HistoricBridges.org - National Bridge Inventory Data Sheet

2016 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]	Warren County [171]	Unknown [00000]	01.00 S of Grant St	40-15-15.71 = 40.254364	087-17-58.74 = -87.299650

8600029	Highway agency district:	1	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	125		CR 100E	Toll	On free road [3]	Features intersected	WABASH RIVER

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi		
5	Truss - Thru [10]	0	Other [00]	Year built	1905	Year reconstructed	1980
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	246.9 m = 810.1 ft	Length of maximum span	48.8 m = 160.1 ft	Deck width, out-to-out	6.6 m = 21.7 ft	Bridge roadway width, curb-to-curb	6.3 m = 20.7 ft
Inventory Route, Total Horizontal Clearance	6.2 m = 20.3 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	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	13.6 metric ton = 15.0 tons	
1.1 km = 0.7 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	20 metric ton = 22.0 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	230	Average daily truck traffi	5 %	Year	2014	Future average daily traffic	280
Year	2034						

Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	6.1 m = 20.0 ft
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median	
Parallel structure designation	No parallel structure exists. [N]				
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A		
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	5.79 m = 19.0 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	900000	Roadway improvement cost	150000
Length of structure improvement	246.9 m = 810.1 ft	Total project cost	1800000
Year of improvement cost estimate	2014		
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	43.1

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

Traffic safety features - railings	
Traffic safety features - transitions	
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 2014 [0914]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y48]	Underwater inspection date	September 2012 [0912]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2014 [0914]
Other special inspection	Not needed [N]	Other special inspection date	