

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]	Saginaw County [145]	Saginaw [70540]	0.3 MI N OF STROEBEL RD	00-00-00 = 0.000000	000-00-00 = - 0.000000
73200110000B010	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 7354	CENTER ROAD	Toll On free road [3]	Features intersected	TITTABAWASSEE RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1927	Year reconstructed N/A [0000]	
5	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 0	Structure Flared
			Historical significance	Bridge is on the NRHP. [1]	
Total length 100.3 m = 329.1 ft	Length of maximum span 19.8 m = 65.0 ft	Deck width, out-to-out 11.1 m = 36.4 ft	Bridge roadway width, curb-to-curb 9.2 m = 30.2 ft		
Inventory Route, Total Horizontal Clearance 9.2 m = 30.2 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 1 km = 0.6 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	40.9 metric ton = 45.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	86.4 metric ton = 95.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	8783	Average daily truck traffi	7	%	Year	1997	Future average daily traffic	14675	Year	2007
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	14.6 m = 47.9 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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	0	Roadway improvement cost	0						
	Length of structure improvement	0 m = 0.0 ft		Total project cost	0					
	Year of improvement cost estimate	2050								
	Border bridge - state		Border bridge - percent responsibility of other state							
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
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="Poor [4]"/>	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="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text" value="In place but in a deteriorated condition [3]"/>	Sufficiency rating	<input type="text" value="47.5"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="February 2002 [0202]"/>	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"/>