HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	St. Clair County [147]	Riley [68620]	SEC. 17-18 RILEY TWP.	42-56-44 = 42.945556	082-50-31 = -82.841944

77200047000B010	Highway agency district: 7	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		RILEY CENTER ROAD	Toll: On free road [3]	Features intersected: BELLE RIVER	

Design - main	Steel [3]	Design - approach		Kilometerpoint	558.3 km = 346.1 mi
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1935	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	18.9 m = 62.0 ft	Length of maximum span	18.4 m = 60.4 ft	Deck width, out-to-out	7.3 m = 24.0 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	31 metric ton = 34.1 tons	
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	51.8 metric ton = 57.0 tons	
	Bridge posting	30.0 - 39.9 % below [1]	Design Load	MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	2015	Average daily truck traffi	6 %	Year	2007	Future average daily traffic	4415	Year	2027

Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	9.8 m = 32.2 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	907000	Roadway improvement cost	173000
Length of structure improvement	30.5 m = 100.1 ft	Total project cost	1080000
Year of improvement cost estimate	2006		
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Serious [3]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

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	45.7

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	January 2010 [0110]	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	