HistoricBridges.org - National Bridge Inventory Data Sheet

2011 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

Ohio [39]	Ashland County [005]	Ruggles [68966]	.45 M W OF CR 1181	41-03-00 = 41.050000	082-22-00 = -82.366667

335088	Highway agency district	3	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	#Num!		TOWNSHIP ROAD 126	Toll	On free road [3]	Features intersected	BUCK CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi		
1	Truss - Thru [10]	0	Other [00]	Year built	1915	Year reconstructed	N/A [0000]
				Skew angle	15	Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]		

Total length	19.2 m = 63.0 ft	Length of maximum span	18.6 m = 61.0 ft	Deck width, out-to-out	4.7 m = 15.4 ft	Bridge roadway width, curb-to-curb	4.6 m = 15.1 ft
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 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	Concrete Cast-in-Place [1]
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	6.2 metric ton = 6.8 tons	
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	12.6 metric ton = 13.9 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	35	Average daily truck traffi	0 %	Year	1989	Future average daily traffic	49
Year	2027						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	6.7 m = 22.0 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

Work done by

Bridge improvement cost

Roadway improvement cost

Length of structure improvement

Total project cost

Year of improvement cost estimate

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 corrrective action [3]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Better than present minimum criteria [7]
Condition ratings - deck	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	24.9

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	November 2010 [1110]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2010 [1110]
Other special inspection	Not needed [N]	Other special inspection date	