# 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] | Genesee County [049] | Mundy [56160] | BET REID & HILL ROAD | 42-55-44 = 42.928889 | 083-43-51 = -83.730833 |

| | | | | | |
|---|---|---|---|---|---|
| 25200132000B010 | Highway agency district: 4 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02] | | |
| Route: 2002 | | TORREY ROAD | Toll: On free road [3] | Features intersected: SWARTZ CREEK | |

| | | | | | |
|---|---|---|---|---|---|
| Design - main: Steel [3] | | Design - approach: | | Kilometerpoint: 1391 km = 862.4 mi | |
| 1 | Stringer/Multi-beam or girder [02] | 0 | Other [00] | Year built: 1928 | Year reconstructed: N/A [0000] |
| | | | | Skew angle: 0 | Structure Flared: |
| | | | | Historical significance: Bridge is not eligible for the NRHP. [5] | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length: 10.6 m = 34.8 ft | Length of maximum span: 10 m = 32.8 ft | Deck width, out-to-out: 10.7 m = 35.1 ft | Bridge roadway width, curb-to-curb: 9.1 m = 29.9 ft | | | | |
| Inventory Route, Total Horizontal Clearance: 9.1 m = 29.9 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: 1.4 km = 0.9 mi | Method to determine inventory rating: Load Factor(LF) [1] | | Inventory rating: 40.5 metric ton = 44.6 tons | | |
| | Method to determine operating rating: Load Factor(LF) [1] | | Operating rating: 80.7 metric ton = 88.8 tons | | |
| | Bridge posting: Equal to or above legal loads [5] | | Design Load: MS 18+Mod / HS 20+Mod [6] | | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 5003 | Average daily truck traffi | 5 % | Year | 1998 | Future average daily traffic | 9036 |
| Year | 2018 | | | | | | |
| Road classification | Collector (Urban) [17] | Lanes on structure | 2 | Approach roadway width | 9.1 m = 29.9 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

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 | Open, no restriction [A] | Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructur | Fair [5] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Satisfactory [6] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of corrrective action [3] |
| Condition ratings - deck | Satisfactory [6] | | |

| | |
|---|---|
| Scour | Bridge is scour critical; bridge foundations determined to be unstable. [3] |
| Channel and channel protection | 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 | Equal to present desirable criteria [8] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | | Sufficiency rating | 61.9 |

| | |
|---|---|
| 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 | December 2008 [1208] | Designated inspection frequency | 24 | 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 | |