

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]	Arenac County [011]	Au Gres [04140]	0.3 MI E OF LENTNER RD	44-03-05.44 = 44.051511	083-45-34.04 = -83.759456
454	Highway agency district: 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	NOGGLE ROAD	Toll On free road [3]	Features intersected	BIG CREEK A DRAIN	
Design - main 1	Steel [3] Stringer/Multi-beam or girder [02]	Design - approach 0	Other [00]	Kilometerpoint 399.9 km = 247.9 mi	Year built 1920
				Year reconstructed	Skew angle 0
				Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]
Total length	9.1 m = 29.9 ft	Length of maximum span	8.2 m = 26.9 ft	Deck width, out-to-out	5.2 m = 17.1 ft
Inventory Route, Total Horizontal Clearance	5.1 m = 16.7 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
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	5.8 metric ton = 6.4 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor (LF) rating reported by rati	Operating rating	10 metric ton = 11.0 tons
Bridge posting		Design Load	MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	198	Average daily truck traffi	0	%	Year	1998	Future average daily traffic	75	Year	1977
Road classification	Minor Collector (Rural) [08]		Lanes on structure	2		Approach roadway width	7.9 m = 25.9 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	120000	Roadway improvement cost	12000						
	Length of structure improvement	9.1 m = 29.9 ft		Total project cost	141000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Serious [3]

Appraisal ratings -
roadway alignment

Better than present minimum criteria [7]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Condition ratings - deck

Serious [3]

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

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

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

14.6

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

February 1999 [299]

Designated inspection frequency

6

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