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]	Noble County [113]	Unknown [00000]	00.29 E OF CR 500E	41-22-37 = 41.376944	085-19-23 = -85.323056

5700067	Highway agency district 2	Owner	Railroad [27]	Maintenance responsibility	County Highway Agency [02]

Route	164	CR 175N	Toll	On free road [3]	Features intersected CSX RR

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
3	Truss - Thru [10]	0	Other [00]	Year built 1906	Year reconstructed #Num!
				Skew angle 0	Structure Flared
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	36.3 m = 119.1 ft	Length of maximum span	17.5 m = 57.4 ft	Deck width, out-to-out	5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb	5 m = 16.4 ft
Inventory Route, Total Horizontal Clearance	5 m = 16.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Wood or Timber [8]
Type of wearing surface	Wood or Timber [7]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	8.1 metric ton = 8.9 tons	
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	10.8 metric ton = 11.9 tons	
	Bridge posting	20.0 - 29.9 % below [2]	Design Load		

Functional Details

Average Daily Traffic	40	Average daily truck traffi	5 %	Year	2011	Future average daily traffic	60
Year	2031						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.9 m = 16.1 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	Railroad [2]	Lanes under structure	0	Navigation control	Not applicable, no waterway. [N]		
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	Railroad beneath structure [R]						
Minimum lateral underclearance on right	4.3 m = 14.1 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	6.33 m = 20.8 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]				
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]						

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	370000	Roadway improvement cost	350000
Length of structure improvement	48.8 m = 160.1 ft	Total project cost	1005000
Year of improvement cost estimate	2012		
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Fair [5]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	25.7
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	May 2011 [0511]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2011 [0711]
Other special inspection	Not needed [N]	Other special inspection date	