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 41-54-15 = 083-22-11 = -									
Michigan [26] Monroe County [115]		Monroe [55020]	Monroe [55020] IN MONROE OVER FRONT ST		41.904167	83.369722			
58158151000R030 Highway agency district 6		Owner State Highway A	vner State Highway Agency [01] Maintenance responsibility		State Highway Agency [01]				
Route 75 I-75 Toll On free road [3] Features intersected CONRAIL , RAISIN R, FRONT									
Design - mainSteel [3]Design - approachSteel approach3Girder and floorbeam system [03]8String] Kilometerpoint 2186 k /Multi-beam or girder [02] Year built 1955 Skew angle 99 Historical significance		a = 1355.3 mi Year reconstructed 2005 Structure Flared Bridge is on the NRHP. [1]					
Total length 283.5 m = 930.2 ft Length of maximum span 48.1 m = 157.8 ft Deck width, out-to-out 34.5 m = 113.2 ft Bridge roadway width, curb-to-curb 33.2 m = 108.9 ft									
Inventory Route, Total Horizontal Clearance 30.4 m = 99.7 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft 0 m = 0.0 ft									
Deck structure type Concrete Cast-in-Place [1]									
Type of wearing surface Latex Concrete or sin		similar additive [3]							
Deck protection Epoxy Coated Reinf		iforcing [1]							
Type of membrane/wearing surface									
Weight Limits									
1 km - 0.6 mi		letermine inventory rating	Load Factor(LF) [1]	Inventor	y rating 34.3 metric ton =	37.7 tons			
		letermine operating rating	Load Factor(LF) [1]	Operatin	ng rating 57.2 metric ton =	62.9 tons			
Bridge posting Equal to or above legal loads [5]			Design L	Load MS 18 / HS 20 [5]					

Functional Details								
Average Daily Traffic 63962 Average daily to	uck traffi 35 % Year 2007 Future average daily traffic 86000 Year 2023							
Road classification Principal Arterial - Interstate (Urban) [11] Lanes on structure 6 Approach roadway width 34.1 m = 111.								
Type of service on bridge Highway [1]	Direction of traffic ² - way traffic ^[2] Bridge median Closed median with non-mountable bar							
Parallel structure designation No parallel structure exists. [N]								
Type of service under bridge Highway-waterway-railroad [] Lanes under structure 2 Navigation control Navigation control on waterway (bridge permit required). [1]								
Navigation vertical clearance7.7 m = 25.3 ftNavigation horizontal clearance43.9 m = 144.0 ft								
Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway 99.99 m = 328.1 ft								
Minimum lateral underclearance reference feature Highway beneath structure [H]								
Minimum lateral underclearance on right 3.4 m = 11.2 ft Minimum lateral underclearance on left 0 = N/A								
Minimum Vertical Underclearance 7.34 m = 24.1 ft Minimum vertical underclearance reference feature Highway beneath structure [H]								
Appraisal ratings - underclearances Better than present minimum criteria [7]								
Repair and Replacement Plans								
Type of work to be performed	Work done by							
	Bridge improvement cost Roadway improvement cost							
	Length of structure improvement Total project cost							
	Year of improvement cost estimate							
	Border bridge - state Border bridge - percent responsibility of other state							
	Border bridge - structure number							

Inspection and Sufficiency										
Structure status Open, no res	triction [A]	Appraisal ratings - structural								
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment								
Condition ratings - substructure Good [7]		Appraisal ratings -	Superior to present desirable criteria [9]							
Condition ratings - deck Good [7]		deck geometry								
Scour	Bridge foundations deter	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]								
Channel and channel protection		Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]								
Appraisal ratings - water adequac	Equal to present desirab	Equal to present desirable criteria [8]								
Pier or abutment protection	In place and functioning	In place and functioning [2]		Sufficiency rating 80						
Culverts Not applicable. Used if structure is not a culvert. [N]										
Traffic safety features - railings	Inpected	I feature meets currently accep	e meets currently acceptable standards. [1]							
Traffic safety features - transition	Inpected	I feature meets currently accep	re meets currently acceptable standards. [1]							
Traffic safety features - approach	n guardrail Inpected	I feature meets currently accep	ure meets currently acceptable standards. [1]							
Traffic safety features - approach	n guardrail ends Inpected	I feature meets currently accep	e meets currently acceptable standards. [1]							
Inspection date November 2009 [1109] Designated inspection frequency 24 Months										
Underwater inspection	Unknown [Y60]	Underwater inspect	Underwater inspection date August 2009 [0809]							
Fracture critical inspection	Unknown [Y15]	Fracture critical insp	May 2009 [0509]						
Other special inspection	Not needed [N]	Other special inspe	ction date							