HistoricBridges.org - National Bridge Inventory Data Sheet

2000 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]	St. Clair County [147]	Grant [34420]	SEC. 6-7 GRANT TWP.	00-00-00 = 0.000000	000-00-00 = -0.000000

77313H00015B010	Highway agency district 7	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		JEDDO ROAD	Toll: On free road [3]	Features intersected: SILVER CREEK	

Design - main	Steel [3]	Design - approach		Kilometerpoint: 0 km = 0.0 mi	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1920	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 15.5 m = 50.9 ft	Length of maximum span: 14.3 m = 46.9 ft	Deck width, out-to-out: 5.7 m = 18.7 ft	Bridge roadway width, curb-to-curb: 5.4 m = 17.7 ft				
Inventory Route, Total Horizontal Clearance: 5.4 m = 17.7 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft					
Deck structure type: 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: Allowable Stress(AS) [2]		Inventory rating: 16.4 metric ton = 18.0 tons		
0.3 km = 0.2 mi	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 32.7 metric ton = 36.0 tons		
	Bridge posting: 00.1 - 09.9 % below [4]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	145	Average daily truck traffi	3 %	Year	1994	Future average daily traffic	205	Year	2014

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		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	0	Roadway improvement cost	0
Length of structure improvement	21.3 m = 69.9 ft	Total project cost	
Year of improvement cost estimate	1995		
Border bridge - state		Border bridge - percent responsibility of other state	0
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Scour calculation/evaluation has not been made. [6]		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	18.6
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	February 1999 [0299]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [N24]	Underwater inspection date	
Fracture critical inspection	Unknown [N24]	Fracture critical inspection date	
Other special inspection	Unknown [N24]	Other special inspection date	