HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Jackson County [075]	Pulaski [66440]	2.5 M W & 1.0 M S PULASKI	42-05-52.59 = 42.097942	084-41-31.03 = -84.691953

4526	Highway agency district: 6	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 3812		HANOVER ROAD	Toll: On free road [3]	Features intersected: S BRANCH KALAMAZOO RIVER	

Design - main: Steel [3]		Design - approach:		Kilometerpoint: 153.9 km = 95.4 mi	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1938	Year reconstructed:
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 11.2 m = 36.7 ft	Length of maximum span: 10.6 m = 34.8 ft	Deck width, out-to-out: 8.9 m = 29.2 ft	Bridge roadway width, curb-to-curb: 7.9 m = 25.9 ft		
Inventory Route, Total Horizontal Clearance: 7.9 m = 25.9 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	Gravel [8]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 1.1 km = 0.7 mi	Method to determine inventory rating: Load Factor (LF) rating reported by rati	Inventory rating: 11.3 metric ton = 12.4 tons		
	Method to determine operating rating: Load Factor (LF) rating reported by rati	Operating rating: 19.1 metric ton = 21.0 tons		
	Bridge posting:	Design Load:		

Functional Details

Average Daily Traffic	150	Average daily truck traffi	0 %	Year	2002	Future average daily traffic	175
Year	2022						
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 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

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

Work done by	Work to be done by contract [1]		
Bridge improvement cost	100000	Roadway improvement cost	7000
Length of structure improvement	11.3 m = 37.1 ft	Total project cost	125000
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 replacement [2]
Condition ratings - superstructure	Critical [2]	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 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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	36.7

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	June 2018 [0618]	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	