

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]	Jackson County [075]	Sandstone [71480]	1.6 MI E 2.0 MI N PARMA	42-17-44.83 = 42.295786	084-33-36.78 = -84.560217
4479	Highway agency district: 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	BENN ROAD	Toll On free road [3]	Features intersected	SANDSTONE CREEK	
Design - main 1	Steel [3] Stringer/Multi-beam or girder [02]	Design - approach 0	Other [00]	Kilometerpoint 219.5 km = 136.1 mi	Year built 1939
				Year reconstructed	Skew angle 0
				Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]
Total length	14.9 m = 48.9 ft	Length of maximum span	14.3 m = 46.9 ft	Deck width, out-to-out	8.9 m = 29.2 ft
Inventory Route, Total Horizontal Clearance	8.2 m = 26.9 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	Load Factor (LF) rating reported by rati	Inventory rating	13.3 metric ton = 14.6 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor (LF) rating reported by rati	Operating rating	22.4 metric ton = 24.6 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	417	Average daily truck traffi	0	%	Year	2002	Future average daily traffic	500	Year	2022
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 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	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	500000	Roadway improvement cost	150000						
	Length of structure improvement	60 m = 196.9 ft		Total project cost	650000					
	Year of improvement cost estimate	2014								
	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	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]		
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	31.7
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	April 2018 [0418]	Designated inspection frequency	12 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	