## HistoricBridges.org - National Bridge Inventory Data Sheet

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						39-51-33.05 =	086-09-25.71
Indiana [18]	Marion County [097]	]	Indianapolis [36000]	00.33 N OF 56TH STR	EET	39.859181	= -86.157142
4900638	Highway agen	cy district: 3	Owner City or Municipa	l Highway Agency [04]	Maintenance respon	city or Municipal F	lighway Agency [04]
Route 0	MER	IDIAN STREET	Toll On fre	e road [3] F∈	eatures intersected IN	DPLS WATER CO CANAL	
Design - Concrete [1] main  Arch - Deck [	11]	Design - approach  0 Other	[00]	Kilometerpoint 0 km Year built 1926 Skew angle 61	n = 0.0 mi  Year reconstructure Flared	1986	
				Historical significance		e for the NRHP. [2]	
Total length $46.6 \text{ m} = 700 \text{ m}$	152.9 ft Le	ngth of maximum spa	an 14 m = 45.9 ft	Deck width, out-to-ou	t 22.4 m = 73.5 ft B	ridge roadway width, curb-to-c	$\frac{17.1 \text{ m}}{1} = \frac{56.1 \text{ ft}}{1}$
Inventory Route, Total H	lorizontal Clearance	e 17.1 m = 56.1 ft	Curb or sidewalk w	idth - left 2.1 m = 6.9	ft Cu	urb or sidewalk width - right	2.1 m = 6.9 ft
Deck structure type	(	Concrete Cast-in-Plac	ce [1]				
Type of wearing surface	E	Bituminous [6]					
Deck protection	win a novel and a large	ulat annilaahla (annila		da al-\ [NI]			
Type of membrane/wear	ring surface	vot applicable (applie	s only to structures with no	аеск) [іл]			
Weight Limits							
Bypass, detour length	Method to deterr	mine inventory rating		Inve	entory rating 32.7 m	netric ton = 36.0 tons	
0.3 km = 0.2 mi	Method to deterr	mine operating rating		Оре	erating rating 40.8 m	netric ton = 44.9 tons	
	Bridge posting	Equal to or above le	gal loads [5]	Des	ign Load MS 18 / HS	5 20 [5]	

Functional Details								
Average Daily Traffic 35298 Average daily tr	ruck traffi 5 % Year 2014 Future average daily	traffic 52451 Year 2034						
Road classification Other Principal Arterial (Urban)	[14] Lanes on structure 5	Approach roadway width 17.1 m = 56.1 ft						
Type of service on bridge Highway-pedestrian [5]	Direction of traffic 2 - way traffic [2]	Bridge median						
Parallel structure designation No parallel structure	e exists. [N]							
Type of service under bridge Waterway [5]	Lanes under structure 0 Navigation co	ontrol						
Navigation vertical clearanc 0 = N/A	Navigation horizontal clearance 0 = 1	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 u	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 0 Road	dway improvement cost 0						
	Length of structure improvement 0 m = 0.0 ft	Total project cost 0						
	Year of improvement cost estimate							
	Border bridge - state	Border bridge - percent responsibility of other state						
	Border bridge - structure number							

Structure status  Open, no restriction [A]  Appraisal ratings - structural structural ratings - substructural ratings - deck  Condition ratings - deck  Not Applicable [N]  Appraisal ratings - deck geometry  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  Better than present minimum criteria [7]  Status evaluation Functionally obsolete [2]  Pier or abultment protection  Not applicable. Used if structure is not a culvert. [N]  Traffic safety features - railings	spection and Sufficiency							
Condition ratings - substructure Condition ratings - substructure Condition ratings - deck Not Applicable [N]  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  Better than present minimum criteria [7]  Status evaluation  Functionally obsolete [2]  Culverts  Not applicable. Used if structure is not a culvert. [N]	tructure status Open, no rest	riction [A]	7 ppruisur rumgs			peing left in place as		
Condition ratings - deck  Not Applicable [N]  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  Better than present minimum criteria [7]  Status evaluation  Functionally obsolete [2]  Culverts  Not applicable. Used if structure is not a culvert. [N]	Condition ratings - superstructure Fair [5]			Equal to present minimum criteria [6]				
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  Better than present minimum criteria [7]  Status evaluation  Functionally obsolete [2]  Pier or abulment protection  Sufficiency rating  59.3  Culverts  Not applicable. Used if structure is not a culvert. [N]	ondition ratings - substructure	Fair [5]	Appraisal ratings -	Basically intolerable requiring high priority of replacement [2]				
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  59.3  Culverts  Not applicable. Used if structure is not a culvert. [N]	ondition ratings - deck	Not Applicable [N]	deck geometry					
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  59.3  Culverts  Not applicable. Used if structure is not a culvert. [N]	cour	Bridge foundations determined	d to be stable for assesse	ed or calculated	d scour condition. [5	5]		
Pier or abutment protection  Sufficiency rating	hannel and channel protection	Bank is beginning to slump. F minor stream bed movement of	River control devices and evident. Debris is restricti	embankment ping the channe	protection have wide el slightly. [6]	espread minor damage.	There is	
Culverts Not applicable. Used if structure is not a culvert. [N]	ppraisal ratings - water adequacy	Better than present minimum	Better than present minimum criteria [7]		Status evaluation	Functionally obsolete [2]		
	ier or abutment protection				Sufficiency rating	59.3		
Traffic safety features - railings		structure is not a culvert. [N]						
Traffic safety features - transitions  Traffic and the features - approach guardrail	,							
Traffic safety features - approach guardrail  Traffic safety features - approach guardrail ends								
			ction fraguency 24	Mo	onthe			
Inspection date					) iii i S			
Fracture critical inspection  Not needed [N]  Fracture critical inspection date								
Other special inspection  Not needed [N]  Other special inspection date								