

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]	Barry County [015]	Hastings [37120]	IN HASTINGS	42-39-02 = 42.650556	085-17-10 = - 85.286111
084304400035B01	Highway agency district 5	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route 10	MICHIGAN AV	Toll On free road [3]	Features intersected 3044 THORNAPPLE R		
Design - main Steel [3]	Design - approach	Kilometerpoint 131 km = 81.2 mi	Year built 1949	Year reconstructed 1979	
2	Stringer/Multi-beam or girder [02]	0	Other [00]	Skew angle 15	Structure Flared
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length 29.8 m = 97.8 ft	Length of maximum span 14.6 m = 47.9 ft	Deck width, out-to-out 16.7 m = 54.8 ft	Bridge roadway width, curb-to-curb 12.2 m = 40.0 ft		
Inventory Route, Total Horizontal Clearance 16 m = 52.5 ft	Curb or sidewalk width - left 1.8 m = 5.9 ft	Curb or sidewalk width - right 1.8 m = 5.9 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 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.6 metric ton = 22.7 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	34.4 metric ton = 37.8 tons
Bridge posting			Design Load	MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	11300	Average daily truck traffi	5	%	Year	2002	Future average daily traffic	12500	Year	2022
Road classification	Minor Arterial (Urban) [16]		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	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]							
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	520000	Roadway improvement cost	75000						
	Length of structure improvement	45.7 m = 149.9 ft		Total project cost	595000					
	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

Equal to present desirable criteria [8]

Condition ratings - substructure

Good [7]

Appraisal ratings -
deck geometry

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - deck

Poor [4]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

Channel and channel protection

Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

Appraisal ratings - water adequacy

Equal to present desirable criteria [8]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

33.1

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

May 2009 [0509]

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