HistoricBridges.org - National Bridge Inventory Data Sheet

2000 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]	Saginaw County [145]	Buena Vista [11560]	0.3 MI N OF BECKER ROAD	00-00-00 = 0.000000	000-00-00 = -0.000000

73200140000B010	Highway agency district: 4	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 7379		PORTSMOUTH RD	Toll: On free road [3]	Features intersected: CHEBOYGANING CREEK	
Design - main: Concrete [1]		Design - approach: Steel [3]		Kilometerpoint: 0 km = 0.0 mi	
1	Arch - Deck [11]	1	Stringer/Multi-beam or girder [02]	Year built: 1921	Year reconstructed: 1930
				Skew angle: 30	Structure Flared:
				Historical significance: Bridge is on the NRHP. [1]	

Total length	38.1 m = 125.0 ft	Length of maximum span	21.3 m = 69.9 ft	Deck width, out-to-out	8.6 m = 28.2 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 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	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	10.9 metric ton = 12.0 tons	
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	30.9 metric ton = 34.0 tons	
	Bridge posting		Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	1382	Average daily truck traffi	5 %	Year	1997	Future average daily traffic	2275	Year	2011
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	6.4 m = 21.0 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1000	Roadway improvement cost	1000
Length of structure improvement	45.7 m = 149.9 ft	Total project cost	
Year of improvement cost estimate	1991		
Border bridge - state		Border bridge - percent responsibility of other state	0
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		

Scour	Scour calculation/evaluation has not been made. [6]
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	Basically intolerable requiring high priority of corrrective action [3]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	14.9

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

Inspection date	January 1998 [0198]	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	