

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]	Noble County [113]	Unknown [00000]	800E & 050N	K-4	41-21-36 = 41.360000	085-16-12 = - 85.270000
5700064	Highway agency district	2	Owner	Railroad [27]	Maintenance responsibility	County Highway Agency [02]
Route	285	CR 800E	Toll	On free road [3]	Features intersected	CSX RAILROAD
Design - main	Steel [3]	Design - approach	Wood or timber [7]	Kilometerpoint	0 km = 0.0 mi	
3	Truss - Thru [10]	1	Stringer/Multi-beam or girder [02]	Year built	1920	Year reconstructed
				Skew angle	15	Structure Flared
				Historical significance	Historical significance is not determinable at this time. [4]	
Total length	31.1 m = 102.0 ft		Length of maximum span	12.8 m = 42.0 ft		Deck width, out-to-out
						5.3 m = 17.4 ft
Inventory Route, Total Horizontal Clearance	4.9 m = 16.1 ft		Curb or sidewalk width - left	0.2 m = 0.7 ft		Curb or sidewalk width - right
						0.2 m = 0.7 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		Inventory rating	6.3 metric ton = 6.9 tons
0.5 km = 0.3 mi	Method to determine operating rating		Operating rating	9 metric ton = 9.9 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	

### Functional Details

Average Daily Traffic	100	Average daily truck traffi		%	Year	1996	Future average daily traffic	140	Year	2018
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	3.4 m = 11.2 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	6.22 m = 20.4 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	Work done by		Work to be done by contract [1]							
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	261000	Roadway improvement cost	39000						
	Length of structure improvement	45.7 m = 149.9 ft		Total project cost	300000					
	Year of improvement cost estimate	1998								
	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 - superstructure

Satisfactory [6]

Appraisal ratings -  
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Satisfactory [6]

Appraisal ratings -  
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Good [7]

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

36

Culverts

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

Traffic safety features - railings

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

August 1998 [0898]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

January 1999 [0199]

Other special inspection

Not needed [N]

Other special inspection date