

The National Bridge Inventory contains data submitted by state transportation 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]	Dickinson County [043]	West Branch [85520]	0.5 MI E OF ALFRED	46-05-20 = 46.088889	087-37-36 = - 87.626667
2203	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0		WALKER ROAD	Toll On free road [3]	Features intersected N BRANCH OF FORD RIVER	
Design - main	Steel [3]	Design - approach		Kilometerpoint	77.1 km = 47.8 mi
1	Other [00]	0	Other [00]	Year built	1957
				Year reconstructed	1997
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	15.9 m = 52.2 ft	Length of maximum span	14.9 m = 48.9 ft	Deck width, out-to-out	3.1 m = 10.2 ft
Inventory Route, Total Horizontal Clearance	2.9 m = 9.5 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	5.3 metric ton = 5.8 tons
4 km = 2.5 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	8.8 metric ton = 9.7 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	10	Average daily truck traffi	0	%	Year	1997	Future average daily traffic	15	Year	2017
Road classification	Local (Rural) [09]			Lanes on structure	1		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	Work done by	Work to be done by contract [1]			
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	115000	Roadway improvement cost	5000	
	Length of structure improvement	15.2 m = 49.9 ft		Total project cost	155000
	Year of improvement cost estimate				
	Border bridge - state		Border bridge - percent responsibility of other state		
	Border bridge - structure number				

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Very Good [8]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="19.7"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="October 2010 [1010]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>