

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Michigan [26]	Shiawassee County [155]	Rush [70260]	3 MILES NORTH OF OWOSSO	43-03-30 = 43.058333	084-10-42 = - 84.178333
76200041000B010	Highway agency district 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 7678	JUDDVILLE ROAD	Toll On free road [3]	Features intersected	SHIAWASSEE RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1958	Year reconstructed N/A [0000]	
3	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 0	Structure Flared
			Historical significance	Historical significance is not determinable at this time. [4]	
Total length 58.5 m = 191.9 ft	Length of maximum span 20.4 m = 66.9 ft	Deck width, out-to-out 8.8 m = 28.9 ft	Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft	
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0.5 m = 1.6 ft	Curb or sidewalk width - right	0.5 m = 1.6 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 0.8 km = 0.5 mi	Method to determine inventory rating	Load and Resistance Factor(LRFR) [3]	Inventory rating	18.1 metric ton = 19.9 tons
	Method to determine operating rating	Load and Resistance Factor(LRFR) [3]	Operating rating	18.1 metric ton = 19.9 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	1815	Average daily truck traffi	10	%	Year	1992	Future average daily traffic	3265	Year	2012
Road classification	Major Collector (Rural) [07]	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	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	0	Roadway improvement cost	0						
	Length of structure improvement	58.5 m = 191.9 ft		Total project cost						
	Year of improvement cost estimate	1992								
	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="Fair [5]"/>	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="Meets minimum tolerable limits to be left in place as is [4]"/>
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="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="49.9"/>
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="April 1998 [0498]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [N24]"/>	Underwater inspection date	<input type="text"/>
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"/>