

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] Gratiot County [057] Lafayette [44080] SEC 3-4 LAFAYETTE TWP 43-22-19 = 43.371944 084-25-47 = - 84.429722

29200086000B020 Highway agency district 4 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 2989 BARRY ROAD Toll On free road [3] Features intersected BEAVER CREEK

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 1372.9 km = 851.2 mi

1 Stringer/Multi-beam or girder [02] 0 Other [00] Year built 1949 Year reconstructed N/A [0000]

Skew angle 20 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 13.7 m = 44.9 ft Length of maximum span 12.8 m = 42.0 ft Deck width, out-to-out 8.9 m = 29.2 ft Bridge roadway width, curb-to-curb 7 m = 23.0 ft

Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft Curb or sidewalk width - left 0.8 m = 2.6 ft Curb or sidewalk width - right 0.8 m = 2.6 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 37.5 metric ton = 41.3 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 62.3 metric ton = 68.5 tons

Bridge posting Equal to or above legal loads [5] 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 | <input type="text" value="Open, no restriction [A]"/> | Appraisal ratings - structural | <input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/> |
| Condition ratings - superstructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present minimum criteria [6]"/> |
| Condition ratings - substructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - deck geometry | <input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/> |
| Condition ratings - deck | <input type="text" value="Fair [5]"/> | | |
| Scour | <input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/> | | |
| Channel and channel protection | <input type="text" value="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 | <input type="text" value="Better than present minimum criteria [7]"/> | Status evaluation | <input type="text"/> |
| Pier or abutment protection | <input type="text"/> | Sufficiency rating | <input type="text" value="70.7"/> |
| Culverts | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/> | | |
| Traffic safety features - railings | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - transitions | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - approach guardrail | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Inspection date | <input type="text" value="June 2009 [0609]"/> | Designated inspection frequency | <input type="text" value="24"/> Months |
| Underwater inspection | <input type="text" value="Not needed [N]"/> | Underwater inspection date | <input type="text"/> |
| Fracture critical inspection | <input type="text" value="Not needed [N]"/> | Fracture critical inspection date | <input type="text"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |