

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]	Delta County [041]	Ford River [29380]	2.5 MI N OF MENOMINEE COL	45-34-42 = 45.578333	087-14-45 = - 87.245833
2104	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 35	M-35	Toll On free road [3]	Features intersected	BARK RIVER	
Design - main	Steel [3]	Design - approach	Kilometerpoint	366.6 km = 227.3 mi	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built	1948
				Year reconstructed	
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	21.3 m = 69.9 ft	Length of maximum span	21.3 m = 69.9 ft	Deck width, out-to-out	13.2 m = 43.3 ft
Inventory Route, Total Horizontal Clearance	12.5 m = 41.0 ft	Curb or sidewalk width - left	0.4 m = 1.3 ft	Curb or sidewalk width - right	0.4 m = 1.3 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	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	30 metric ton = 33.0 tons
8.4 km = 5.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	64.5 metric ton = 71.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	3418	Average daily truck traffi	17	%	Year	2007	Future average daily traffic	5239	Year	2018
Road classification	Principal Arterial - Other (Rural) [02]		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 deck replacement with only incidental widening. [37]	Bridge improvement cost	30000	Roadway improvement cost	3000
	Length of structure improvement	21.3 m = 69.9 ft	Total project cost	35000
	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="Better than present minimum criteria [7]"/>
Condition ratings - superstructure	<input type="text" value="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
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="83.6"/>
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="August 2011 [0811]"/>	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"/>