

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]	Iron County [071]	Amasa [01960]	0.2MI S OF AMASA	46-13-49 = 46.230278	088-26-52 = - 88.447778
4198	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	OLD US 141	Toll On free road [3]	Features intersected	HEMLOCK RIVER	
Design - main Concrete [1]	Design - approach Girder and floorbeam system [03]	Other [00]	Kilometerpoint 286.1 km = 177.4 mi	Year built 1924	Year reconstructed
1	0		Skew angle 0	Structure Flared	
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 18.2 m = 59.7 ft	Length of maximum span 18.2 m = 59.7 ft	Deck width, out-to-out 7.5 m = 24.6 ft	Bridge roadway width, curb-to-curb 6.4 m = 21.0 ft		
Inventory Route, Total Horizontal Clearance 6.4 m = 21.0 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	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 Allowable Stress(AS) [2]	Inventory rating 32.7 metric ton = 36.0 tons
	Method to determine operating rating Allowable Stress(AS) [2]	Operating rating 89.1 metric ton = 98.0 tons
Bridge posting Equal to or above legal loads [5]	Design Load MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	103	Average daily truck traffi	0	%	Year	1994	Future average daily traffic	118	Year	2014
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	6.1 m = 20.0 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]								
Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]	Bridge improvement cost	56000	Roadway improvement cost							
	Length of structure improvement	18.3 m = 60.0 ft		Total project cost	66000					
	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="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="56"/>
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"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="September 2010 [0910]"/>	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"/>