

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Indiana [18]	Wells County [179]	Unknown [00000]	00.15 S OF CR 1200 N	40-54-53.89 = 40.914969	085-19-09.03 = -85.319175
9000084	Highway agency district: 2	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 161	CR 500 WEST	Toll On free road [3]	Features intersected	EIGHT MILE CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1920 Year reconstructed N/A [0000]
				Skew angle 12	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	23.3 m = 76.4 ft	Length of maximum span	21.9 m = 71.9 ft	Deck width, out-to-out	5.3 m = 17.4 ft
Bridge roadway width, curb-to-curb	5.3 m = 17.4 ft	Inventory Route, Total Horizontal Clearance	5.3 m = 17.4 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	Not applicable (applies only to structures with no deck) [N]				

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	14.5 metric ton = 16.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	24.5 metric ton = 27.0 tons
	Bridge posting	00.1 - 09.9 % below [4]	Design Load	

### Functional Details

Average Daily Traffic	100	Average daily truck traffi	3	%	Year	2016	Future average daily traffic	150	Year	2036
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.6 m = 15.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control				
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	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	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	150000	Roadway improvement cost	25000						
	Length of structure improvement	23.5 m = 77.1 ft		Total project cost	175000					
	Year of improvement cost estimate	2016								
	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	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	41.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	October 2018 [1018]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2017 [1017]
Other special inspection	Every year [Y12]	Other special inspection date	October 2018 [1018]