HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Wexford County [165]	Hanover [36420]	SECTION 28 T24N R11W	44-26-20 = 44.438889	085-38-31 = -85.641944

83308H00010B010	Highway agency district: 2	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		NO 19 ROAD	Toll: On free road [3]	Features intersected: MANISTEE RIVER	

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint: 4.5 km = 2.8 mi	
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built: 1906	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 36.5 m = 119.8 ft	Length of maximum span: 24.3 m = 79.7 ft	Deck width, out-to-out: 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 ft				
Inventory Route, Total Horizontal Clearance: 4.7 m = 15.4 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: Allowable Stress(AS) [2]		Inventory rating: 3 metric ton = 3.3 tons		
2.4 km = 1.5 mi	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 3 metric ton = 3.3 tons		
	Bridge posting:		Design Load: M 9 / H 10 [1]		

Functional Details

Average Daily Traffic	106	Average daily truck traffi	0 %	Year	2005	Future average daily traffic	190
Year	2025						
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	4.9 m = 16.1 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	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

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	310000	Roadway improvement cost	100000
Length of structure improvement	48.8 m = 160.1 ft	Total project cost	410000
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	Serious [3]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	N/A [N]
Condition ratings - deck	Serious [3]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	11.9

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 2009 [0609]	Designated inspection frequency	12	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	