

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]	Unknown [00000]	.5 MI N OF NAHMA JCT		
21200040000B010	Highway agency district 2	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	ROUTE 497	Toll On free road [3]	Features intersected	STURGEON RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint	Year built 1917	Year reconstructed	N/A [0000]
1	Truss - Thru [10]	0	Other [00]	Skew angle 0	Structure Flared
				Historical significance is not determinable at this time. [4]	
Total length 31.7 m = 104.0 ft	Length of maximum span 31.7 m = 104.0 ft	Deck width, out-to-out 5.7 m = 18.7 ft	Bridge roadway width, curb-to-curb	5.1 m = 16.7 ft	
Inventory Route, Total Horizontal Clearance 5 m = 16.4 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 1.9 km = 1.2 mi	Method to determine inventory rating		Inventory rating	2.3 metric ton = 2.5 tons
	Method to determine operating rating		Operating rating	3.4 metric ton = 3.7 tons
Bridge posting	20.0 - 29.9 % below [2]	Design Load		

Functional Details

Average Daily Traffic	240	Average daily truck traffi	%	Year	1986	Future average daily traffic	240	Year	2010
Road classification	Minor Collector (Rural) [08]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 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	0 = N/A			Minimum lateral underclearance on left					
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	340000	Roadway improvement cost	35000			
	Length of structure improvement	38.1 m = 125.0 ft		Total project cost	430000		
	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="Critical [2]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Critical [2]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
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="7.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
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="August 1990 [0890]"/>	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"/>