

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**

Ohio [39]	Defiance County [039]	Unknown [00000]	.3 MI E OF MULLIGANS BLUF	41-23-00 = 41.383333	084-29-30 = - 84.491667
2041006	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route #Num!		BOSTATER RD	Toll On free road [3]	Features intersected LICK CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built #Num!	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	22.9 m = 75.1 ft	Length of maximum span	22.6 m = 74.2 ft	Deck width, out-to-out	4.1 m = 13.5 ft
Inventory Route, Total Horizontal Clearance	4.1 m = 13.5 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	5.4 metric ton = 5.9 tons
0.5 km = 0.3 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	7.2 metric ton = 7.9 tons
	Bridge posting		Design Load	M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	50	Average daily truck traffi	0	%	Year	1951	Future average daily traffic	69	Year	2028
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	\$45,000	Roadway improvement cost	\$5,000						
	Length of structure improvement	22.9 m = 75.1 ft		Total project cost	\$50,000					
	Year of improvement cost estimate	2000								
	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

Basically intolerable requiring high priority of replacement [2]

Condition ratings - superstructure

Critical [2]

Appraisal ratings -  
roadway alignment

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Poor [4]

Appraisal ratings -  
deck geometry

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - deck

Satisfactory [6]

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

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

23.9

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 2007 [1207]

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