

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]		Cass County [027]		Wayne [84920]		1 MI E OF M-51		42-02-19 = 42.038611		086-05-18 = - 86.088333	
14315H00030B010		Highway agency district 5		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]					
Route 0		RUDY ROAD		Toll On free road [3]		Features intersected		DOWAGIAC RIVER					
Design - main Steel [3]		Design - approach		Kilometerpoint 656 km = 406.7 mi		Year built 1930		Year reconstructed N/A [0000]					
1 Stringer/Multi-beam or girder [02]		0 Other [00]		Skew angle 37		Structure Flared							
				Historical significance		Bridge is not eligible for the NRHP. [5]							
Total length 14 m = 45.9 ft		Length of maximum span 14 m = 45.9 ft		Deck width, out-to-out 5.2 m = 17.1 ft		Bridge roadway width, curb-to-curb 5.2 m = 17.1 ft							
Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 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		Monolithic Concrete (concurrently placed with structural deck) [1]											
Deck protection													
Type of membrane/wearing surface													

Weight Limits		Bypass, detour length 0.5 km = 0.3 mi		Method to determine inventory rating Load Factor(LF) [1]		Inventory rating 9.9 metric ton = 10.9 tons	
		Method to determine operating rating Load Factor(LF) [1]		Operating rating 21 metric ton = 23.1 tons			
Bridge posting				Design Load MS 18+Mod / HS 20+Mod [6]			

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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
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="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="19.4"/>
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="October 2009 [1009]"/>	Designated inspection frequency	<input type="text" value="12"/> 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"/>