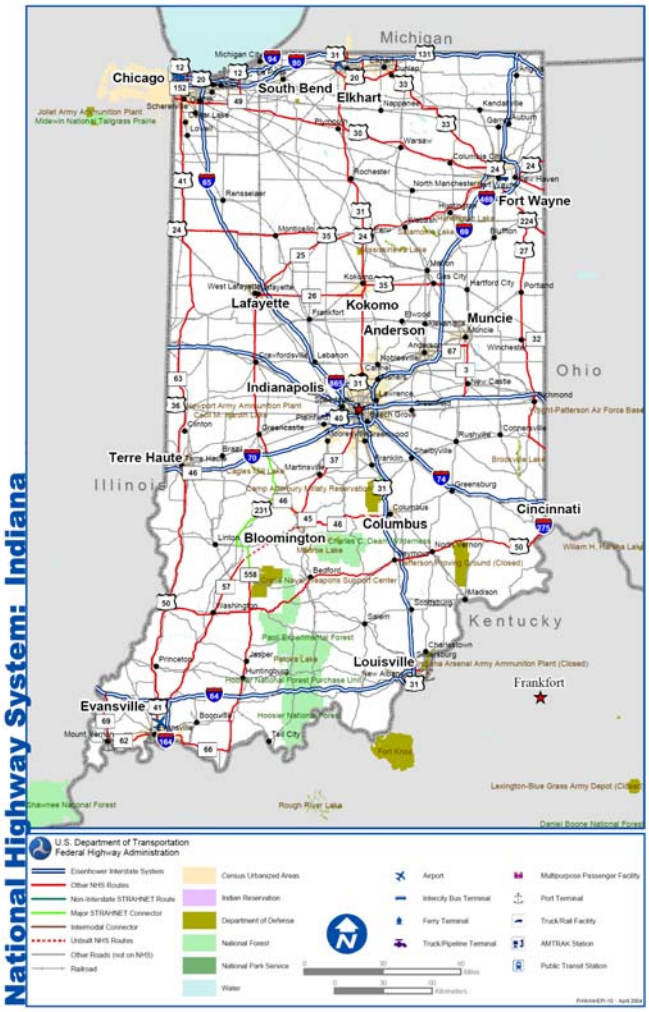
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	104B	**Item Name:**	Highway System Under
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: Highway System Under (continued)

Instructions:



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	105	**Item Name:**	Federal Lands Highways
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies whether the structure is on a road that leads to or traverses through federal lands; if so, the structure may be eligible to receive funding from the Federal Lands Highway Program.

Instructions: Code as follows:

0 – Not applicable
1 – Indian Reservation Road (IRR)
2 – Forest Highway (FH)
3 – Land Management Highway System (LMHS)
4 – Both IRR and FH
5 – Both IRR and LMHS
6 – Both FH and LMHS
9 – Combined IRR, FH and LMHS

Currently no bridge in the Indiana NBI data base is a Federal Lands Highway. Therefore, this should always be coded as 0 unless otherwise instructed.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	106A	**Item Name:**	Year Reconstructed
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Contract Number, Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the year of the most recent reconstruction of the structure. Note that for a bridge to meet the definition of reconstruction, the work performed must have been eligible for funding under any of the Federal-aid funding categories.

Instructions: Enter all 4 digits of the year in which reconstruction was completed. If the structure has been reconstructed several times during its service life, enter the year of completion of the most recent reconstruction. If no reconstruction has taken place, code 0000. If the reconstruction has not yet been completed, code 0000 or code the year of completion of the most recent project; make a note in the comments field that reconstruction is currently ongoing but not yet completed.

In the comments field identify important aspects of the reconstruction. For example, if a bridge was reconstructed in 2005, it would be helpful to add to the bridge record that the existing PPC beams from 1956 were reused, as was the original substructure, but the deck was completely replaced and widened (which also required 3 new PPC beams and the widening of the original piers and abutments). Indicate the reconstruction project contract number in its own field.

In Indiana the following terms are generally used as follows:

Reconstruction - Almost the entire existing bridge is removed and an almost entirely new bridge is built, except for possibly a footing or pier column.

Rehabilitation - May include new deck, concrete overlay, or other deck work, including widening, along with addressing all other bridge, channel, and approach deficiencies (can use Federal Funds).

To qualify as reconstruction, only the Federal-aid funding eligibility matters, not the actual funding source used. If the work was not eligible for Federal-aid funding, code item 106A as 0000 (meaning no reconstruction as defined by FHWA), but note the type of work and date of completion in the comments field; the date is used to help determine the "TEN YEAR" Rule for eligibility for Federal Bridge Funds.

Notes: Equivalent to 106 in FHWA coding guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	106A	**Item Name:**	Year Reconstructed
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	Contract Number, Comments
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: Year Reconstructed (continued)

Instructions: Note also that some types of work (also see item 106C.1) are eligible for Federal-aid funding but do not satisfy the notion of reconstruction. Some examples are listed below:

- Safety feature replacement or upgrading (bridge rail, approach guardrail, impact attenuators, etc.)
- Painting structural steel
- Bridge deck overlay, without additional bridge work, as part of a highway resurfacing project that extends beyond the limits of the bridge
- Utility work
- Emergency repairs or retrofitting to restore the bridge's structural integrity to a minimum acceptable level (e.g., after an accident or significant deterioration), including temporary measures to keep the bridge operational

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	107	**Item Name:**	Deck Structure Type
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the type of deck system on the bridge.

Instructions: If there is more than one type of deck system on the bridge, code the most prevalent. Code N for an under-fill structure (i.e., filled culvert or arch with the approach roadway section carried across the structure). Code 5 for an orthotropic deck.

Choose one of the following from the drop-down menu:

1 – CONCRETE CAST-IN-PLACE
2 – CONCRETE PRECAST
3 – OPEN GRATING
4 – CLOSED GRATING
5 – STEEL PLATE
6 – CORRUGATED STEEL
7 – ALUMINUM
8 – TIMBER
9 – OTHER
N – N/A – UNDERFILL

Note that "Concrete Precast" includes precast box and channel beams if traffic is riding directly on the beam with no overlay on top.

Notes/Issues: Confusing to have both 107 & 107A for Deck Structure Type; strongly suggest labeling as 107A here to be consistent.

Questions: Isn't this the same as item 107A?

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	107A	**Item Name:**	Deck Structure Type
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item codes the type of deck system on the bridge.

Instructions: If there is more than one type of deck system on the bridge, code the most prevalent. Code N for an under-fill structure (i.e., filled culvert or arch with the approach roadway section carried across the structure). Code 5 for an orthotropic deck.

Choose one of the following from the drop-down menu:

1 – CONCRETE CAST-IN-PLACE
2 – CONCRETE PRECAST
3 – OPEN GRATING
4 – CLOSED GRATING
5 – STEEL PLATE
6 – CORRUGATED STEEL
7 – ALUMINUM
8 – TIMBER
9 – OTHER
N – N/A – UNDERFILL

Note that "Concrete Precast" includes precast box and channel beams if traffic is riding directly on the beam with no overlay on top.

Notes: Equivalent to 107 in FHWA coding guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	108	**Item Name:**	Wearing Surf./Protect. System
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	Primary/Deck (58)	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**		**NBIS Underrec.:**	☐ **Yes**

Description: This is a composite item composed of four segments: 108A, 108B, 108C, and 108D. The segments identify important aspects of the bridge deck pertaining to the wearing surface, waterproofing membrane, and protective system for the rebar.

Instructions: See the following pages for instructions regarding the component segments 108A, 108B, 108C, and 108D.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	108A	**Item Name:**	Type of Wearing Surface
Main Tab/Sub Tab:	Primary/General Inventory	**Main/Sub Tab:**	Load Rating/Structure Data (1)
Main Tab/Sub Tab:	Primary/Deck (58)	**Main/Sub Tab:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies what type of wearing surface, if any, is present on the bridge deck.

Instructions: Choose one of the following from the drop-down menu:

0 – NONE
1 – CONCRETE
2 – INTEGRAL CONCRETE
3 – LATEX CONCRETE
4 – LOW SLUMP CONCRETE
5 – EPOXY OVERLAY
6 – BITUMINOUS
7 – TIMBER
8 – GRAVEL
9 – OTHER
N – NOT APPLICABLE

Code 1 for monolithic concrete (placed concurrently with structural deck), but code 2 for integral concrete (separate non-modified concrete layer added to structural deck). Code 3 if wearing surface is not latex concrete but is a similar type of additive enhanced concrete (e.g., silica fume). Code N for structures with no deck.

For Indiana, a code of 1 will usually be used on most bridges without an overlay.

For Indiana, a code of 2 will rarely be used because only a few INDOT bridges were built with an original overlay present.

For Indiana, a code of 5 will usually be used on most bridges with a concrete overlay.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	108B	**Item Name:**	Type of Membrane
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the type of waterproofing membrane, if any, present between the wearing surface and the deck structure.

Instructions: Choose one of the following from the drop-down menu:

0 – NONE
1 – BUILT-UP
2 – PREFORMED FABRIC
3 – EPOXY
8 – UNKNOWN
9 – OTHER
N – NOT APPLICABLE

Code N for structures with no deck.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	108C	**Item Name:**	Deck Protection
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	Primary/Deck (58)	**Misc. Fields:**	Check Box: Cathodic Protection
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the type of protective system, if any, present in the bridge deck to inhibit corrosion of the rebar.

Instructions: Choose one of the following from the drop-down menu:

0 – NONE
1 – EPOXY COATED REINFORCING
2 – GALVANIZED REINFORCING
3 – OTHER COATED REINFORCING
4 – CATHODIC PROTECTION
6 – POLYMER IMPREGNATED
7 – INTERNALLY SEALED
8 – UNKNOWN
9 – OTHER
N – NOT APPLICABLE

Code N for structures with no deck.

If there is cathodic protection in addition to some other form of deck protection, code 4.

Check the box if cathodic protection is present.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	108D	**Item Name:**	Add. Wearing Surf. Thickness
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Structure Data	**Misc. Fields:**	-
Main Tab/Sub Tab:	Load Rating/Struc. Data (1)	**Misc. Fields:**	-

NBIS:	☐ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX.XX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item records the thickness of any subsequent overlays or additional wearing surfaces, exclusive of the original bridge deck and original wearing surface.

Instructions: This is a 4 digit field, right justified with a leading zero for thicknesses less than 10 inches. Enter the thickness of the additional wearing surface to the nearest hundredth of an inch (e.g., 02.75).

The value recorded for this item must be consistent with the total thickness of the original deck coded in item 107D. For example, if the original bridge deck was 8 inches thick, including 1 inch of wearing surface (integral), but now the deck is 10 inches thick because a 2 inch overlay was added last year, then item 107D should be coded 08.00 and item 108D should be coded 02.00.

If the thickness of the overlay varies, code as 99.99 and explain in a comment. For example, a bridge has concrete decks slabs on prestressed concrete box beams, and the deck varies from 7 inches thick at the centerline to 5 inches thick at the curbline-code as 99.99 and comment on this.

Also note that, during a rehabilitation, the normal process on INDOT bridges is to scarify ¼ inch off of the original 8 inch deck slab and then place a new Modified Portland Cement Concrete overlay of 1.75 inches on top. Thus, item 107D would change from 08.00 to 07.75 and item 108D would change from blank to 01.75.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	109	**Item Name:**	Average Daily Truck Traffic
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XX**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies the percentage of average daily traffic that is truck traffic for the inventory route. This corresponds to a percentage of the ADT that was coded in item 29, 29A, or 29B.

Instructions: This is a 2 digit field, to be recorded to the nearest whole percentage. Right justify with a leading zero if necessary.

Vans, pickup trucks, and other light delivery trucks do not count as trucks for this percentage. The intent is for ADTT to include only commercial truck traffic (6 tires or more).

If no ADTT information is available, it is acceptable to use an estimate based on the average percentage of truck traffic for the category of road represented by the inventory route. If the ADT coded for the inventory route (in item 29, 29A, or 29B) is less than or equal to 100, it is permissible to leave item 109 blank.

For INDOT routes only, see the following website:
http://dotmaps.indot.in.gov/apps/trafficcounts

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	110	**Item Name:**	Designated National Network
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Underrecords	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☒ **Yes**

Description: This item identifies whether the inventory route is part of the national network for trucks.

Instructions: The designated national truck network includes most of the Interstate System and certain portions of the Federal-Aid highways as identified in the Code of Federal Regulations. This system of highways is approved for the use of commercial tractor/semitrailer trucks weighing 80,000 lb and having specified wheelbases.

Choose one of the following from the drop-down menu:

0 – Inventory route not on Network
1 – Inventory route on National Truck Network

For Indiana, the national network includes the Interstate system and all Federal-Aid primary highways.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	111	**Item Name:**	Pier/Abut. Protect. (for Navig.)
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Nagivation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the presence and adequacy of pier or abutment navigation protection features such as fenders, dolphins, etc.

Instructions: Choose one of the following from the drop-down menu:

(BLANK)
1 – Protection not required
2 – In place and functioning
3 – In place but in a deteriorated condition
4 – In place but reevaluation of design suggested
5 – None present but reevaluation suggested

If item 38 is coded 0 or N, this item should be left blank to indicate that it is not applicable.

Note that the overall substructure evaluation in item 60 may be affected by the condition of navigation protection devices.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	112	**Item Name:**	NBIS Bridge Length
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates whether the structure meets or exceeds the minimum length specified in the National Bridge Inspection Standards, thus allowing it to be designated a bridge for the purposes of NBIS.

Instructions: Choose one of the following from the drop-down menu:

N – No
Y – Yes

The definition of a bridge to be used for this determination is:

A structure including supports erected over a depression or an obstruction (such as water, highway, or railway), having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments, spring lines of arches, or extreme ends of openings for multiple boxes or multiple pipes (but multiple pipes only count if the clear distance between openings is less than half of the smaller contiguous opening). The term undercoping used above, as applied to an abutment, means the point where the bridge bearing seat interests the front face (usually nearly vertical) of the abutment; where there is a distinct abutment pile cap, it is the point of intersection of the abutment wall or piling with the cap.

If the structure satisfies the above definition, code as Y; otherwise, code as N.

Notes: -

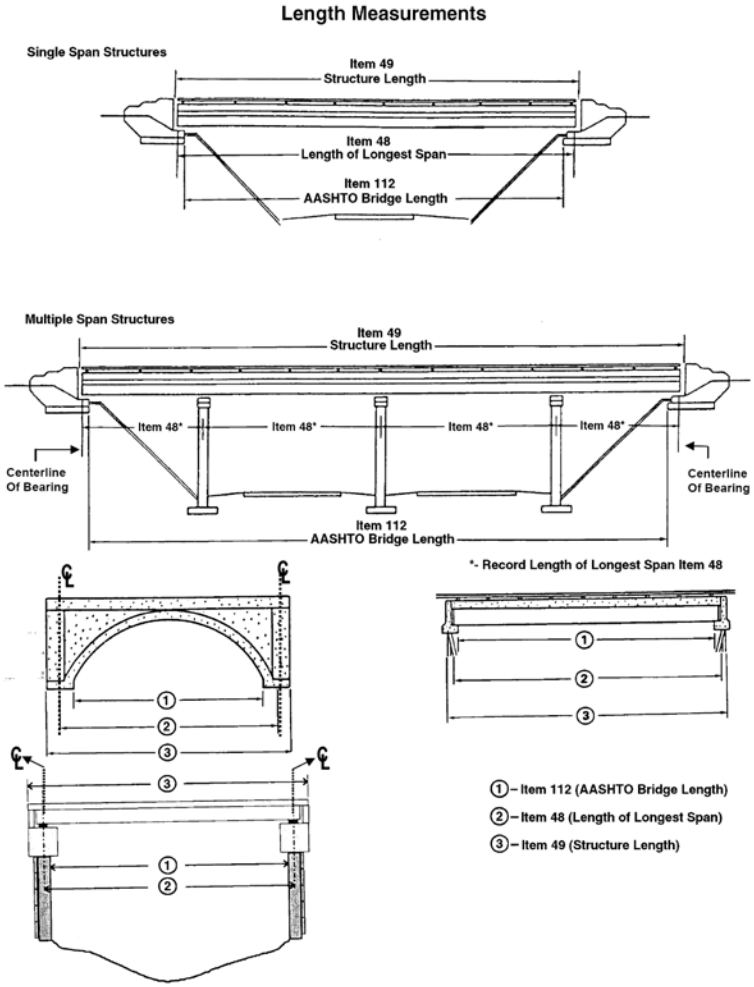
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	112	**Item Name:**	NBIS Bridge Length
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: NBIS Bridge Length (continued)

Instructions: See the figures below for examples.



Notes: -

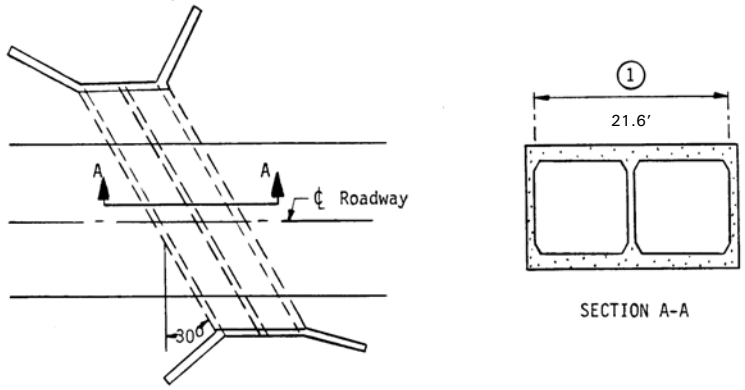
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

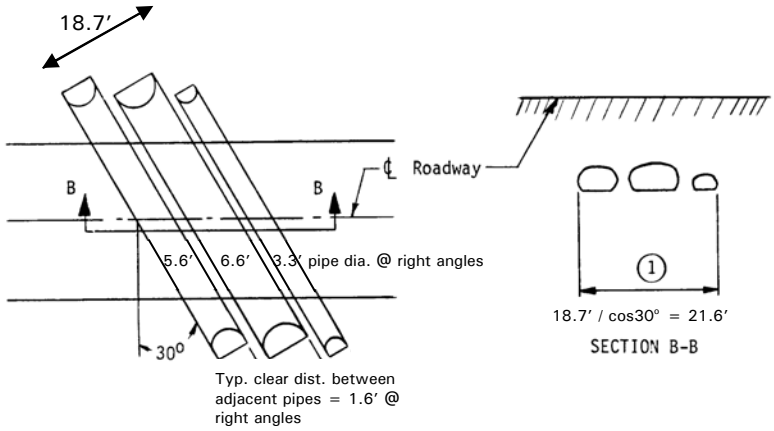
Item Number:	112	**Item Name:**	NBIS Bridge Length
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Classification	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: NBIS Bridge Length (continued)

Instructions: See the figures below for examples.





Item 112 = Y for both culvert examples (21.6 feet > 20 feet)

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	113A	**Item Name:**	Scour Critical Bridges
Main Tab/Sub Tab:	SI&A/All, SI&A/Appraisal	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	Scour/Office Screening	**Misc. Fields:**	Last Review, Scour Risk, Notes/Data
Main Tab/Sub Tab:	Scour/Scour Cmte. Review	**Misc. Fields:**	Date: Last Review, Text: Scour Risk

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the current status of the bridge regarding its vulnerability to scour. It is the "official" scour rating reported to the FHWA.

Instructions: This field is read only to INDOT/Toll Road inspectors and can only be changed by the State Program Manager. No input is required, except for County/Local bridges. INDOT inspectors should use item 113R to recommend changes to the scour status, which the State Program Manager will review.

For County/Local bridges, choose one of the following from the drop-down menu:

N – N/A
9 – ABOVE FLOOD ELEVATION
8 – STABLE – EXCELLENT CONDITION
7 – FIXED – NOT SCOUR CRITICAL
6 – NOT YET EVALUATED
5 – STABLE –WITHIN LIMITS
4 – STABLE – ACTION NEEDED
3 – SCOUR CRITICAL – UNSTABLE
2 – SCOUR CRITICAL – IMMEDIATE ACTION
1 – SCOUR CRITICAL – CLOSED
0 – SCOUR CRITICAL – BRIDGE FAILED
U – UNKNOWN FOUNDATION

Scour analyses shall be made by a scour evaluation team composed of hydraulic, geotechnical, and structural engineers. The bridge may be determined to be scour critical because abutment or pier foundations are rated as unstable due to observed scour at the bridge site. Otherwise, the scour criticality of the bridge shall be rated based on its scour potential as determined from a scour evaluation study.

Notes: Equivalent to 113 in FHWA coding guide.

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	113A	**Item Name:**	Scour Critical Bridges
Main Tab/Sub Tab:	SI&A/All, SI&A/Appraisal	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	Scour/Office Screening	**Misc. Fields:**	Last Review, Scour Risk, Notes/Data
Main Tab/Sub Tab:	Scour/Scour Cmte. Review	**Misc. Fields:**	Date: Last Review, Text: Scour Risk

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Scour Critical Bridges (continued)

Instructions: If item 113A is rated 2 or less, the overall substructure rating (item 60) and other related items (e.g., load ratings, superstructure rating) should reflect the severity of actual scour and resultant damage to the bridge. For example, if item 113A is rated 2 because of extensive observed scour and foundation instability, item 60 will probably be rated 2 also, even if the pier structural elements are in fair condition with only minor section loss that would otherwise suggest a rating of 5; however, if major deterioration or section loss is also present in critical locations of the substructure such that failure is imminent, item 113A would still be rated 2, but item 60 would be rated 1.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	113A	**Item Name:**	Scour Critical Bridges
Main Tab/Sub Tab:	SI&A/All, SI&A/Appraisal	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	Scour/Office Screening	**Misc. Fields:**	Last Review, Scour Risk, Notes/Data
Main Tab/Sub Tab:	Scour/Scour Cmte. Review	**Misc. Fields:**	Date: Last Review, Text: Scour Risk

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Scour Critical Bridges (continued)

Instructions: Code according to the following guidelines:

N = The bridge is not over a waterway and the scour rating is thus not applicable.
9 = Bridge foundations, including piles, are on dry land well above flood elevations.
8 = Bridge foundations are determined to be stable because scour is above top of footing by qualitative assessment, by quantitative assessment (calculation), or by virtue of properly designed countermeasures.
7 = Countermeasures have been installed to mitigate an existing scour problem, or a plan of action has been implemented to reduce risk to the public that might result from a bridge failure during or immediately after a flood event.
6 = No scour evaluation has yet been made; this should not be the case for most bridges, but might occur with the jurisdictional transfer of an old bridge or due to other unusual circumstances.
5 = Bridge foundations are determined to stable because scour is within the limits of footing or piles by qualitative assessment, by quantitative assessment (calculation), or by virtue of properly designed countermeasures.
4 = Bridge foundations were determined to be stable by qualitative assessment or quantitative assessment (calculation), but field review indicates action is required to protect exposed foundations.
3 = Bridge foundations are determined to be unstable because qualitative assessment or quantitative assessment (calculation) indicates scour is within limits of footing or piles, or assessment indicates scour is below spread footing base or pile tips.
2 = Field review indicates extensive scour has occurred; bridge foundations are unstable because observed scour is below calculated acceptable limits, or because of observed scour conditions reported in item 60 (thus affecting substructure stability).
1 = Bridge is closed to traffic; field review indicates failure of piers or abutments is imminent because observed scour is below calculated acceptable limits, or because of observed scour conditions reported in item 60 (thus affecting substructure stability).
0 = Bridge has failed and is closed to traffic.
U = Bridge foundations are unknown and not yet evaluated for scour; POA is required.

Notes: -

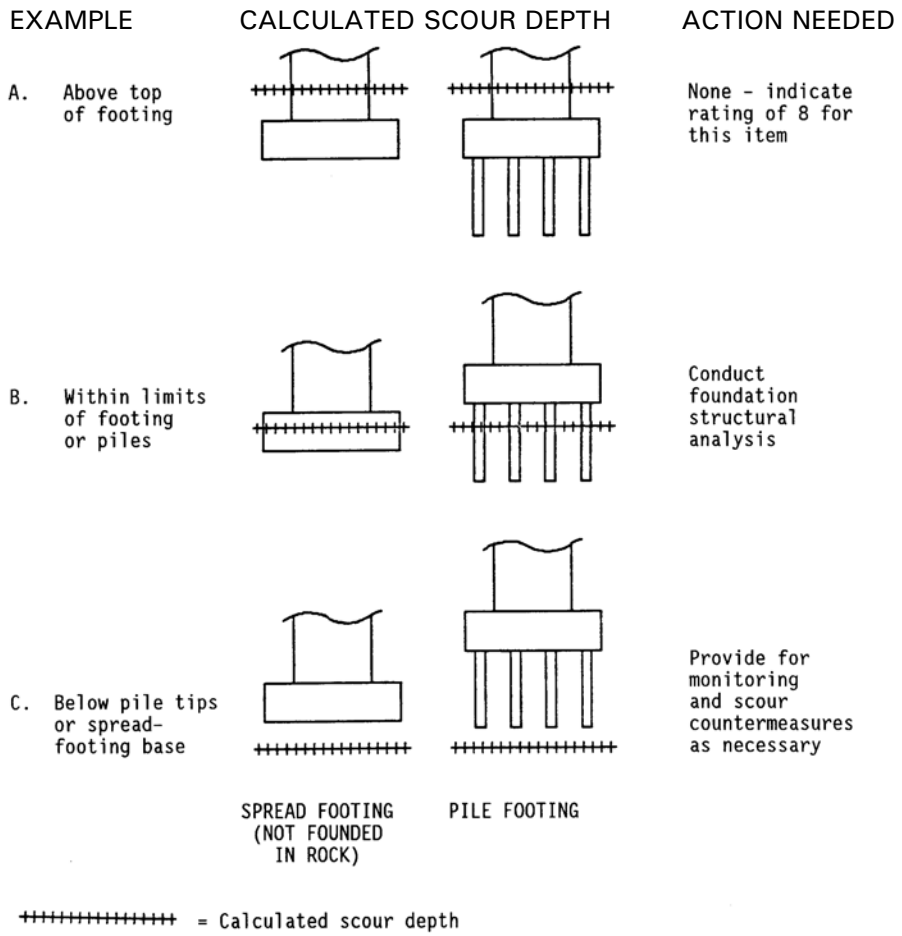
INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	113A	**Item Name:**	Scour Critical Bridges
Main Tab/Sub Tab:	SI&A/All, SI&A/Appraisal	**Main/Sub Tab:**	FC-UW-Spec./92B NBI Data
Main Tab/Sub Tab:	Primary/Substructure (60)	**Misc. Fields:**	Comments
Main Tab/Sub Tab:	Scour/Office Screening	**Misc. Fields:**	Last Review, Scour Risk, Notes/Data
Main Tab/Sub Tab:	Scour/Scour Cmte. Review	**Misc. Fields:**	Date: Last Review, Text: Scour Risk

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☒ **Drop-Down**	☐ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**X**	**NBIS Underrec.:**	☐ **Yes**

Description: Scour Critical Bridges (continued)

Instructions: See the figures below for examples.



Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	114	**Item Name:**	Future Average Daily Traffic
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the forecasted average daily traffic count for the inventory route on the bridge.

Instructions: The intent is to have a 20 year forecast, so the ADT must be projected at least 17 years but no more than 22 years from the year of the inspection. The forecast must be updated when it falls below the 17 year threshold, but it may also be updated more regularly. Use the best estimate available if no planning data can be obtained for the site.

This is a 6 digit field, right justified with leading zeros if necessary.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	115	**Item Name:**	Year of Future ADT
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Age of Service	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item indicates the year represented by the forecasted average daily traffic count for the inventory route on the bridge.

Instructions: The intent is to have a 20 year forecast, so the ADT must be projected at least 17 years but no more than 22 years from the year of the inspection. The forecast must be updated when it falls below the 17 year threshold, but it may also be updated more regularly.

This is a 4 digit field; enter the year of the forecasted ADT in item 114.

Notes: -

INDOT Coding Guide: *B*ridge *R*eporting for *A*ppraisal & *G*reater *I*nventory

Item Number:	116	**Item Name:**	Navig. Vert. Clear., Lift Bridge
Main Tab/Sub Tab:	Primary/General Inventory	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/All	**Misc. Fields:**	-
Main Tab/Sub Tab:	SI&A/Navigation	**Misc. Fields:**	-
Main Tab/Sub Tab:	-	**Misc. Fields:**	-

NBIS:	☒ **Yes**	**Toll Road:**	☒ **Yes**	**Input Format:**	☐ **Drop-Down**	☒ **Manual**
INDOT:	☒ **Yes**	**County/Local:**	☒ **Yes**	**XXXX**	**NBIS Underrec.:**	☐ **Yes**

Description: This item identifies the minimum vertical clearance for a vertical lift bridge in the closed position, as measured above a datum specified on a navigation permit issued by a control agency.

Instructions: Leave blank unless the structure is a vertical lift bridge. If the structure is a vertical lift bridge, record the minimum vertical clearance for navigation with the bridge in the dropped or closed position.

This is a 4 digit field, truncated to the foot; right justify with leading zeros as required.

Notes: -