

**2nd Quarter (July 1st, 2010)**  
**NBIS Compliance - Status Report**  
  
**for**  
  
**Indiana County Bridges**



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# INDIANA COUNTY BRIDGE INSPECTIONS

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Data as of: July 2, 2010

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Central Office Bridge Inventory/Inspection Unit

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# Quarterly County Bridge Inspection Status Report

Data as of: July 2 2010 {12,925 bridges}

Attached is the 2010 Second Quarter County Bridge Inspection Status Report, along with the status of various County Bridge Statistics.

This report contains the status on a variety of key NBIS (National Bridge Inspection Standards) items which INDOT monitors, and reports to the FHWA. More specific County data can be attained by contacting INDOT's Central Office Bridge Inventory/Inspection Unit, at: (317) 232-5224 {Gerald Nieman}, or (317) 232-5474 {Bill Dittrich}.

The status of each County is based on the data in INDOT's Bridge Inventory computer files on July 2, 2010. Each County is evaluated on its Compliance in five main areas that the FHWA has currently identified as showing "significant State-wide non-compliance issues".

The Central Office Bridge Inspection Unit monitors the status of the main Inspections Categories as well as other critical NBI items, such as Bridge Load Ratings and Postings. It is required by Federal Regulations that all Inspection Categories be 100% Current \*, and other NBI data be addressed properly and in a timely manner, or the County, District, and/or the State can face the possibility of losing eligibility to use Federal Bridge Funds for qualified bridges.

\* In 2006, at the direction of the FHWA, INDOT developed Bridge Inspection Compliance Standards that take into account minor delays in conducting a required inspection due to situations that may be beyond the control of the State, County, or their Bridge Inspectors. Starting with the January 1, 2008 Status Report, these Compliance Standards were used to determine whether an INDOT District or County was in Compliance with the NBIS.

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**This Report shows the status for County Bridge Inspections (state wide) in Indiana, is satisfactory in all inspection categories evaluated, when including the 180-day reporting window.**

**Any Federal Bridge Funds that are suspended shall continue to be suspended until the April, 2010 Status Report is complete and published.**

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## **INSPECTION COMPLIANCE:**

For each inspection category, Counties that have bridges that are late and/or late plus 180-days are shown in the detailed Reports that are a part of this Report.

***NBIS Section: 650.309 (b) Inspection Report: “allows 180-days to have data changes entered into the States computer inventory file”.*** Although there is some debate on whether these additional 180-days only applies to bridges that have been newly completed or have been modified, for now, all Routine (2-year) Inspections are generally given this extra time to fully complete the paper Report, updating data, and compiling the completed County Bridge Inspection Report. Even though this extra time (180-days for County Bridges) is allowed for the data to be included in the State data file, **the actual Inspection Date on each Report must have been conducted within the required 24-month re-inspection frequency, (the Actual date of the field inspection for each bridge must be recorded on the Report!! It is not acceptable to have almost every bridge in a County with the same inspection date!)**

This extra time (180-days for County Bridges) is allowed, because historically when an entire County has had its bridges inspected over a short period, it takes several weeks or months to accurately prepare the written reports, conduct any needed load ratings, and generate the data into the proper format to be submitted to INDOT.

**It should be noted that the data used for this status report contains all of the data that has been approved and submitted into the InspectTech Data Base.**

**This report does not contain any data for any reports that are still being worked on in the “Collector” portion of the InspectTech Data Base.**

**County Bridge Inspection Consultants have now been using the InspectTech Data Base since late January, 2010, and for the most part this transition has gone very smoothly. The biggest issue that has been affecting Consultants getting inspections conducted on time remains contract issues, mainly getting contracts signed and approved in a timely manner so they can start their inspection in time to meet all inspection frequencies.**

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This Report and Attachments are posted on INDOT’s Web Site, under Books and Manuals.

# NBIS Non-Compliant Counties

## Suspend the use of Federal Bridge Funds.

Data from: 07-02-2010

County Name	Co. #	Consultant	INDOT's Recommendation on the use of Federal Bridge Funds
LAWRENCE	47	R. W. Armstrong	Suspend

All funds are Suspended until Load Capacity Ratings are provided to INDOT & the FHWA.

# NBIS Non-Compliant Counties -- to Monitor or Suspend the use of Federal Bridge Funds

Based on: 07-02-2010 Bridge Data

		Individual Category NBIS Compliance Status						INDOT's	
County	Co.	90	92A-93A	92B-93B	92C-93C	41	Scour	Recommendation on the use of Federal Bridge Funds	Consultant
Name	#	Regular	Fracture Critical	Underwater	Special Detail	Posted-"B"	POA's		
BROWN	07	OK	1 Past Due	OK	OK	1 coded B	OK	Monitor Monitor Monitor Monitor Suspend * Monitor Monitor Monitor Monitor	Beam, Longest, & Neff
DECATUR	16	OK	5 Past Due	OK	1 Past Due	1 coded B	-1 POA		AECON
HOWARD	34	OK	OK	OK	1 Past Due	OK	OK		Butler, Fairman, & Seufert
JEFFERSON	39	OK	OK	OK	2 Past Due	OK	OK		FPBH, Inc.
LAWRENCE	47	OK	OK	OK	OK	1 coded B	OK		R. W. Armstrong
PIKE	63	1 Past Due	OK	OK	OK	OK	-8 POA's		DLZ
POSEY	65	1 Past Due	OK	OK	OK	OK	OK		United Consultants
RIPLEY	69	OK	1 Past Due	OK	OK	OK	OK		AECON
VERMILLION	83	OK	1 Past Due	OK	2 Past Due	2 coded B	OK		Clark-Dietz

\* Lawrence County is in Non-Compliance with the NBIS for failure to submit Load Capacity Ratings following the 2009 NBIS Review.

Scour POA's will not be considered for compliance this quarter since there were a few migration problems with POA's into InspectTech.

The Late Bridge in Pike County had its re-inspection frequency miss-coded. This has since been corrected, and it is no longer considered to be late.

# County Status for: Compliance with NBIS Standards

Counties in Non-Compliance are subject of having Federal Bridges Funds being Suspended!!  
 {Inspections more than 180-days past due!!}

Data as of: 07-02-2010

CO_NAME		Individual Category NBIS Compliance Status					Scour POA's *	Overall NBIS Compliance Status	Change since 1/7/2010
County Name	Co. #	90 Regular	92A-93A Fracture Critical	92B-93B Underwater	92C-93C Special Detail	41 Posted-"B"			
ADAMS	01	OK	OK	OK	OK	OK	OK	OK	Same
ALLEN	02	OK	OK	OK	OK	OK	OK	OK	Same
BARTHOLOMEW	03	OK	OK	OK	OK	OK	OK	OK	Same
BENTON	04	OK	OK	OK	OK	OK	OK	OK	Same
BLACKFORD	05	OK	OK	OK	OK	OK	OK	OK	Same
BOONE	06	OK	OK	OK	OK	OK	OK	OK	Same
BROWN	07	OK	1 Past Due	OK	OK	1 coded B	OK	Compliance Issues	Now has Issues
CARROLL	08	OK	OK	OK	OK	OK	OK	OK	Same
CASS	09	OK	OK	OK	OK	OK	OK	OK	Same
CLARK	10	OK	OK	OK	OK	OK	OK	OK	Same
CLAY	11	OK	OK	OK	OK	OK	-1 POA	OK	now OK
CLINTON	12	OK	OK	OK	OK	OK	OK	OK	Same
CRAWFORD	13	OK	OK	OK	OK	OK	OK	OK	Same
DAVISS	14	OK	OK	OK	OK	OK	OK	OK	Same
DEARBORN	15	OK	OK	OK	OK	OK	OK	OK	Same
DECATUR	16	OK	5 Past Due	OK	1 Past Due	1 coded B	-1 POA	Compliance Issues	Same
DEKALB	17	OK	OK	OK	OK	OK	OK	OK	Same
DELAWARE	18	OK	OK	OK	OK	OK	-1 POA	OK	now OK
DUBOIS	19	OK	OK	OK	OK	OK	OK	OK	Same
ELKHART	20	OK	OK	OK	OK	OK	OK	OK	Same
FAYETTE	21	OK	OK	OK	OK	OK	OK	OK	Same
FLOYD	22	OK	OK	OK	OK	OK	OK	OK	now OK
FOUNTAIN	23	OK	OK	OK	OK	OK	OK	OK	Same
FRANKLIN	24	OK	OK	OK	OK	OK	OK	OK	Same
FULTON	25	OK	OK	OK	OK	OK	OK	OK	Same
GIBSON	26	OK	OK	OK	OK	OK	OK	OK	now OK

# County Status for: Compliance with NBIS Standards

Counties in Non-Compliance are subject of having Federal Bridges Funds being Suspended!!  
 {Inspections more than 180-days past due!!}

Data as of: 07-02-2010

CO_NAME		Individual Category NBIS Compliance Status					Scour POA's *	Overall NBIS Compliance Status	Change since 1/7/2010
County Name	Co. #	90 Regular	92A-93A Fracture Critical	92B-93B Underwater	92C-93C Special Detail	41 Posted-"B"			
GRANT	27	OK	OK	OK	OK	OK	-1 POA	OK	now OK
GREENE	28	OK	OK	OK	OK	OK	OK	OK	now OK
HAMILTON	29	OK	OK	OK	OK	OK	-1 POA	OK	Same
HANCOCK	30	OK	OK	OK	OK	OK	OK	OK	Same
HARRISON	31	OK	OK	OK	OK	OK	OK	OK	Same
HENDRICKS	32	OK	OK	OK	OK	OK	OK	OK	Same
HENRY	33	OK	OK	OK	OK	OK	OK	OK	Same
HOWARD	34	OK	OK	OK	1 Past Due	OK	OK	Compliance Issues	Now has Issues
HUNTINGTON	35	OK	OK	OK	OK	OK	OK	OK	Same
JACKSON	36	OK	OK	OK	OK	OK	OK	OK	Same
JASPER	37	OK	OK	OK	OK	OK	OK	OK	Same
JAY	38	OK	OK	OK	OK	OK	OK	OK	Same
JEFFERSON	39	OK	OK	OK	2 Past Due	OK	OK	Compliance Issues	Same
JENNINGS	40	OK	OK	OK	OK	OK	OK	OK	Same
JOHNSON	41	OK	OK	OK	OK	OK	OK	OK	Same
KNOX	42	OK	OK	OK	OK	OK	-1 POA	OK	Same
KOSCIUSKO	43	OK	OK	OK	OK	OK	OK	OK	Same
LAGRANGE	44	OK	OK	OK	OK	OK	OK	OK	Same
LAKE	45	OK	OK	OK	OK	OK	OK	OK	Same
LAPORTE	46	OK	OK	OK	OK	OK	OK	OK	Same
LAWRENCE	47	OK	OK	OK	OK	1 coded B	OK	Compliance Issues	Now has Issues
MADISON	48	OK	OK	OK	OK	OK	OK	OK	now OK
MARION	49	OK	OK	OK	OK	OK	-4 POA's	OK	Same
MARSHALL	50	OK	OK	OK	OK	OK	OK	OK	Same
MARTIN	51	OK	OK	OK	OK	OK	OK	OK	Same
MIAMI	52	OK	OK	OK	OK	OK	OK	OK	Same

# County Status for: Compliance with NBIS Standards

Counties in Non-Compliance are subject of having Federal Bridges Funds being Suspended!!

{Inspections more than 180-days past due!!}

Data as of: 07-02-2010

CO_NAME		Individual Category NBIS Compliance Status					Scour POA's *	Overall NBIS Compliance Status	Change since 1/7/2010
County Name	Co. #	90 Regular	92A-93A Fracture Critical	92B-93B Underwater	92C-93C Special Detail	41 Posted-"B"			
MONROE	53	OK	OK	OK	OK	OK	OK	OK	Same
MONTGOMERY	54	OK	OK	OK	OK	OK	OK	OK	Same
MORGAN	55	OK	OK	OK	OK	OK	OK	OK	Same
NEWTON	56	OK	OK	OK	OK	OK	OK	OK	Same
NOBLE	57	OK	OK	OK	OK	OK	OK	OK	Same
OHIO	58	OK	OK	OK	OK	OK	OK	OK	Same
ORANGE	59	OK	OK	OK	OK	OK	OK	OK	Same
OWEN	60	OK	OK	OK	OK	OK	OK	OK	Same
PARKE	61	OK	OK	OK	OK	OK	OK	OK	Same
PERRY	62	OK	OK	OK	OK	OK	OK	OK	now OK
PIKE	63	1 Past Due	OK	OK	OK	OK	-8 POA's	Compliance Issues	Now has Issues
PORTER	64	OK	OK	OK	OK	OK	OK	OK	Same
POSEY	65	1 Past Due	OK	OK	OK	OK	OK	Compliance Issues	Now has Issues
PULASKI	66	OK	OK	OK	OK	OK	OK	OK	Same
PUTNAM	67	OK	OK	OK	OK	OK	-2 POA's	OK	now OK
RANDOLPH	68	OK	OK	OK	OK	OK	-2 POA's	OK	now OK
RIPLEY	69	OK	1 Past Due	OK	OK	OK	OK	Compliance Issues	Same
RUSH	70	OK	OK	OK	OK	OK	OK	OK	Same
ST. JOSEPH	71	OK	OK	OK	OK	OK	OK	OK	Same
SCOTT	72	OK	OK	OK	OK	OK	OK	OK	Same
SHELBY	73	OK	OK	OK	OK	OK	-2 POA's	OK	Same
SPENCER	74	OK	OK	OK	OK	OK	OK	OK	now OK
STARKE	75	OK	OK	OK	OK	OK	OK	OK	Same
STEUBEN	76	OK	OK	OK	OK	OK	OK	OK	Same
SULLIVAN	77	OK	OK	OK	OK	OK	OK	OK	now OK
SWITZERLAND	78	OK	OK	OK	OK	OK	OK	OK	Same

# County Status for: Compliance with NBIS Standards

Counties in Non-Compliance are subject of having Federal Bridges Funds being Suspended!!  
 {Inspections more than 180-days past due!!}

Data as of: 07-02-2010

CO_NAME		Individual Category NBIS Compliance Status					Scour POA's *	Overall NBIS Compliance Status	Change since 1/7/2010
County Name	Co. #	90 Regular	92A-93A Fracture Critical	92B-93B Underwater	92C-93C Special Detail	41 Posted-"B"			
TIPPECANOE	79	OK	OK	OK	OK	OK	OK	Same	
TIPTON	80	OK	OK	OK	OK	OK	-1 POA	Same	
UNION	81	OK	OK	OK	OK	OK	OK	Same	
VANDEBURGH	82	OK	OK	OK	OK	OK	OK	Same	
VERMILLION	83	OK	1 Past Due	OK	2 Past Due	2 coded B	OK	Compliance Issues	
VIGO	84	OK	OK	OK	OK	OK	OK	now OK	
WABASH	85	OK	OK	OK	OK	OK	OK	Same	
WARREN	86	OK	OK	OK	OK	OK	OK	Same	
WARRICK	87	OK	OK	OK	OK	OK	OK	Same	
WASHINGTON	88	OK	OK	OK	OK	OK	OK	now OK	
WAYNE	89	OK	OK	OK	OK	OK	OK	Same	
WELLS	90	OK	OK	OK	OK	OK	OK	Same	
WHITE	91	OK	OK	OK	OK	OK	OK	Same	
WHITLEY	92	OK	OK	OK	OK	OK	OK	now OK	
<b># Counties = OK</b>		90	88	92	88	89	80	83	
		-1	-1	+1	-1	-3	-8	+2	
<b># Counties = Past Due</b>		2	4	0	4	4	12	9	
		+2	+1	-1	+1	+3	+8	-2	
* Scour POA's will not be considered for compliance this quarter since there were a few migration problems with POA's into InspectTech.									

**INDOT's Inspection Compliance Standards for: NBIS Required Inspections**

Inspection Type	Compliance Standard #1	Compliance Standard #2	Misc.
<b>Regular (2-year) Inspections (NBI Item #90)</b>			
INDOT	98 % current / within 24-months	100 % current / within 27-months	* Based on the Inspection Contract being signed on time, for the Phase-1 Inspection, and not the Counties fault.
Indiana Counties	98 % current / within 25-months	100 % current / within 27-months*	
<b>Fracture Critical Inspections (NBI Item #92A)</b>			
INDOT - Only Highway Bridges	98% current / inspection interval	100% current / interval + 1-month	
INDOT - All Types of Bridges	95% current / inspection interval	100% current / interval + 2-month	
Indiana Counties	98% current / inspection interval	100% current / interval + 2-month*	
<b>Underwater Inspections (NBI Item #92B)</b>			
INDOT	95% current / inspection interval	100% current / interval + 3-month	
Indiana Counties	95% current / inspection interval	100% current / interval + 3-month*	
<b>Special Detail Inspections (NBI Item #92C)</b>			
INDOT	98% current / inspection interval	100% current / interval + 2-month	
Indiana Counties	98% current / inspection interval	100% current / interval + 2-month*	
<b>COMPLEX Bridge Inspections</b>			
INDOT	98% current / inspection interval	100% current / interval + 2-month	
Indiana Counties	98% current / inspection interval	100% current / interval + 2-month*	

**By NBIS Regulations, Counties are allowed 180-days (INDOT Districts are allowed 90-days) from the date an inspection is due to have the new inspection data or changes entered into the State's Computer Bridge Inventory Files. However, actual inspections are required to be conducted BEFORE they are due for their re-inspection!! Therefore, Inspections need to be conducted prior to the re-inspection date, for all types of Inspections. This is what will be verified to ensure Compliance with the NBIS, not when the data is submitted to INDOT. For Counties within the 180-day reporting window, the Status will be considered as incomplete to make a determination, unless there are already delinquent inspections beyond the 180-day window at the time that the quarterly Status Report is prepared.**

Status Reports are produced by INDOT four times a year, showing the Status of INDOT Bridges and County Bridges, as of: January 1st, April 1st, July 1st, and October 1st each year. Generally all inspection data received by INDOT's Central Office by the 10th of the month following the end of the quarter for which the Status is being reported on, is included in the status results.

Any County or INDOT District that has not met the above "Compliance Standards" for any of the Inspection Categories shall be placed on notice that they are in non-compliance with NBIS Inspection Requirements, and shall become subject to having all Federal Bridge Funds being suspended on any projects on upcoming LETTINGS. A list shall be included in the Status Report of all Counties or Districts that are being notified. If a County or District has not met the above "Compliance Standards" for any of the Inspection Categories for a second consecutive quarter, or two quarters out of five, then the INDOT Bridge Inspection Engineer shall recommend to the FHWA Bridge Engineer that the County or District have their Federal Bridge Funds suspended until they have become 100% in compliance, and that the Funds be suspended until the next quarter's Status Report is produced, to ensure that they have remained in compliance, beyond just one LETTING.

# Overall County NBIS Bridge Inspection Summary

Data as of: 07-02-2010

	Regular-Biennial		Fracture Critical		Under Water		Special Detail	
	Inspections		Inspections		Inspections		Inspections	
# of Bridges	12925		384		339		187	
# of Bridges with late inspection dates	3712	28.72%	111	28.91%	18	5.31%	20	10.70%
# of Bridges 180 days late	2	0.02%	9	2.34%	0	0.00%	6	3.21%
# of Bridges in Compliance	9211	71.26%	264	68.75%	321	94.69%	161	86.10%

**County Listing of:  
# of Bridges Requiring Posting -- not Implemented at the Bridge**

**Data as of: 07-02-2010**

<b>Counties that have NOT implemented all required Postings (by: 07-02-2010)</b>						
	<b>County Name</b>	<b>County Number</b>	<b>NBI Item #41</b>	<b>Number of Bridges</b>		<b>Changes since 01-07-2010</b>
<b>1</b>	<b>Brown</b>	<b>7</b>	<b>B</b>	<b>1</b>		<b>+1</b>
<b>2</b>	<b>Decatur</b>	<b>16</b>	<b>B</b>	<b>1</b>		<b>+1</b>
<b>3</b>	<b>Lawrence</b>	<b>47</b>	<b>B</b>	<b>1</b>		<b>+1</b>
<b>4</b>	<b>Vermillion</b>	<b>83</b>	<b>B</b>	<b>2</b>		<b>+1</b>
<b>4 Counties with a "B" Code</b>				<b>5</b>		<b>+4</b>
Brown County Bridge # 00148, NBI # 0700094, DOTY Rd, <u>over</u> MT LIBERTY Creek						
Decatur County Bridge # 00131, NBI # 1600107, CR 200S, <u>over</u> Clifty Creek						
Lawrence County Bridge # 00080, NBI # 4700053, TWIN BRIDGES Rd, <u>over</u> ROCK LICK Branch						
Vermillion County Bridge # 00020, NBI # 8300009, CR 1650S, <u>over</u> COAL Creek						
Vermillion County Bridge # 00020, NBI # 8300062, CR 310N, <u>over</u> N&W RR						

# Status of - Bridge Posting Codes ~ NBIS Item #41

Data as of: 01-07-2010

<b>Open - Posted - Closed to Traffic</b>	7/1/2007	10/1/2007	1/1/2008	4/1/2008	5/15/2008	7/1/2008	10/1/2008	1/15/2009	4/8/2009	7/2/2009	10/9/2009	1/7/2010	7/2/2010	Changes since last Quarter
NBI Code	# of Bridges													
<b>A</b> OPEN, no restrictions	10378	10435	10493	10571	-	10627	10639	10622	10601	10,099	10,707	10,742	10,796	+54
<b>B</b> OPEN, posting recommended, no signs	823	543	538	224	78	35	12	8	19	3	2	1	5	+4
<b>D</b> OPEN, would be posted, but shored-up	0	0	0	0	-	0	0	0	0	0	0	0	0	-
<b>E</b> OPEN, temporary structure, awaiting work	0	0	0	0	-	0	0	0	0	0	0	0	0	-
<b>G</b> New structure, not yet OPEN to traffic	6	6	6	9	-	8	7	10	11	8	9	13	13	-
<b>K</b> Bridge CLOSED to all traffic	104	109	109	110	-	110	110	115	113	110	115	112	113	+1
<b>P</b> POSTED for LOAD (weight limit)	1432	1477	1461	1673	-	1766	1761	1724	1706	1723	1704	1659	1572	-87
<b>R</b> POSTED for other Restrictions (Load, Speed, Width, etc.)	293	278	262	291	-	318	332	391	363	363	369	392	426	+34
<b>Total # of Bridges</b>	12836	12848	12867	12878	-	12882	12861	12870	12903	12908	12908	12910	12925	+6

Number reflects changes to Code = "B" made by: 5/15/2008. Other Codes not calculated at this time.

# Quarterly County Bridge Inspection Status Report

Data as of: July 2 2010 {12,925 bridges}

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## Statewide County Bridge Inspection Status Trends, since July, 2006:

### 1.) Status of: Routine – (2-year) Inspections

Inspection Dates within the required two-year re-inspection time frame:	(71.39% current July -2010).
Inspection Dates within the required two-year re-inspection time frame:	(96.44% current Jan -2010).
Inspection Dates within the required two-year re-inspection time frame:	(81.71% current Oct -2009).
Inspection Dates within the required two-year re-inspection time frame:	(80.43% current July -2009).
Inspection Dates within the required two-year re-inspection time frame:	(89.41% current Apr -2009).
Inspection Dates within the required two-year re-inspection time frame:	(71.94% current Jan -2009).
Inspection Dates within the required two-year re-inspection time frame:	(64.23% current Oct -2008).
Inspection Dates within the required two-year re-inspection time frame:	(76.21% current July-2008).
Inspection Dates within the required two-year re-inspection time frame:	(92.89% current Apr -2008).
Inspection Dates within the required two-year re-inspection time frame:	(89.49% current Jan -2008).
Inspection Dates within the required two-year re-inspection time frame:	(83.76% current Oct -2007).
Inspection Dates within the required two-year re-inspection time frame:	(71.74% current July-2007).
Inspection Dates within the required two-year re-inspection time frame:	(75.73% current July-2006).

Inspection Dates within the last two-year plus a 180-day window:	(99.98% current July -2010).
Inspection Dates within the last two-year plus a 180-day window:	(98.58% current Jan -2010).
Inspection Dates within the last two-year plus a 180-day window:	(94.97% current Oct -2009).
Inspection Dates within the last two-year plus a 180-day window:	(97.22% current July -2009).
Inspection Dates within the last two-year plus a 180-day window:	(99.97% current Apr -2009).
Inspection Dates within the last two-year plus a 180-day window:	(99.06% current Jan -2009).
Inspection Dates within the last two-year plus a 180-day window:	(96.25% current Oct -2008).
Inspection Dates within the last two-year plus a 180-day window:	(99.31% current July-2008).
Inspection Dates within the last two-year plus a 180-day window:	(99.99% current 5/15/2008).
Inspection Dates within the last two-year plus a 180-day window:	(99.36% current Apr -2008).
Inspection Dates within the last two-year plus a 180-day window:	(96.11% current Jan -2008).
Inspection Dates within the last two-year plus a 180-day window:	(93.96% current Oct -2007).
Inspection Dates within the last two-year plus a 180-day window:	(86.96% current July-2007).
Inspection Dates within the last two-year plus a 180-day window:	(97.22% current July-2006).

2.) Status of: **Fracture Critical (92A Inspections)** ~ plus a 180-day window

Inspection Dates within the required two-year re-inspection time frame: **(97.66% current July -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(98.95% current Jan -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(89.41% current Oct -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(98.70% current July -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(97.94% current Apr -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(97.91% current Jan -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(77.37% current Oct -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(69.63% current July-2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(89.56% current 5/15/2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(88.80% current Apr -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(75.26% current Jan -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(76.83% current Oct -2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(60.71% current July-2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(59.60% current July-2006).**

3.) Status of: **Underwater (92B Inspections)** ~ plus a 180-day window

Inspection Dates within the required two-year re-inspection time frame: **(100.00% current July -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(99.71% current Jan -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(100.00% current Oct -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(100.00% current July -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(94.72% current Apr -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(100.00% current Jan -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(86.55% current Oct -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(93.21% current July-2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(96.62% current 5/15/2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(93.23% current Apr -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(80.91% current Jan -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(80.00% current Oct -2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(75.57% current July-2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(92.00% current July-2006).**

4.) Status of: **Special Inspection Details (92C Inspections)** ~ plus a 180-day window

Inspection Dates within the required two-year re-inspection time frame: **(96.79% current July -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(98.40% current Jan -2010).**  
Inspection Dates within the required two-year re-inspection time frame: **(84.70% current Oct -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(95.16% current July -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(96.24% current Apr -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(97.22% current Jan -2009).**  
Inspection Dates within the required two-year re-inspection time frame: **(62.71% current Oct -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(66.10% current July-2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(79.47% current 5/15/2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(61.33% current Apr -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(65.64% current Jan -2008).**  
Inspection Dates within the required two-year re-inspection time frame: **(47.74% current Oct -2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(50.00% current July-2007).**  
Inspection Dates within the required two-year re-inspection time frame: **(71.96% current July-2006).**

## 5.) Status of: **Bridges that require Postings but are not Posted\***

Number of Counties that have bridges that require legal Posting,  
but the Posting has not been implemented at the bridge site:

( **4 Counties – 5 Bridges** July -2010).  
( **1 County – 1 Bridge** Jan -2010).  
( **2 Counties – 2 Bridges** Oct -2009).  
( **3 Counties – 3 Bridges** July -2009).  
( **7 Counties – 19 Bridges** Apr -2009).  
( **4 Counties – 8 Bridges** Jan -2009).  
( **6 Counties – 12 Bridges** Oct -2008).  
( **9 Counties – 35 Bridges** July-2008).  
(**11 Counties – 76 Bridges** 5/15/2008).  
(**32 Counties – 224 Bridges** Apr -2008).  
(**50 Counties – 536 Bridges** Jan -2008).  
(**50 Counties – 543 Bridges** Oct -2007).  
(**52 Counties – 598 Bridges** July-2007).

### \* **BRIDGE POSTINGS:**

County Inspection Consultants should be giving the County Engineer or Road Supervisor a list of bridges that are missing Posting Signs on a weekly basis while they are performing their Routine (2-year) Bridge Inspections, and a full list of bridges at a close-out meeting at the conclusion of all field work.

As signs are placed, and photos have been taken to document that the signs at both ends of the bridge are now in place (*photos are required that clearly show the bridge in the background*) the coding for this item can be changed from “Posting Not Implemented” to “Posted”.

By the time that the NBI Data is submitted to INDOT for its edit checks, most, if not all bridges with missing Posting Signs should have been addressed. And by the time the Paper Report is submitted to INDOT for review, there should no longer be any bridges coded as “Requiring Posting – but missing Posting Signs”.

The SI&A Reports for all Posted bridges will be reviewed to ensure that photos have been included in the Report, showing they are now in place at both ends of the bridge. Bridges missing the proper Posting Signs are a liability as well as a safety issue. This is an easily corrected issue, if communicated to the County by the Inspection Consultant.

Counties that have bridges that require Posting and are missing Posting signs after January 1, 2008, can be considered as not in compliance with the NBIS.

# Year Built

## County Bridges in Indiana

Data as of: 07-02-2010

Year Built	# of Bridges	Changes since 01-07-2010
1840 -- 1849	2	~
1850 -- 1859	2	~
1860 -- 1869	4	~
1870 -- 1879	16	~
1880 -- 1889	45	~
1890 -- 1899	96	~
1900 -- 1909	224	~
1910 -- 1919	304	+1
1920 -- 1929	653	+1
1930 -- 1939	805	-7
1940 -- 1949	397	~
1950 -- 1959	620	-2
1960 -- 1969	1641	-4
1970 -- 1979	2326	-3
1980 -- 1989	2294	+1
1990 -- 1999	2154	-2
2000 -- 2009	1341	+20
Total # of Bridges	12924	+5

# Year of Last REHABILITATION

## County Bridges in Indiana

Data as of: 07-02-2010

Year of Rehab	# of Bridges		Changes since 01-07-2010
1910 -- 1919	1		~
1920 -- 1929	3		~
1930 -- 1939	2		~
1940 -- 1949	1		~
1950 -- 1959	25		+1
1960 -- 1969	110		+2
1970 -- 1979	300		~
1980 -- 1989	533		-3
1990 -- 1999	565		~
2000 -- 2009	403		+8
Total # of Bridges Rehabbed	1943	15.03%	+8
Total # of Bridges NOT yet Rehabbed	10981	84.97%	-3
Total # of Bridges	12924		+5

# Indiana County Bridges Main Span Superstructure Type -- Totals

Data as of: 07-02-2010

<b>Reinforced Concrete Bridges (Main-Spans)</b>			<b>Steel Bridges (Main-Spans)</b>			<b>Pre-stressed and/or Post-Tensioned Bridges (Main-Spans)</b>		
	# of Bridges	Changes		# of Bridges	Changes		# of Bridges	Changes
CCBUF	2	~	BB	2	~	CPCBB	377	-3
CCTB	6	~	CESB	3	~	CPCIB	466	+2
CPCB	1	~	CRPG	1	~	CPCTB	28	+2
CRCA	6	+1	CSB	208	~	PCBB	4300	+3
CRCB	1	~	CSG	19	~	PCIB	393	+3
CRCBG	1	~	ESB	127	-1	PTCB	21	~
CRCG	70	~	ESG	2	~	PPCS	7	~
CRCGT	3	~	KCSB	70	~	PTCBG	1	~
CRCRF	3	~	KCSBG	1	~	PTRCS	7	~
CRCS	1233	+1	KCSG	39	+1	PTCTG	1	~
CRCVS	2	~	KSB	83	~			
CTB	56	~	KSG	7	~			
PCA	17	~	MPA	11	~			
PCAU	136	~	MPAUF	544	-1			
PCB	403	~	MPUF	16	+1			
PCS	30	~	RPG	15	~			
PCSUF	21	~	SB	1260	~			
RCA	311	-3	SBG	2	~			
RCAOS	15	~	SDT	6	~			
RCARS	5	~	SG	26	-1			
RCAUF	120	~	SPG	4	~			
RCB	41	~	SPT	167	-3			
RCBG	3	~	SRPUF	30	+1			
RCBUF	93	+1	SRRFC	130	~			
RCG	234	-1	SRRP	2	~			
RCGT	55	~	STT	134	+1			
RCPUF	8	~	WSTG	1	-1			
RCRF	8	~						
RCS	470	+1						
RCSUF	17	-1						
UCA	3	~						
<b>TOTALS</b>	<b>3,374</b>	<b>-1</b>		<b>2,910</b>	<b>-3</b>		<b>5,601</b>	<b>+7</b>

<b>(Main-Spans)</b>			<b>Stone Bridges (Main-Spans)</b>			<b>Aluminum Bridges (Main-Spans)</b>		
	# of Bridges	Changes		# of Bridges	Changes		# of Bridges	Changes
TB	29	~	MAUF	0	-1	AA	14	~
TBUF	1	~	SA	50	+1	IPT	1	~
TCB	59	~				ITT	14	~
TG	1	~				MPAUF	208	~
TS	660	+1						
TT	1	~						
<b>TOTALS</b>	<b>751</b>	<b>+1</b>		<b>50</b>	<b>~</b>		<b>237</b>	<b>~</b>

<b>Reinforced Concrete Bridges</b>	= 3374
<b>Steel Bridges</b>	= 2910
<b>Pre-stressed and/or Post-Tensioned Bridges</b>	= 5601
<b>Timber Bridges</b>	= 751
<b>Stone Bridges</b>	= 50
<b>Aluminum Bridges</b>	= 237
<b>TOTALS</b>	<b>12923</b>

**Changes**  
\* = Changes are since: 01-07-2010

# INDIANA COUNTY BRIDGES with "HOAN Bridge" Type Details

(data as of: 07-02-2010)

COUNTY NAME	COUNTY #	BRIDGE #	Type of "HOAN Bridge" Type Detail
Franklin	24	144	Gusset Plates + X-Bracings, Tri-Axial Restraint + Pin & Hinge Connections
Grant	27	10	Gusset Plates welded to beam Flanges, E' Fatigue Detail, Tri-Axial Restraint
Marion	49	1106F	Gusset Plates + X-Bracings, Tri-Axial Restraint
Marion	49	1107F	Gusset Plates + X-Bracings, Tri-Axial Restraint
Marion	49	3107F	Gusset Plates + X-Bracings, Tri-Axial Restraint
Wabash	85	13	Gusset Plates welded to beam Flanges, E' Fatigue Detail, Tri-Axial Restraint
St Joseph	71	212	Gusset Plates + X-Bracings, Tri-Axial Restraint
Tippecanoe	79	119	Gusset Plates + X-Bracings, Tri-Axial Restraint
Union	81	33	Gusset Plates + X-Bracings, Tri-Axial Restraint + Pin & Hanger Connections

A total of 55 county bridges have been removed from possible consideration over the last three years.

# List of 51 County "COMPLEX" Bridges

Data as of: 07-02-2010

RECORD KEY	6b_BRNO	3	CO_NAME	7	6	9a	9b	43a	43b	43_letter	43_english	44a	44b	44_letter	44_english	27a	106a	45	46	-
Number	Bridge Number	Co	County Name	Facility Carried	Features Intersected	Location		Main Structure Type		Approach Structure Type		Year Built	Year Rehab	# Main	# Appr.	Spand	Spand	Special Detail		
0200268	00538	02	ALLEN	PARNELL AVENUE	ST. JOSEPH RIVER	0.1	N ST JOSEPH DR	1	11	B	RCAOS	0	00			1927	1993	002	0000	-
1300036	00045	13	CRAWFORD	ALTON FREDONIA RD	LITTLE BLUE RIVER	0.1	W OF ATWOOD DR	3	10	B	STT	3	10	A	SPT	1900	1977	001	0004	-
1300040	00067	13	CRAWFORD	OLD STATE ROAD 37	LITTLE BLUE RIVER	0.1	S OF ATKINS LN	3	10	A	SPT	0	00			1926	0000	010	0000	-
1700135	00134	17	DEKALB	CR 75	CSX RAILROAD	0.6	N OF CR 64	3	10	A	SPT	0	00			1920	0000	004	0000	-
2000159	00374	20	ELKHART	ELKHART AVENUE	ELKHART RIVER		INT. OF WATERFALL DR.	1	11	B	RCAOS	0	00			1928	1979	001	0000	-
2000163	00383	20	ELKHART	JOHNSON STREET	ST. JOSEPH RIVER		BEARDSLEY & JOHNSON	3	09		SDT	0	00			1918	1981	004	0000	-
2200086	00070	22	FLOYD	SPRING STREET	SILVER CREEK	0.02	N OF HWY 62	1	11	B	RCAOS	0	00			1920	2006	004	0000	-
2400090	00144	24	FRANKLIN	FAIRFIELD ROAD	BROOKVILLE LAKE CAUSEWAY	1	E OF OLD FRNKL	4	02	B	CSG	0	00			1972	0000	006	0000	HANGER & HOAN
2700009	00010	27	GRANT	ROAD 500 NORTH	MISSISSINEWA RIVER		3W - 50N	4	02	E	KCSG	0	00			1972	0000	003	0000	HOAN
3400124	00506	34	HOWARD	APPERSON WAY	WILDCAT CREEK		INT. OF SUPERIOR ST.	1	11	B	RCAOS	0	00			1929	1987	002	0000	-
4000032	00034	40	JENNINGS	CO. RD. 710 NORTH	RATTAIL CREEK		725 N - 38W	1	11	B	RCAOS	0	00			1940	0000	001	0000	-
4200257	00235	42	KNOX	HAZELTON ROAD	WHITE RIVER/LOCAL ROAD		650S-500W	3	10	B	STT	1	04		CTB	1945	0000	008	0021	-
4500137	00245	45	LAKE	COLUMBIA AVENUE	LITTLE CALUMET RIVER	0.8	N OF RIDGE RD	4	02	B	CSG	0	00			1953	0000	003	0000	HANGER
4500188	00365	45	LAKE	DICKEY ROAD	INDIANA HARBOR CANAL	0.5	ONE OF MICHIGAN	3	16		BB	3	02	H	KSG	1992	0000	001	0002	-
4600143	00505	46	LAPORTE	FRANKLIN STREET	TRAIL CREEK		WASHINGTON PARK ENTR.	3	16		BB	0	00			1932	1998	001	0000	-
4700122	00020	47	LAWRENCE	OLD STATE RD 37	GULLETT'S CREEK		54N - 280W	1	11	B	RCAOS	0	00			1928	0000	003	0000	-
4700123	00021	47	LAWRENCE	OOLITIC RD	SALT CREEK		95N - 175W	1	11	B	RCAOS	0	00			1935	1990	003	0000	-
4900027	0501F	49	MARION	82ND STREET EB	WHITE RIVER		860N 3800E	3	10	B	STT	3	10	A	SPT	1941	1980	002	0002	-
4900073	1106F	49	MARION	COLLEGE AVENUE NB	WHITE RIVER		890N 700E	4	02	B	CSG	0	00			1988	1989	004	0000	HOAN
4900074	1107F	49	MARION	COLLEGE AVENUE SB	WHITE RIVER		890N 700E	4	02	B	CSG	0	00			1988	1989	004	0000	HOAN
4900217	2505F	49	MARION	INDIANA / MICHIGAN	I.W.C. CANAL		50N 300W	4	21		SBG	0	00			1986	0000	001	0000	-
4900236	2523F	49	MARION	WEST STREET	I.W.C. CANAL		0N 400W	4	21		SBG	0	00			1984	0000	001	0000	-
4900295	3107F	49	MARION	HARDING STREET	WHITE RIVER		270S 1500W	4	02	B	CSG	0	00			1970	2002	007	0000	HOAN
4900296	3108F	49	MARION	MORRIS STREET	WHITE RIVER		20S 800W	1	11	B	RCAOS	0	00			1928	1981	005	0000	-
4900618	2416F	49	MARION	WASHINGTON STREET	WHITE RIVER / PARKWAY		00N 900W	4	06		KCSBG	0	00			1985	0000	006	0000	-
4900624	2908L	49	MARION	INDIANAPOLIS INTL	AIRPORT SERVICE DRIVE		250S 6300W	6	01		PTRCS	0	00			1986	0000	004	0000	-
4900625	2909L	49	MARION	INDIANAPOLIS INTL	AIRPORT SERVICE DRIVE		250S 6300W	6	01		PTRCS	0	00			1986	0000	003	0000	-
4900661	3604L	49	MARION	Departures (Wier Cook)	Weir Cook Mem Dr	0	3350S 7850W	6	01		PTRCS	0	00			2008	0000	021	0000	-
4900662	3605L	49	MARION	Parking Area	Airport Service Ra	0	3500S 7900W	6	01		PTRCS	0	00			2008	0000	001	0000	-
4900663	3606L	49	MARION	Parking Area	Airport Service Ra	0	3450S 7950W	6	01		PTRCS	0	00			2008	0000	001	0000	-
4900664	3607L	49	MARION	Parking Area	Airport Service Ra	0	3400S 8000W	6	01		PTRCS	0	00			2008	0000	001	0000	-
4900667	3610L	49	MARION	Weir Cook Memorial Dr	PERIMETER RD.	0	4400S 9000W	6	01		PTRCS	0	00			2008	0000	002	0000	-
6100176	00232	61	PARKE	HIGH BRIDGE RD	SUGAR CREEK	3	E OF GRANGE CORN	6	21		PTCBG	0	00			1975	0000	003	0000	-
6400117	00210	64	PORTER	ROAD 475 WEST	CONRAIL, NY/ST. LOUIS RR		47N - 475 W	5	03		PTCTG	0	00			2000	0000	001	0000	-
6700138	00159	67	PUTNAM	ROAD 625 WEST	BIG WALNUT CREEK	0.3	N OF US 40	1	11	B	RCAOS	0	00			1929	0000	007	0000	-
6700196	00229	67	PUTNAM	ROAD 925 EAST	BRANCH OF MILL CREEK	0.2	S OF 900S	1	11	B	RCAOS	0	00			1929	0000	003	0000	-
6700200	00237	67	PUTNAM	ROAD 550 SOUTH	DEER CREEK	0.2	W OF 250E	1	11	B	RCAOS	0	00			1923	0000	004	0000	-
6800193	00244	68	RANDOLPH	1100S	MARTINDALE CREEK		100S-550W	2	01	B	CRCVS	0	00			1983	0000	003	0000	-
6800194	00245	68	RANDOLPH	1100S	GREENS FORK		100S-75E	2	01	B	CRCVS	0	00			1986	0000	003	0000	-
7100015	00212	71	ST. JOSEPH	CLEVELAND ROAD	ST. JOSEPH RIVER	0.7	W OF SR 933	4	02	E	KCSG	0	00			1970	1987	004	0000	HOAN
7100033	00206	71	ST. JOSEPH	IRONWOOD DRIVE	ST. JOSEPH RIVER	0.1	N OF SR 933	1	11	B	RCAOS	1	11	B	RCAOS	1929	1969	003	0002	-
7100088	00207	71	ST. JOSEPH	TWYCKENHAM DRIVE	ST. JOSEPH R. & N.S. BLVD	0.1	N OF SR 933	1	11	B	RCAOS	0	00			1929	1982	004	0000	-
7100119	00216	71	ST. JOSEPH	ASH ROAD	ST JOSEPH RIVER	0.6	S MCKINLEY	1	11	B	RCAOS	0	00			1929	1995	003	0000	-
7900083	00119	79	TIPPECANOE	NORTH 9TH STREET	WABASH R./DAVIS FERRY RD		400N-200E	4	03	A	CSG	8	02		CPCIB	1973	1988	005	0005	HOAN
8100020	00033	81	UNION	DUNLAPVILLE ROAD	BROOKVILLE LAKE		3S & 325 W	4	02	B	CSG	0	00			1974	0000	003	0000	HANGER & HOAN
8200007	00820	82	VANDERBURGH	FRANKLIN STREET	PIGEON CREEK		W OF 7TH AVENUE	3	09		SDT	0	00			1932	1976	003	0000	HANGER
8500028	00013	85	WABASH	RIVER ROAD	MISSISSINEWA RIVER	0.5	SW OF RD 95S	4	02	B	CSG	0	00			1966	2006	005	0000	HOAN
8600029	00036	86	WARREN	CR 100 EAST	WABASH RIVER		E - 425 S	3	10	B	STT	0	00			1905	1980	005	0000	-
8600062	00075	86	WARREN	CR 450 NORTH	LITTLE PINE CREEK		04E - 45N	3	09		SDT	0	00			1927	0000	004	0000	-
8700123	00271	87	WARRICK	YANKEETOWN ROAD	LITTLE PIGEON CREEK		85S - 25W	9	10	A	ITT	9	10	B	IPT	1885	0000	001	0005	-
8900215	00701	89	WAYNE	SOUTH G STREET	WHITEWATER RIVER		7S - 20E	1	11	B	RCAOS	2	01		CRCS	1932	1990	005	0006	-

3604L, 3605L, 3606L, 3607L, and 3610L new COMPLEX Bridges in 2008.

# Indiana County Bridges

## Classified as: COMPLEX Bridges

Data as of: 07-02-2010

<b>General Information</b>		
<b>51</b>	---	Bridges classified as "COMPLEX Bridges"
<b>26</b>	---	Counties with "COMPLEX Bridges"
<b>4</b>	---	Bridges Primarily Identified as having "Pin & Hanger Connection" Details
<b>7</b>	---	Bridges primarily Identified as having "Hoan" or Tri-Axial Restraint" Details
<b>2</b>	---	Bridges listed as "Pin & Hanger Connection" but also with "HOAN" Details
# of Bridges	Type of Bridges	
<b>2</b>	<b>BB</b>	Bascule (Lift) Bridge
<b>2</b>	<b>CRCVS</b>	Continuous Reinforced Concrete VOIDED Slab
<b>8</b>	<b>CSG</b>	Continuous Steel Girder
<b>1</b>	<b>ITT</b>	Iron Through Truss
<b>1</b>	<b>KCSBG</b>	Composite Continuous Steel Box Girder
<b>2</b>	<b>KCSG</b>	Composite Continuous Steel Girder
<b>1</b>	<b>PTCBG</b>	Post-Tensioned Concrete Box Girder - Continuous
<b>1</b>	<b>PTCTG</b>	Post-Tensioned Concrete Through Girder
<b>7</b>	<b>PTRCS</b>	Continuous Post-Tensioned Reinforced Concrete Slab
<b>15</b>	<b>RCA-OS</b>	Reinforced Concrete Arch - Open Spandrel
<b>2</b>	<b>SBG</b>	Steel Box Girder
<b>3</b>	<b>SDT</b>	Steel Deck Truss
<b>2</b>	<b>SPT</b>	Steel Pony Truss
<b>4</b>	<b>STT</b>	Steel Through Truss

# Status of NBI Item #113

## "Vulnerability to SCOUR"

(Data as of: 07-02-2010)

<u>NBI SCOUR CODE</u>		<u># of County Bridges</u>	<u>Changes</u>
0	Bridge CLOSED, due to Scour	1	~
1	Bridge CLOSED, due to Scour	5	~
2	SCOUR CRITICAL BRIDGE	228	-45
3	SCOUR CRITICAL BRIDGE	257	-23
4	HIGH/MODERATE Risk for Scour	1113	+50
5	MODERATE/LOW Risk for Scour	5034	-2
6	Code - No Longer Used	0	~
7	Designed Scour Counter-measures in-place	491	+6
8	Low Risk for Scour	4,853	+34
9	Little Chance of Scour	9	~
U	Unknown FoundationTypes	732	-16
T	Over Tidal Areas	0	~
	<b># of Bridges over Waterways</b>	<b>12,723</b>	<b>+4</b>
N	Not over Water	202	+2
	<b>Total # of Bridges Waterways</b>	<b>12,925</b>	<b>+6</b>

Changes since: 01-07-2010

## Number of Scour Critical Bridges in Counties with Scour Critical Bridges. Data as of: 07-02-2010

County #	County Name	# of Scour	# of Scour	# of Scour	POA's	POA's	POA's	No POA
		Critical Bridges: 7-2-2009	Critical Bridges: 10/9/2009	Critical Bridges: 10/9/2009	Submitted by: 11/10/2009	Submitted by: 01/07/2010	Submitted by: 7/2/2010	Submitted
03	Bartholomew	21	21	21		21	21	
04	Benton	2	2	2		2	2	
05	Blackford	1	1	1		1	1	
06	Boone	1	1	1	1		1	
07	Brown	19	19	13		19	13	
08	Carroll	27	27	12	27	27	12	
11	Clay	2	2	2		1	1	-1
12	Clinton	4	4	4	4	4	4	
13	Crawford	6	6	6	6	6	6	
14	Daviess	16	16	15	15	16	15	
15	Dearborn	7	6	6		7	6	
16	Decatur	90	90	67		90	62	-5
18	Delaware	13	13	13		13	11	-2
19	Dubois	2	0	0		2	0	
20	Elkhart	7	7	7		7	7	
21	Fayette	3	3	3	3	3	3	
23	Fountain	8	8	8		8	8	
26	Gibson	51	51	21			21	
27	Grant	4	4	2			1	-1
28	Greene	18	18	17		18	17	
29	Hamilton	6	6	3		6	2	
30	Hancock	2	2	0		2	0	
31	Harrison	1	1	1	1	1	1	
32	Hendricks	1	0	0		1	0	
38	Jay	22	22	20		22	20	
39	Jefferson	3	2	2		3	2	
40	Jennings	1	1	1		1	1	
42	Knox	12	12	12		12	11	-1
46	LaPorte	7	7	6		7	6	
47	Lawrence	3	3	3	3	3	3	
48	Madison	3	3	2	3	3	2	
49	Marion	4	4	4		4	0	-4
51	Martin	6	6	5		6	5	
52	Miami	2	2	2	2	2	2	
53	Monroe	15	15	15	15	15	15	
54	Montgomery	4	4	4		4	4	
55	Morgan	2	2	1	2	2	1	
56	Newton	3	2	2		3	2	
59	Orange	12	12	12		12	12	
61	Parke	2	2	5		2	5	
62	Perry	13	13	2			2	
63	Pike	11	9	8		11	0	-8
65	Posey	6	6	6		6	6	
67	Putnam	11	11	11		11	9	-2
68	Randolph	72	71	16		71	14	-2
69	Ripley	32	32	32		32	32	
70	Rush	10	10	6	10	10	6	
71	St. Joseph	11	11	7		11	7	
72	Scott	3	3	3		3	3	
73	Shelby	2	2	4	2	2	2	-2
74	Spencer	7	7	7		7	7	
75	Starke	1	1	0		1	0	
77	Sullivan	54	54	50		55	50	
78	Switzerland	5	5	5	5	5	5	
80	Tipton	2	2	2	2	2	1	-1
84	Vigo	2	2	5		2	5	
86	Warren	4	4	4		4	4	
87	Warrick	3	3	1		3	1	
88	Washington	2	1	1		1	1	
89	Wayne	2	2	0	2	2	0	
90	Wells	1	1	1	1	1	1	
91	White	1	1	0		1	0	
<b>Total Number of Bridges</b>		<b>668</b>	<b>658</b>	<b>492</b>	<b>129</b>	<b>598</b>	<b>462</b>	<b>-30</b>

Number of Bidges per County - with Unknown Foundations Types -- Data as of: 07-02-2010

	County #	County Name	# of Bridges with With Unknown Foundations 7-2-2009	# of Bridges with With Unknown Foundations 10-09-2009	# of Bridges with With Unknown Foundations 01-07-2010	# of Bridges with With Unknown Foundations 07-02-2010	Changes since 1/7/2010
1	01	Adams	1	1	1	1	0
2	02	Allen	11	11	11	11	0
3	04	Benton	6	1	1	1	0
4	08	Carroll	10	10	6	6	0
5	10	Clark	83	83	83	83	0
6	11	Clay	1	1	1	1	0
7	13	Crawford	43	43	0	0	0
8	18	Delaware	28	28	27	27	0
9	20	Elkhart	2	2	2	2	0
10	21	Fayette	11	11	11	11	0
11	22	Floyd	36	36	36	36	0
12	23	Fountain	78	78	77	69	-8
13	24	Franklin	9	9	9	9	0
14	25	Fulton	2	2	2	2	0
15	32	Hendricks	30	30	30	30	0
16	34	Howard	14	14	14	14	0
17	35	Huntington	25	25	25	25	0
18	41	Johnson	2	0	0	0	0
19	44	LaGrange	7	7	7	0	-7
20	45	Lake	11	11	11	11	0
21	47	Lawrence	22	22	22	22	0
22	48	Madison	36	36	35	34	-1
23	49	Marion	89	89	89	89	0
24	50	Marshall	4	4	4	4	0
25	51	Martin	1	1	1	1	0
26	53	Monroe	17	17	17	17	0
27	54	Montgomery	18	18	18	18	0
28	57	Noble	42	42	42	42	0
29	58	Ohio	4	4	4	4	0
30	60	Owen	45	45	45	45	0
31	61	Parke	4	4	1	1	0
32	64	Porter	15	15	15	15	0
33	67	Putnam	4	4	0	0	0
34	68	Randolph	0	0	16	16	0
35	70	Rush	58	58	0	0	0
36	71	St. Joseph	11	11	11	11	0
37	75	Starke	6	6	6	6	0
38	76	Steuben	4	4	4	4	0
39	78	Switzerland	14	14	14	14	0
40	82	Vanderburgh	8	8	8	8	0
41	85	Wabash	29	29	29	29	0
42	89	Wayne	25	25	13	13	0
43	90	Wells	1	1	0	0	0
<b>Total Number of Bridges</b>			<b>867</b>	<b>860</b>	<b>748</b>	<b>732</b>	<b>-16</b>



# Memorandum

Subject: **ACTION:** Technical Guidance for Bridges  
over Waterways with Unknown Foundations  
*/s/ Original Signed by*

Date: January 9, 2008

From: King W. Gee  
Associate Administrator for Infrastructure

In Reply Refer To: HIBT-20

To: Associate Administrator for RD&T  
Associate Administrator for  
Federal Lands Highway Program  
Directors of Field Services  
Resource Center Director  
Division Administrators

The purpose of this memorandum is to provide technical guidance on a process that should be considered by Federal, State and local agencies (referenced herein as bridge owners) to identify foundation characteristics such as width, depth and length for bridge foundations identified as unknown. The goal of this process is to reduce or eliminate the population of bridges over waterways identified as having unknown foundations, which in turn would allow bridge owners to evaluate these bridges for their scour vulnerability.

## **Background:**

The term "unknown foundations" has been traditionally associated with examining the population of existing bridges over waterways (riverine and tidal) where foundation details are unknown and therefore, foundations could not be evaluated against the hydraulic hazards related to scour. Most of the bridges having unknown foundations were identified by owners while screening their bridges over waterways (riverine and tidal) for their scour vulnerability. These bridges received a Code U for Item 113 of the FHWA's Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (Coding Guide).

The FHWA exempted this population of bridges from being evaluated for their scour vulnerability due to the lack of a process and guidance that would have allowed bridge owners to determine their foundation characteristics and therefore, evaluate these bridges. This exemption did not apply to bridges on Interstate designated routes for which FHWA recommended bridge owners to consider technology available to determine their foundation characteristics and evaluate their scour vulnerability. The use of geophysics technology such as non-destructive testing (NDT) has been available for quite some time; however, cost and reliability of results may be the leading reason for their limited use for determining foundation characteristics.

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The National Bridge Inspection Standards (NBIS) regulation, 23 CFR 650.313.e.3, requires that bridge owners develop a plan of action (POA) for bridges identified as scour critical bridges. We are concerned that some bridges within the unknown foundation population may be scour critical and as such need to have a POA as required by the NBIS regulation.

An additional growing concern, primarily related to our aging bridge population and increasing load and performance demand on all bridges, is our limited “body of knowledge” to assess the structural and geotechnical load capacity and deterioration mechanisms of foundation elements in both the short and long-term. When examining the “body of knowledge” from a broader view point, a more global definition of unknown foundations appears to be appropriate as we have to consider the potential of having another population of unknown foundations on land bridges currently reported in the Coding Guide. In general, the topic of unknown foundations presents a broad based challenge to bridge owners, which warrants FHWA’s attention.

#### **Status of Bridges with Unknown Foundations:**

As of September 2007, the National Bridge Inventory (NBI) data showed that bridge owners reported 67,240 bridges over waterways as having unknown foundations. Table 1 presents the number of bridges over waterways on the National Highway System (NHS) and the non-NHS with unknown foundations by Federal, State and local agencies. It is important to highlight that the NHS population of unknown foundation bridges presented in Table 1 includes 144 bridges with Interstate designation. The number of bridges over waterways having unknown foundations is presented by bridge owner in Attachment A.

<b>Agency</b>	<b>NHS</b>	<b>Non-NHS</b>	<b>Total</b>
Federal	0	238	238
State	1,155*	12,864	14,019
Local	324	52,577	52,901
Other Bridge Owners	2	80	82
Total	1,481	65,759	67,240

\* Includes 144 bridges with Interstate designation

#### **Guidance on Process for Reducing the Number of Bridges with Unknown Foundations:**

The following steps outline a process developed by the FHWA Office of Bridge Technology’s Hydraulics and Geotechnical Team that bridge owners may consider to reduce or eliminate the population of bridges over waterways identify as having unknown foundations:

1. Screen all bridges coded U to ensure that they are correctly coded as having unknown foundations. In addition, bridges with unknown foundations that may have been coded 6 for

Item 113 should be recoded as U and undergo a screening as well. Bridge owners that assigned a Code 6 to Interstate bridges with unknown foundations based on the current definition of Code U should keep these bridges with a Code 6 and follow the guidance presented in this process. Direct and specific communication between bridge inspection and bridge design and construction units should expedite and improve the results of this activity.

- Most bridge owners may have some form of historical technical inventory of project plans, standard sheets, construction specifications, and design guidance. A concerted effort to “mine” this historical data by cross referencing coded U bridges construction dates should yield valuable preliminary information regarding foundation practices in that period. This information could also be coupled with knowledge on bridges with known foundations constructed in the same time period. Similar to current foundation practices, historical practices were very repetitive and rather simple in concept.
2. For bridges over waterways that are determined to be correctly identified as having unknown foundations:
- Prioritize these bridges based on their functional classification. We recommend that this prioritization be as follows: Principal Arterial – Interstate; Principal Arterial – Other Freeways or Expressways; Other Principal Arterial; Minor Arterial, Major Collector; Minor Collector.
  - Consider using the following criteria for determining, with a reasonable accuracy, foundation characteristics:
    - a) Collect and document historical knowledge of foundation design and construction practices for the period of original construction.
    - b) Consider geologic, subsurface conditions, bridge standards, and information that may be available from nearby bridges.
    - c) Consider applying “proven” surface and subsurface NDT tools to confirm foundation type and determine foundation length.
      1. NCHRP 21-05(2) “Determination of Unknown Subsurface Bridge Foundations” specifically examined NDT tools for the application. The unedited final report and accompanying guideline document can be obtained for loan by contacting NCHRP at [NCHRP@nas.edu](mailto:NCHRP@nas.edu). More information on this project is available at <http://www.trb.org/TRBNet/ProjectDisplay.asp?ProjectID=667>.
      - a) Pertinent results of this study are summarized in FHWA’s Geotechnical Notebook Issuance No. 16 (GT-16) of the same title, which is available at <http://www.fhwa.dot.gov/engineering/geotech/policymemo/gt-16.pdf>.
      - b) Since the completion of project NCHRP 21-05(2) further advancements in computer software and hardware have greatly advanced to provide improved result reliability. The current state of knowledge is such that the combined suite of surface and subsurface NDT tools has limitations based on foundation access (surface or down-hole) foundation material type and dimension and the best results require the user to consider each situation for undertaking a testing program.
  - Conduct a scour evaluation based on this determination and consider recoding the bridge for Item 113 according to the outcome of the evaluation.

- a) A risk-based prioritized schedule for conducting the scour evaluations of these bridges may be considered.
  1. Factors other than functional classification, such as the amount and reliability of the determined information should be considered in a risk-based prioritization schedule in order to target the scour evaluation of the bridges most in need of attention.
  2. It is likely that only partial foundation information may be determined on some bridges and that some information may be qualitative rather than quantitative resulting in some uncertainty in the scour evaluations for that population.
  3. Several projects funded by the NCHRP have addressed the topic of unknown foundations and produced valuable though limited information and guidance. The concept of a risk based approach was addressed in the NCHRP project 24-25, Risk-based Management Guidelines for Scour at Bridges with Unknown Foundations (Web-only document 107). This project advanced a template for a risk-based approach and computer software. While this project might not meet the needs of all bridge owners, it provides a protocol of how a risk-based approach could be structured to manage bridges with unknown foundations. We encourage bridge owners to consider this product as a beginning draft to develop their own risk based approach. The Web-only document 107 could be downloaded at: [http://www.trb.org/news/blurbs\\_detail.asp?id=8000](http://www.trb.org/news/blurbs_detail.asp?id=8000).
  
3. For bridges that were previously coded as U for Item 113 of the NBI and whose foundations are completely and accurately identified after completing the screening:
  - Conduct scour evaluations following the guidance presented in the FHWA publication Hydraulic Engineering Circular No. 18, Evaluating Scour at Highway Bridges, Fourth Edition dated May 2001.
    - a) Prioritize the scour evaluation of these bridges based on the functional classification previously recommended.
  
  - Code Item 113 according to the outcome of the evaluation.

We request that your appropriate staff disseminate and discuss this technical guidance with their appropriate Federal and State department of transportation management official. We plan to monitor the progress made by bridge owners towards reducing their number of bridges with unknown foundations by reviewing the NBI data every year in April. November 2010 is the target date for eliminating the number of bridges with unknown foundations from the NBI. We are contemplating amending the NBIS regulations so that any remaining bridge reported as having unknown foundations after November 2010 would be kept with a Code U for Item 113, considered scour critical and subject to the plan of action requirement of the NBIS regulation, [23 CFR 650.313\(e\)\(3\)](#), until properly designed countermeasures are installed to protect the bridge foundations or until the bridge is replaced.

If you have any questions please do not hesitate to contact Mr. Jorge E. Pagán-Ortiz, Principal Bridge Engineer – Hydraulics at (202) 366-4604 ([jorge.pagan@dot.gov](mailto:jorge.pagan@dot.gov)), or Jerry DiMaggio, Principal Bridge Engineer – Geotechnical at (202) 366-1569 ([jerome.dimaggio@dot.gov](mailto:jerome.dimaggio@dot.gov)).

Attachment

County Listing of all LATE -- Regular 2-Year Inspections NBI Item #90

3714 Bridges Listed -- Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	NBI 90 Regular Inspection Compliance STATUS
Adams	01-00001	0100001	6/19/2008	Late
Adams	01-00004	0100003	6/3/2008	Late
Adams	01-00005	0100004	6/3/2008	Late
Adams	01-00006	0100005	6/3/2008	Late
Adams	01-00007	0100006	6/19/2008	Late
Adams	01-00008	0100131	6/19/2008	Late
Adams	01-00009	0100007	6/19/2008	Late
Adams	01-00010	0100008	6/19/2008	Late
Adams	01-00011	0100009	6/19/2008	Late
Adams	01-00012	0100010	6/19/2008	Late
Adams	01-00013	0100011	6/19/2008	Late
Adams	01-00014	0100012	6/19/2008	Late
Adams	01-00015	0100013	6/19/2008	Late
Adams	01-00016	0100014	6/19/2008	Late
Adams	01-00017	0100015	6/3/2008	Late
Adams	01-00018	0100016	6/3/2008	Late
Adams	01-00019	0100017	6/3/2008	Late
Adams	01-00020	0100018	6/3/2008	Late
Adams	01-00021	0100019	6/3/2008	Late
Adams	01-00023	0100021	6/3/2008	Late
Adams	01-00024	0100022	6/3/2008	Late
Adams	01-00025	0100023	6/3/2008	Late
Adams	01-00026	0100024	6/3/2008	Late
Adams	01-00027	0100025	6/3/2008	Late
Adams	01-00028	0100148	6/3/2008	Late
Adams	01-00030	0100026	6/19/2008	Late
Adams	01-00031	0100027	6/19/2008	Late
Adams	01-00032	0100028	6/19/2008	Late
Adams	01-00033	0100029	6/19/2008	Late
Adams	01-00036	0100132	6/19/2008	Late
Adams	01-00037	0100030	6/3/2008	Late
Adams	01-00038	0100147	6/3/2008	Late
Adams	01-00039	0100031	6/19/2008	Late
Adams	01-00040	0100032	6/19/2008	Late
Adams	01-00041	0100033	6/19/2008	Late
Adams	01-00042	0100034	6/27/2008	Late
Adams	01-00043	0100035	6/27/2008	Late
Adams	01-00044	0100036	6/27/2008	Late
Adams	01-00047	0100037	6/3/2008	Late
Adams	01-00048	0100038	6/20/2008	Late
Adams	01-00049	0100039	6/20/2008	Late
Adams	01-00050	0100133	6/19/2008	Late
Adams	01-00051	0100040	6/20/2008	Late
Adams	01-00052	0100134	6/19/2008	Late
Adams	01-00053	0100041	6/3/2008	Late
Adams	01-00054	0100141	6/20/2008	Late
Adams	01-00055	0100142	6/20/2008	Late
Adams	01-00058	0100043	6/27/2008	Late
Adams	01-00059	0100044	6/27/2008	Late
Adams	01-00061	0100045	6/27/2008	Late
Adams	01-00062	0100046	6/27/2008	Late
Adams	01-00063	0100047	6/27/2008	Late

County Listing of all LATE +180-days -- Regular 2-Year Inspections NBI Item #90

2 Bridges listed

Data as of: 07-02-2010

				NBI 90
County Name	Bridge Number	NBI Number	Regular Insp. Date	Regular Inspection Compliance STATUS
Pike	<b>63-00018 *</b>	6300015	4/17/2009	Late +180-days
Posey	<b>65-00066</b>	6500200	3/4/2009	Late +180-days
<p>* After reviewing this bridge, (63-00018), it was found that the Re-Inspection Frequency was miss-coded as 12-months instead of 24-months. At a 24-month Frequency, this bridge is not delinquent. This data error has been corrected.</p>				

# County Listing of all LATE Fracture Critical Inspection Bridges NBI Item #92A

Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	F.C. Insp. Date	F.C. Code	F.C. Freq.	Fracture Critical Inspection Compliance STATUS
County Bridges - Allen	02-00032	0200022	6/23/2008	6/1/2008	Y	24	Late
County Bridges - Allen	02-00236	0200172	5/19/2008	6/1/2008	Y	24	Late
County Bridges - Allen	02-00242	0200178	6/4/2008	6/1/2008	Y	24	Late
County Bridges - Allen	02-00268	0200201	6/9/2008	6/1/2008	Y	24	Late
County Bridges - Allen	02-00290	0200216	6/4/2008	6/1/2008	Y	24	Late
County Bridges - Bartholomew	03-00073	0300068	5/20/2008	5/1/2008	Y	24	Late
County Bridges - Brown	07-00036	0700028	12/22/2009	11/20/2007	Y	24	Late +180-days
County Bridges - Clark	10-00063	1000053	4/14/2008	4/14/2008	Y	24	Late
County Bridges - Clark	10-00200	1000097	4/14/2008	4/14/2008	Y	24	Late
County Bridges - Clinton	12-00060	1200061	5/20/2009	3/28/2008	Y	24	Late
County Bridges - Clinton	12-00504	1200005	4/1/2008	4/1/2008	Y	24	Late
County Bridges - Crawford	13-00045	1300036	10/8/2009	3/11/2008	Y	24	Late
County Bridges - Crawford	13-00123	1300067	10/5/2009	2/7/2008	Y	24	Late
County Bridges - Decatur	16-00018	1600009	8/27/2009	12/1/2007	Y	24	Late +180-days
County Bridges - Decatur	16-00019	1600010	8/27/2009	4/1/2007	Y	24	Late +180-days
County Bridges - Decatur	16-00070	1600054	8/13/2009	11/1/2007	Y	24	Late +180-days
County Bridges - Decatur	16-00131	1600107	7/29/2009	12/1/2007	Y	24	Late +180-days
County Bridges - Decatur	16-0115H	1600093	10/21/2009	5/1/2007	Y	24	Late +180-days
County Bridges - Dubois	19-00153	1900117	3/16/2008	3/16/2008	Y	24	Late
County Bridges - Dubois	19-00162	1900124	3/16/2008	3/16/2008	Y	24	Late
County Bridges - Floyd	22-00021	2200020	2/26/2008	2/26/2008	Y	24	Late
County Bridges - Floyd	22-00023	2200022	2/26/2008	2/26/2008	Y	12	Late
County Bridges - Floyd	22-00063	2200057	2/26/2008	2/26/2008	Y	24	Late
County Bridges - Franklin	24-00144	2400090	9/18/2008	6/17/2008	Y	24	Late
County Bridges - Fulton	25-00044	2500021	4/24/2008	4/1/2008	Y	24	Late
County Bridges - Harrison	31-00058	3100087	3/24/2008	3/24/2008	Y	24	Late
County Bridges - Harrison	31-00065	3100042	3/25/2008	3/25/2008	Y	24	Late
County Bridges - Harrison	31-00084	3100061	3/24/2008	3/24/2008	Y	24	Late
County Bridges - Huntington	35-00019	3500015	6/9/2008	6/9/2008	Y	24	Late
County Bridges - Huntington	35-00113	3500074	6/9/2008	6/9/2008	Y	24	Late
County Bridges - Huntington	35-00123	3500083	6/5/2008	6/5/2008	Y	24	Late
County Bridges - Jay	38-00008	3800190	4/16/2008	5/9/2008	Y	24	Late
County Bridges - Knox	42-00026	4200215	1/17/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00045	4200150	2/11/2008	2/9/2009	Y	12	Late
County Bridges - Knox	42-00052	4200026	1/15/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00053	4200176	1/15/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00055	4200178	1/15/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00117	4200210	1/24/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00119	4200208	1/23/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00135	4200023	1/21/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00141	4200224	1/21/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00165	4200004	1/22/2008	1/1/2008	Y	24	Late
County Bridges - Knox	42-00232	4200098	2/8/2008	2/1/2008	Y	24	Late
County Bridges - Knox	42-00235	4200257	1/29/2008	2/1/2008	Y	24	Late
County Bridges - Knox	42-00243	4200046	1/29/2008	2/9/2009	Y	12	Late
County Bridges - Knox	42-00291	4200122	1/31/2008	2/1/2008	Y	24	Late
County Bridges - Lawrence	47-00052	4700027	5/23/2008	5/23/2008	Y	24	Late
County Bridges - Lawrence	47-00054	4700029	6/17/2008	6/25/2008	Y	24	Late
County Bridges - Lawrence	47-00068	4700042	6/11/2008	6/11/2008	Y	24	Late
County Bridges - Lawrence	47-00079	4700052	6/25/2008	6/25/2008	Y	24	Late

# County Listing of all LATE Fracture Critical Inspection Bridges NBI Item #92A

Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	F.C. Insp. Date	F.C. Code	F.C. Freq.	Fracture Critical Inspection Compliance STATUS
County Bridges - Lawrence	47-00080	4700053	6/25/2008	6/25/2008	Y	24	Late
County Bridges - Lawrence	47-00106	4700076	6/11/2008	6/11/2008	Y	24	Late
County Bridges - Lawrence	47-00107	4700077	6/11/2008	6/11/2008	Y	24	Late
County Bridges - Lawrence	47-00139	4700106	5/23/2008	5/23/2008	Y	24	Late
County Bridges - Lawrence	47-00179	4700117	6/11/2008	6/11/2008	Y	24	Late
County Bridges - Monroe	53-00083	5300061	3/11/2008	5/29/2008	Y	24	Late
County Bridges - Monroe	53-00114	5300110	3/17/2008	5/29/2008	Y	24	Late
County Bridges - Monroe	53-00913	5300130	3/17/2008	5/29/2008	Y	24	Late
County Bridges - Morgan	55-00028	5500022	3/24/2008	3/1/2008	Y	24	Late
County Bridges - Morgan	55-00031	5500025	3/25/2008	3/1/2008	Y	24	Late
County Bridges - Morgan	55-00096	5500079	4/3/2008	4/1/2008	Y	24	Late
County Bridges - Morgan	55-00097	5500080	4/3/2008	4/1/2008	Y	24	Late
County Bridges - Morgan	55-00107	5500088	4/3/2008	4/1/2008	Y	24	Late
County Bridges - Morgan	55-00146	5500121	4/2/2008	4/1/2008	Y	24	Late
County Bridges - Morgan	55-00224	5500142	4/2/2008	4/1/2008	Y	24	Late
County Bridges - Noble	57-00002	5700002	4/17/2008	4/23/2008	Y	24	Late
County Bridges - Noble	57-00134	5700066	4/17/2008	4/17/2008	Y	24	Late
County Bridges - Noble	57-00135	5700067	4/16/2008	4/17/2008	Y	24	Late
County Bridges - Noble	57-00136	5700068	4/17/2008	4/17/2008	Y	24	Late
County Bridges - Orange	59-00015	5900010	5/29/2008	5/29/2008	Y	24	Late
County Bridges - Orange	59-00018	5900013	5/29/2008	5/29/2008	Y	24	Late
County Bridges - Orange	59-00031	5900021	5/29/2008	5/29/2008	Y	24	Late
County Bridges - Orange	59-00037	5900027	5/28/2008	5/28/2008	Y	24	Late
County Bridges - Orange	59-00049	5900035	5/28/2008	5/28/2008	Y	24	Late
County Bridges - Orange	59-00059	5900043	5/27/2008	5/27/2008	Y	24	Late
County Bridges - Orange	59-00063	5900046	5/29/2008	5/29/2008	Y	24	Late
County Bridges - Orange	59-00064	5900047	5/27/2008	5/27/2008	Y	24	Late
County Bridges - Orange	59-00077	5900058	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00090	5900063	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00091	5900064	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00095	5900065	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00102	5900070	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00103	5900071	5/30/2008	5/30/2008	Y	24	Late
County Bridges - Orange	59-00200	5900102	5/28/2008	5/28/2008	Y	24	Late
County Bridges - Posey	65-00053	6500006	3/12/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00058	6500198	3/6/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00059	6500002	3/6/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00061	6500194	3/6/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00064	6500199	3/6/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00091	6500247	3/7/2008	3/5/2009	Y	12	Late
County Bridges - Posey	65-00095	6500100	3/10/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00148	6500183	2/29/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00163	6500238	3/5/2008	3/1/2008	Y	24	Late
County Bridges - Posey	65-00187	6500278	3/4/2009	3/4/2009	Y	12	Late
County Bridges - Posey	65-00202	6500251	3/7/2008	3/5/2009	Y	12	Late
County Bridges - Posey	65-00211	6500163	2/21/2008	2/1/2008	Y	24	Late
County Bridges - Posey	65-00239	6500300	2/18/2008	2/18/2008	Y	24	Late
County Bridges - Posey	65-00327	6500255	3/5/2008	3/5/2009	Y	12	Late
County Bridges - Posey	65-00354	6500315	3/7/2008	3/5/2009	Y	12	Late
County Bridges - Putnam	67-00205	6700177	2/19/2009	2/19/2008	Y	24	Late

## County Listing of all LATE Fracture Critical Inspection Bridges NBI Item #92A

Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	F.C. Insp. Date	F.C. Code	F.C. Freq.	Fracture Critical Inspection Compliance STATUS
County Bridges - Ripley	69-00014	6900013	8/14/2008	6/1/2006	Y	24	Late +180-days
County Bridges - Shelby	73-00023	7300023	2/3/2010	4/1/2008	Y	24	Late
County Bridges - Union	81-00033	8100020	6/16/2008	6/16/2008	Y	24	Late
County Bridges - Vermillion	83-00046	8300030	9/10/2009	9/1/2007	Y	24	Late +180-days
County Bridges - Wabash	85-00165	8500535	3/18/2008	3/20/2009	Y	12	Late
County Bridges - Washington	88-00113	8800075	5/6/2008	5/6/2008	Y	24	Late
County Bridges - Wayne	89-00213	8900160	5/27/2008	5/27/2008	Y	24	Late
County Bridges - Wayne	89-00222	8900167	5/27/2008	5/27/2008	Y	24	Late
County Bridges - Wayne	89-00512	8900211	5/29/2008	5/29/2008	Y	24	Late
County Bridges - Wayne	89-00734	8900228	4/22/2008	4/22/2008	Y	24	Late
County Bridges - Whitley	92-00006	9200005	5/7/2008	5/7/2008	Y	24	Late
County Bridges - Whitley	92-00010	9200009	5/14/2008	5/14/2008	Y	24	Late
County Bridges - Whitley	92-00032	9200086	3/27/2008	3/27/2008	Y	24	Late
County Bridges - Whitley	92-00054	9200048	5/15/2008	5/15/2008	Y	24	Late
County Bridges - Whitley	92-00064	9200054	5/13/2008	5/13/2008	Y	24	Late
County Bridges - Whitley	92-00081	9200064	5/14/2008	5/14/2008	Y	24	Late
County Bridges - Whitley	92-00088	9200071	5/6/2008	5/6/2008	Y	24	Late
County Bridges - Whitley	92-00099	9200081	5/5/2008	5/5/2008	Y	24	Late
County Bridges - Whitley	92-00100	9200082	5/6/2008	5/6/2008	Y	24	Late

# County Listing of all Late Underwater Inspection Bridges

## NBI Item #92B

Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	U.W. Code	U.W. Freq.	U.W.Insp. Date	Underwater Inspection Compliance STATUS
Clinton	12-00032	1200039	5/10/2010	Y	24	6/23/2008	Late
Harrison	31-00055	3100034	4/24/2008	Y	60	5/1/2005	Late
Knox	42-00045	4200150	2/11/2008	Y	48	4/1/2006	Late
Morgan	55-00057	5500050	3/26/2008	Y	24	3/1/2008	Late
Morgan	55-00058	5500051	3/25/2008	Y	24	3/1/2008	Late
Morgan	55-00139	5500115	4/3/2008	Y	24	4/1/2008	Late
Morgan	55-00144	5500120	4/3/2008	Y	24	4/1/2008	Late
Morgan	55-00224	5500142	4/2/2008	Y	24	4/1/2008	Late
Orange	59-00081	5900061	5/27/2008	Y	48	6/24/2006	Late
Orange	59-00091	5900064	5/30/2008	Y	24	6/24/2008	Late
Orange	59-00094	5900107	5/27/2008	Y	48	6/23/2006	Late
Orange	59-00202	5900104	5/28/2008	Y	48	6/24/2006	Late
Orange	59-00207	5900097	5/29/2008	Y	48	6/24/2006	Late
Warrick	87-00140	8700045	11/11/2009	Y	48	6/19/2006	Late
Warrick	87-00271	8700123	11/3/2009	Y	48	6/20/2006	Late
Warrick	87-00298	8700138	11/13/2009	Y	48	6/20/2006	Late
Warrick	87-00301	8700141	11/17/2009	Y	48	6/21/2006	Late

# County Listing of all Late Special Detail Inspection Bridges

## NBI Item #92C

Data as of: 07-02-2010

County Name	Bridge Number	NBI Number	Regular Insp. Date	S.D. Code	S.D. Freq.	S.D.Insp. Date	Special Detail Inspection Compliance STATUS
Bartholomew	03-00304	0300229	5/23/2008	Y	24	5/1/2008	Late
Dearborn	15-00215	1500108	4/14/2009	Y	12	4/1/2009	Late
Decatur	16-00162	1600201	10/21/2009	Y	24	5/1/2007	Late +180-days
Delaware	18-00159	1800134	6/15/2009	Y	12	6/30/2009	Late
Fountain	23-00139	2300109	5/6/2008	Y	24	5/6/2008	Late
Gibson	26-00264	2600189	6/10/2008	Y	24	6/10/2008	Late
Gibson	26-00278	2600203	6/10/2008	Y	24	6/10/2008	Late
Gibson	26-00280	2600205	6/18/2008	Y	24	6/18/2008	Late
Greene	28-00260	2800175	7/27/2009	Y	6	12/21/2009	Late
Howard	34-00102	3400100	12/15/2008	Y	12	12/15/2008	Late +180-days
Jefferson	39-00001	3900096	12/12/2008	Y	3	3/6/2009	Late +180-days
Jefferson	39-00039	3900026	12/5/2008	Y	6	6/1/2009	Late +180-days
Knox	42-00377	4200147	1/9/2008	Y	12	1/28/2009	Late
Lawrence	47-00128	4700096	6/18/2008	Y	24	6/18/2008	Late
Porter	64-00023	6400021	5/28/2008	Y	6	9/16/2009	Late
Posey	65-00095	6500100	3/10/2008	Y	24	3/1/2008	Late
Posey	65-00317	6500241	3/4/2008	Y	24	3/1/2008	Late
Putnam	67-00137	6700122	2/4/2009	Y	12	2/4/2009	Late
Sullivan	77-00166	7700143	5/15/2009	Y	12	5/1/2009	Late
Sullivan	77-00176	7700149	5/14/2009	Y	12	5/1/2009	Late
Sullivan	77-00277	7700230	5/15/2009	Y	12	5/1/2009	Late
Sullivan	77-00283	7700236	5/15/2009	Y	12	5/1/2009	Late
Vermillion	83-00067	8300038	9/10/2009	Y	24	9/1/2007	Late +180-days
Vermillion	83-00071	8300086	9/10/2009	Y	24	9/1/2007	Late +180-days
Wabash	85-00645	8500685	3/21/2008	Y	24	3/21/2008	Late