

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]	Hancock County [059]	Unknown [00000]	00.05 N OF E 950 N	39-55-27.88 = 39.924411	085-40-40.23 = -85.677842
3000085	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 67	CR 675E	Toll On free road [3]	Features intersected	SUGAR CREEK	
Design - main 1	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1887 Year reconstructed 1983
			Skew angle 0	Structure Flared	
			Historical significance	Bridge is eligible for the NRHP. [2]	
Total length	28 m = 91.9 ft	Length of maximum span	27.4 m = 89.9 ft	Deck width, out-to-out	4.4 m = 14.4 ft
Inventory Route, Total Horizontal Clearance	4.2 m = 13.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Open Grating [3]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	28.1 metric ton = 30.9 tons
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	39 metric ton = 42.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

### Functional Details

Average Daily Traffic	180	Average daily truck traffi	5	%	Year	2014	Future average daily traffic	340	Year	2034
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	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	4.42 m = 14.5 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	397000	Roadway improvement cost	240000						
	Length of structure improvement	49.1 m = 161.1 ft		Total project cost	879000					
	Year of improvement cost estimate	2014								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [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 abutment protection		Sufficiency rating	70.1
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	June 2014 [0614]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2014 [0614]
Other special inspection	Not needed [N]	Other special inspection date	