HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Indiana [18]	Delaware County [035]	Unknown [00000]	00.17 S of CR 600S	40-06-12 = 40.103333	085-28-49 = -85.480278

1800090	Highway agency district: 3	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 137		CR 500W	Toll: On free road [3]	Features intersected: WILLIAMS Creek	
Design - main: Steel [3]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1920	Year reconstructed: 1999
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is possibly eligible for the NRHP. [3]	

Total length	15.5 m = 50.9 ft	Length of maximum span	14.9 m = 48.9 ft	Deck width, out-to-out	4.5 m = 14.8 ft	Bridge roadway width, curb-to-curb	4.2 m = 13.8 ft
Inventory Route, Total Horizontal Clearance	4.3 m = 14.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	4.5 metric ton = 5.0 tons	
0.3 km = 0.2 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	5.4 metric ton = 5.9 tons	
	Bridge posting	20.0 - 29.9 % below [2]	Design Load		

Functional Details

Average Daily Traffic	100	Average daily truck traffi	1 %	Year	2003	Future average daily traffic	420
Year	2029						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control			
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A	Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]				
Appraisal ratings - underclearances	N/A [N]						

Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	235000	Roadway improvement cost	60000
Length of structure improvement	22.6 m = 74.2 ft	Total project cost	295000
Year of improvement cost estimate	2007		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Very Good [8]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	22.9

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	September 2011 [0911]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2011 [0911]
Other special inspection	Not needed [N]	Other special inspection date	