

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]	Bingham Farms [08460]	BET TELEGRAPH AND LAHSER	42-30-55 = 42.515278	083-16-47 = - 83.279722
63200605000B010	Highway agency district: 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2059	THIRTEEN MILE	Toll On free road [3]	Features intersected	ROUGE RIVER	
Design - main Concrete [1]	Design - approach	Kilometerpoint 1591 km = 986.4 mi	Year built 1926	Year reconstructed N/A [0000]	
1 Tee beam [04]	0 Other [00]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 21 m = 68.9 ft	Length of maximum span 9.1 m = 29.9 ft	Deck width, out-to-out 13.4 m = 44.0 ft	Bridge roadway width, curb-to-curb	12.5 m = 41.0 ft	
Inventory Route, Total Horizontal Clearance 12.8 m = 42.0 ft	Curb or sidewalk width - left 0.1 m = 0.3 ft	Curb or sidewalk width - right	0.1 m = 0.3 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 0.6 km = 0.4 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	23.6 metric ton = 26.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	23.7 metric ton = 26.1 tons
Bridge posting		Design Load	MS 18+Mod / HS 20+Mod [6]	

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	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Serious [3]		
Scour	Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	23.5
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			
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	August 2008 [0808]	Designated inspection frequency	12 Months
Underwater inspection	Every year [Y12]	Underwater inspection date	November 2008 [1108]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	