

HistoricBridges.org - National Bridge Inventory Data Sheet

2002 Inventory

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]	Allegan County [005]	Overisel [61820]	SEC. 25 OVERSIEL TWP.	00-00-00 = 0.000000	000-00-00 = - 0.000000
03318H00007B010	Highway agency district 5	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	139TH AVENUE	Toll On free road [3]	Features intersected	BLACK CREEK DRAIN EXT.	
Design - main	Steel [3]	Design - approach	Kilometerpoint	0 km = 0.0 mi	
1	Truss - Thru [10]	0	Year built	1920	Year reconstructed N/A [0000]
		Other [00]	Skew angle	0	Structure Flared
			Historical significance	Historical significance is not determinable at this time. [4]	
Total length	13.4 m = 44.0 ft	Length of maximum span	12.8 m = 42.0 ft	Deck width, out-to-out	4.8 m = 15.7 ft
Inventory Route, Total Horizontal Clearance	4.8 m = 15.7 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	Load Factor(LF) [1]	Inventory rating	3.2 metric ton = 3.5 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	9.9 metric ton = 10.9 tons
	Bridge posting		Design Load	M 9 / H 10 [1]

Functional Details

Average Daily Traffic	174	Average daily truck traffi	7	%	Year	2000	Future average daily traffic	348	Year	2020
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	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 bridge	0 m = 0.0 ft					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	0	Roadway improvement cost	0
	Length of structure improvement	18.9 m = 62.0 ft	Total project cost	0
	Year of improvement cost estimate	1997		
	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="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="18"/>
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="December 2000 [1200]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Unknown [N00]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Unknown [N00]"/>	Other special inspection date	<input type="text"/>