

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] | Oakland County [125] | Bloomfield Hills [09180] | CITY OF BLOOMFIELD HILLS | 42-34-50 = 42.580556 | 083-13-49 = - 83.230278 |
| 63163998000R010 | Highway agency district 7 | Owner State Highway Agency [01] | Maintenance responsibility State Highway Agency [01] | | |
| Route 0 | TROWBRIDGE RD | Toll On free road [3] | Features intersected GTW RR | | |
| Design - main Concrete continuous [2] | Design - approach | Kilometerpoint 113.9 km = 70.6 mi | Year built 1931 | Year reconstructed N/A [0000] | |
| 7 Tee beam [04] | 0 Other [00] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Bridge is on the NRHP. [1] | | |
| Total length 70.4 m = 231.0 ft | Length of maximum span 10 m = 32.8 ft | Deck width, out-to-out 13.4 m = 44.0 ft | Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft | | |
| Inventory Route, Total Horizontal Clearance 12.1 m = 39.7 ft | Curb or sidewalk width - left 1.5 m = 4.9 ft | Curb or sidewalk width - right 1.5 m = 4.9 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 0.3 km = 0.2 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 28.2 metric ton = 31.0 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 52.7 metric ton = 58.0 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] | |

Functional Details

| | | | | | | | | | | |
|---|-----------------------------------|----------------------------|-----------------------|---|--------------------------------|--|----------------------------------|-----|------|------|
| Average Daily Traffic | 500 | Average daily truck traffi | 0 | % | Year | 1988 | Future average daily traffic | 450 | Year | 1977 |
| Road classification | Local (Urban) [19] | | Lanes on structure | 2 | | Approach roadway width | 12.2 m = 40.0 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 | Railroad [2] | | Lanes under structure | 0 | | Navigation control | Not applicable, no waterway. [N] | | | |
| 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 | Railroad beneath structure [R] | | | | | | | | | |
| Minimum lateral underclearance on right | 6.5 m = 21.3 ft | | | | | Minimum lateral underclearance on left | 0 = N/A | | | |
| Minimum Vertical Underclearance | 0 = N/A | | | Minimum vertical underclearance reference feature | Railroad beneath structure [R] | | | | | |
| 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 deck replacement with only incidental widening. [37] | Bridge improvement cost | 38000 | 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

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - superstructure

Serious [3]

Appraisal ratings -
roadway alignment

Better than present minimum criteria [7]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Equal to present minimum criteria [6]

Condition ratings - deck

Serious [3]

Scour

Bridge not over waterway. [N]

Channel and channel protection

Not applicable. [N]

Appraisal ratings - water adequacy

N/A [N]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

43

Culverts

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

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

October 2009 [1009]

Designated inspection frequency

6

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