HistoricBridges.org - National Bridge Inventory Data Sheet

1992 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

Michigan [26]	Calhoun County [025]	Unknown [00000]	4 MI W OF HOMER		
13307H00025B010	Highway agency district: 7	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		20 MILE ROAD	Toll: On free road [3]	Features intersected: ST JOSEPH RIVER	

Design - main	Steel [3]	Design - approach		Kilometerpoint	
1	Truss - Thru [10]	0	Other [00]	Year built: 1906	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is on the NRHP. [1]

Total length	19.5 m = 64.0 ft	Length of maximum span	19.5 m = 64.0 ft	Deck width, out-to-out	5 m = 16.4 ft	Bridge roadway width, curb-to-curb	4.7 m = 15.4 ft
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

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

Weight Limits

Bypass, detour length	Method to determine inventory rating		Inventory rating	1.1 metric ton = 1.2 tons	
0.6 km = 0.4 mi	Method to determine operating rating		Operating rating	3.4 metric ton = 3.7 tons	
	Bridge posting		Design Load	MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	97	Average daily truck traffi		%	Year 1989	Future average daily traffic 110	Year 2010

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	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			
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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	153000	Roadway improvement cost	30000
Length of structure improvement	23.8 m = 78.1 ft	Total project cost	229000
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 replacement [2]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	N/A [N]
Condition ratings - deck	Poor [4]		
Scour	Scour calculation/evaluation has not been made. [6]		
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	24.2
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	December 1990 [1290]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	