

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]	Ottawa County [139]	Spring Lake [75840]	.60 MILES NORTH OF STATE	00-00-00 = 0.000000	000-00-00 = - 0.000000
70200079000B010	Highway agency district 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2029	FRUITPORT ROAD	Toll On free road [3]	Features intersected	PETTYS BAYOU	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1948	Year reconstructed N/A [0000]	
9	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length 127.4 m = 418.0 ft	Length of maximum span 16.4 m = 53.8 ft	Deck width, out-to-out 11.2 m = 36.7 ft	Bridge roadway width, curb-to-curb 7.4 m = 24.3 ft		
Inventory Route, Total Horizontal Clearance 7.4 m = 24.3 ft	Curb or sidewalk width - left 1.5 m = 4.9 ft	Curb or sidewalk width - right 1.5 m = 4.9 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 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	21.9 metric ton = 24.1 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	36.6 metric ton = 40.3 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	5934	Average daily truck traffi	0	%	Year	1998	Future average daily traffic	10700	Year	2018
Road classification	Collector (Urban) [17]		Lanes on structure	2		Approach roadway width	6.7 m = 22.0 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 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	0		Roadway improvement cost	1000					
	Length of structure improvement	127.4 m = 418.0 ft			Total project cost					
	Year of improvement cost estimate	0								
	Border bridge - state					Border bridge - percent responsibility of other state	0			
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
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="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="66.6"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 1999 [0199]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="August 1997 [0897]"/>
Fracture critical inspection	<input type="text" value="Unknown [N24]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Unknown [N24]"/>	Other special inspection date	<input type="text"/>