

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]	Calhoun County [025]	Emmet [25920]	3.7 MI E OF M-66	42-28-93 = 42.492500	085-11-36 = - 85.193333
13113082000B013	Highway agency district 5	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 94	I-94 EB	Toll On free road [3]	Features intersected KALAMAZOO R		
Design - main Concrete continuous [2]	Design - approach	Kilometerpoint 959.4 km = 594.8 mi	Year built 1960	Year reconstructed N/A [0000]	
4 Tee beam [04]	0 Other [00]	Skew angle 30	Structure Flared		
		Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length 83.8 m = 274.9 ft	Length of maximum span 23.7 m = 77.8 ft	Deck width, out-to-out 11.4 m = 37.4 ft	Bridge roadway width, curb-to-curb 10.8 m = 35.4 ft		
Inventory Route, Total Horizontal Clearance 10.8 m = 35.4 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	Latex Concrete or similar additive [3]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	48.2 metric ton = 53.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	99.9 metric ton = 109.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status

Open, no restriction [A]

Appraisal ratings -
structural

Better than present minimum criteria [7]

Condition ratings - superstructure

Good [7]

Appraisal ratings -
roadway alignment

Better than present minimum criteria [7]

Condition ratings - substructure

Good [7]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

Channel and channel protection

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

Equal to present desirable criteria [8]

Status evaluation

Pier or abutment protection

Sufficiency rating

94.2

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - transitions

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail ends

Inspected feature meets currently acceptable standards. [1]

Inspection date

September 1999 [0999]

Designated inspection 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 inspection date