# HistoricBridges.org - National Bridge Inventory Data Sheet

**2016 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] | Madison County [095] | Pendleton [58662] | 00.20 W SR 67 | 40-00-28.80 = 40.008000 | 085-44-07.68 = -85.735467 |

| | | | | | |
|---|---|---|---|---|---|
| 4800129 | Highway agency district: 3 | Owner | County Highway Agency [02] | Maintenance responsibility | County Highway Agency [02] |

| | | | | | |
|---|---|---|---|---|---|
| Route | 0 | HUNTSVILLE PK | Toll | On free road [3] | Features intersected: FALL CREEK |

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Steel [3] | Design - approach | | Kilometerpoint | 0 km = 0.0 mi |
| 1 | Truss - Thru [10] | 0 | Other [00] | Year built: 1920 | Year reconstructed: 2014 |
| | | | | Skew angle: 0 | Structure Flared: |
| | | | | Historical significance | Bridge is on the NRHP. [1] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length | 37.5 m = 123.0 ft | Length of maximum span | 36.3 m = 119.1 ft | Deck width, out-to-out | 6.4 m = 21.0 ft | Bridge roadway width, curb-to-curb | 6.1 m = 20.0 ft |
| Inventory Route, Total Horizontal Clearance | 6.1 m = 20.0 ft | Curb or sidewalk width - left | 0.1 m = 0.3 ft | Curb or sidewalk width - right | 0.1 m = 0.3 ft | | |

| | |
|---|---|
| Deck structure type | Concrete Cast-in-Place [1] |
| Type of wearing surface | Monolithic Concrete (concurrently placed with structural deck) [1] |
| Deck protection | Unknown [8] |
| Type of membrane/wearing surface | |

## Weight Limits

| | | | | | |
|---|---|---|---|---|---|
| Bypass, detour length | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 19 metric ton = 20.9 tons | |
| 0.3 km = 0.2 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 25.4 metric ton = 27.9 tons | |
| | Bridge posting | 00.1 - 09.9 % below [4] | Design Load | Other [C] | |

## Functional Details

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|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 1210 | Average daily truck traffi | 3 % | Year | 2015 | Future average daily traffic | 1714 | Year | 2035 |

| | | | | | |
|---|---|---|---|---|---|
| Road classification | Local (Rural) [09] | Lanes on structure | 2 | Approach roadway width | 6.1 m = 20.0 ft |
| Type of service on bridge | Highway [1] | Direction of traffic | 2 - way traffic [2] | 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 | 3.66 m = 12.0 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 | 0 | Roadway 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 | | | |

## Inspection and Sufficiency

| | | | |
|---|---|---|---|
| Structure status | Posted for load [P] | Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Very Good [8] | | |

| | |
|---|---|
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] |

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|---|---|---|---|
| Appraisal ratings - water adequacy | Better than present minimum criteria [7] | Status evaluation | |
| Pier or abutment protection | | Sufficiency rating | 55.7 |

| | |
|---|---|
| Culverts | Not applicable. Used if structure is not a culvert. [N] |
| Traffic safety features - railings | |
| Traffic safety features - transitions | |
| Traffic safety features - approach guardrail | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - approach guardrail ends | Inpected feature meets currently acceptable standards. [1] |

| | | | | | |
|---|---|---|---|---|---|
| Inspection date | December 2014 [1214] | Designated inspection frequency | 24 | Months | |
| Underwater inspection | Not needed [N] | | | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | | | Fracture critical inspection date | December 2014 [1214] |
| Other special inspection | Not needed [N] | | | Other special inspection date | |