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							00-00-00 =	000-00-00 = -
Michigan [26]	t. Clair County [14	47] Lynn [49800]		SEC. 15-16 LYN	SEC. 15-16 LYNN TWP.			0.000000
77200042000B040 Highway agency district 7		Owner County Hig	ner County Highway Agency [02] Maintenance responsibility		County Highway Agency [02]			
Route 7707 CAPAC ROAD			Toll (Toll On free road [3] Features intersected N. BR. MILL			CREEK DRAIN	
Design - Concrete [1] 1 Slab [01]		Design - approach 0 Other	[00]	Kilometerpoint Year built 193 Skew angle 30 Historical signific) Structure F		[0000] ne NRHP. [5]	
Total length 12.5 m = 41.0 ft Length of maximum span 10.9 m = 35.8 ft Deck width, out-to-out 7.7 m = 25.3 ft Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft								
Inventory Route, Total Horizontal Clearance 6 m = 19.7 ft		Curb or sidew	Curb or sidewalk width - left 0 m = 0.0 ft Curb or		Curb or side	walk width - right	0 m = 0.0 ft	
Deck structure type Concrete Cast-in-Place [1]								
Type of wearing surface Bituminous		Bituminous [6]						
Deck protection								
Type of membrane/weari	ing surface							
Weight Limits								
Bypass, detour length Method to determine inventory rating			Allowable Stres	s(AS) [2]	Inventory rating	13.6 metric ton =	= 15.0 tons	
0.2 km = 0.1 mi Method to determine operating rating		Allowable Stres	Allowable Stress(AS) [2]		ating rating 24.5 metric ton = 27.0 tons			
Bridge posting 20.0 - 29.9 % below [2]				Design Load MS	5 18+Mod / HS 20	+Mod [6]		

Functional Details								
Average Daily Traffic 1090 Average daily tru	uck traffi 7 % Year 1994 Future average daily traffic 1210 Year 2014							
Road classification Major Collector (Rural) [07]	Lanes on structure 2 Approach roadway width 6.7 m = 22.0 ft							
Type of service on bridge Highway [1]	Direction of traffic 2 - way traffic [2] Bridge median							
Parallel structure designation No parallel structure	e 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 = Unlim	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 improvement cost 0 Roadway improvement cost 0							
bridge roadway geometry. [31]	Length of structure improvement 16.8 m = 55.1 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 lo	ad [P]	Appraisal ratings - structural	Meets minimum tolerable lin	nits to be left in place as is [4]					
Condition ratings - superstructur	Not Applicable [N]	Appraisal ratings - roadway alignment	Somewhat better than minir is [5]	num adequacy to tolerate being left in place as					
Condition ratings - substructure		Appraisal ratings -	Basically intolerable requiring high priority of replacement [2]						
Condition ratings - deck	Poor [4]	deck geometry							
Scour	Scour calculation/evaluation	Scour calculation/evaluation has not been made. [6]							
Channel and channel protection	Bank is beginning to slump. minor stream bed movement	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 adequac	Meets minimum tolerable lim	nits to be left in place as is	Status evaluation	Structurally deficient [1]					
Pier or abutment protection			Sufficiency rating	46.2					
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach	n guardrail ends								
Inspection date October 199	8 [1098] Designated inspe	ection frequency 24	Months						
Underwater inspection	Unknown [N24]	Underwater inspection date							
Fracture critical inspection	Unknown [N24]	Fracture critical inspection date							
Other special inspection	Unknown [N24]	Other special insp	ection date						