HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Wales [82900]	SEC. 10-11 WALES TWP.	42-57-56 = 42.965556	082-39-51 = -82.664167

77323H00038B020	Highway agency district 7	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		GOODELLS ROAD	Toll: On free road [3]	Features intersected: MOORE CREEK	

Design - main	Concrete [1]	Design - approach		Kilometerpoint	231.9 km = 143.8 mi
1	Girder and floorbeam system [03]	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	9.3 m = 30.5 ft	Length of maximum span	8.1 m = 26.6 ft	Deck width, out-to-out	7.5 m = 24.6 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	6.2 m = 20.3 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	Gravel [8]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	18.2 metric ton = 20.0 tons	
0.8 km = 0.5 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	32.7 metric ton = 36.0 tons	
	Bridge posting	30.0 - 39.9 % below [1]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	475	Average daily truck traffi	3 %	Year	1994	Future average daily traffic	700
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	500000	Roadway improvement cost	200000
Length of structure improvement	121.9 m = 400.0 ft	Total project cost	700000
Year of improvement cost estimate	2006		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	49.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	March 2010 [0310]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	