

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]	Wayne County [163]	Plymouth [65080]	PLYMOUTH TWP W/HAGGERTY	42-22-11 = 42.369722	083-26-50 = - 83.447222
82200069000B030	Highway agency district 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2057	E N HINES DRIVE	Toll On free road [3]	Features intersected	MIDDLE ROUGE RIVER	
Design - main Concrete continuous [2]	Design - approach	Kilometerpoint 405.4 km = 251.3 mi	Year built 1932	Year reconstructed 1977	
2 Tee beam [04]	0 Other [00]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 30.4 m = 99.7 ft	Length of maximum span 15.2 m = 49.9 ft	Deck width, out-to-out 15.8 m = 51.8 ft	Bridge roadway width, curb-to-curb	10.7 m = 35.1 ft	
Inventory Route, Total Horizontal Clearance 12.5 m = 41.0 ft	Curb or sidewalk width - left 2.7 m = 8.9 ft	Curb or sidewalk width - right	1.3 m = 4.3 ft		
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	40.9 metric ton = 45.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	55.5 metric ton = 61.1 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

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

Open, no restriction [A]

Appraisal ratings -
structural

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

Condition ratings - superstructure

Fair [5]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Good [7]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

Channel and channel protection

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

Equal to present desirable criteria [8]

Status evaluation

Pier or abutment protection

Sufficiency rating

80.7

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

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail ends

Inspection date

June 2009 [0609]

Designated inspection frequency

24

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