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 Infor	rmation											43-04-34 =	083-39-15 = -
Michigan [26] Genesee County [049]			Genesee [31800] BET BRAY & B			Y & BRAN	BRANCH ROADS		43.076111	83.654167			
25200069000B010 Highway agend			agency	district 4		Owner	County Highway	/ Agency [0	2]	Maintenance	e responsibility	County Highway	Agency [02]
Route 200	02		CARPE	NTER RO	AD		Toll On fre	e road [3]		Features interse	cted FLINT RIVE	R	
Design - main  Design - approach  Stringer/Multi-beam or girder [02]  Othe		Other	Kilometerpoint 968.5 km = 600.5 mi  Year built 1948 Year reconstructed N/A [  Skew angle 15 Structure Flared  Historical significance Bridge is not eligible for the				[0000] ne NRHP. [5]						
Total length 39.9 m = 130.9 ft Length of maximum span 19.5 m = 64.0 ft Deck width, out-to-out 13 m = 42.7 ft Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft													
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft  Deck structure type Concrete Cast-in-Place				urb or sidewalk w	iath - ieit	1.5 m = 4	4.9 II 	Curb of side	ewalk width - right	1.5 m = 4.9 ft			
Type of wearing surface Bituminous [6]													
Deck protec	ction												
Type of mer	mbrane/wear	ring surface											
Weight Lim	nits												
Bypass, detour length Method to determine inventory rating			y rating	Load Factor(LF) [1]		ıl	nventory rating	34.8 metric ton	= 38.3 tons				
0.6 km = 0.4 mi  Method to determine operating rating			Loa	Load Factor(LF) [1]		C	Operating rating	g 75.5 metric ton = 83.1 tons					
Bridge posting Equal to or above le			yal loads [5]				Design Load MS 18+Mod / HS 20+Mod [6]						

Functional Details								
Average Daily Traffic 6527 Average daily tr	uck traffi 5 % Year 1998 Future average daily traffic	11788 Year 2018						
Road classification Collector (Urban) [17]	Lanes on structure 2	Approach roadway width 11 m = 36.1 ft						
Type of service on bridge Highway-pedestrian [5]	Direction of traffic 2 - way traffic [2]	Bridge median						
Parallel structure designation No parallel structure	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 brid	lge Minimum vertical clea	arance 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 99.9 = Unlimited 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]							
Type of Monk to see portormed		mprovement cost 56000						
	Length of structure improvement 39.9 m = 130.9 ft	Total project cost 688000						
	Year of improvement cost estimate							
	Border bridge - state Bo	order bridge - percent responsibility of other state						
	Border bridge - structure number							

Inspection and Sufficiency									
Structure status Open, no res	striction [A]	Appraisal ratings - structural	Equal to present minimum criteria [6]						
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]						
Condition ratings - substructure	Good [7]	Appraisal ratings -	Basically intolerable requiring high priority of corrrective action [3]						
Condition ratings - deck	Satisfactory [6]	deck geometry							
Scour	Bridge is scour cri	Bridge is scour critical; bridge foundations determined to be unstable. [3]							
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]							
Appraisal ratings - water adequac	Equal to present of	desirable criteria [8]	Status evaluation	Functionally obsolete [2]					
Pier or abutment protection			Sufficiency rating	78.6					
Culverts Not applicable. Used	if structure is not a culver	t. [N]							
Traffic safety features - railings	Ir	npected feature meets currently acce	ptable standards. [1]						
Traffic safety features - transition	ns Ir	npected feature meets currently acce	ature meets currently acceptable standards. [1]						
Traffic safety features - approach	n guardrail Ir	npected feature meets currently acce	iture meets currently acceptable standards. [1]						
Traffic safety features - approach guardrail ends Inpected feature meets currently acceptable standards. [1]									
Inspection date December 2008 [1208] Designated inspection frequency 24 Months									
Underwater inspection	Not needed [N]	Underwater inspec	Underwater inspection date						
Fracture critical inspection	Not needed [N]	Fracture critical ins	Fracture critical inspection date						
Other special inspection	Not needed [N]	eded [N] Other special inspection date							