

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] Wayne County [163] Detroit [22000] IN DETROIT 10400 FORT ST 42-17-28 = 42.291111 083-08-32 = - 83.142222

82182071000B040 Highway agency district 7 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 85 M-85 Toll On free road [3] Features intersected ROUGE RIVER

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 13 km = 8.1 mi

1 Movable - Bascule [16] 2 Stringer/Multi-beam or girder [02] Year built 1926 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is on the NRHP. [1]

Total length 85.9 m = 281.8 ft Length of maximum span 50 m = 164.1 ft Deck width, out-to-out 22.5 m = 73.8 ft Bridge roadway width, curb-to-curb 17 m = 55.8 ft

Inventory Route, Total Horizontal Clearance 22.2 m = 72.8 ft Curb or sidewalk width - left 2.5 m = 8.2 ft Curb or sidewalk width - right 2.5 m = 8.2 ft

Deck structure type Open Grating [3]

Type of wearing surface Other [9]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 20.2 metric ton = 22.2 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 33.8 metric ton = 37.2 tons

Bridge posting Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	10722	Average daily truck traffi	14	%	Year	2007	Future average daily traffic	7869	Year	2018
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4		Approach roadway width	12.2 m = 40.0 ft			
Type of service on bridge	Highway-pedestrian [5]		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 control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	3.9 m = 12.8 ft			Navigation horizontal clearance	38.1 m = 125.0 ft					
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			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	32800000	Roadway improvement cost	300000		
	Length of structure improvement	85.6 m = 280.9 ft		Total project cost	35800000	
	Year of improvement cost estimate	2005				
	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 corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
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	Poor [4]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Structurally deficient [1]
Pier or abutment protection	In place but re-evaluation of design suggested [4]	Sufficiency rating	30.1
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2009 [1109]	Designated inspection frequency	6 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2005 [1005]
Fracture critical inspection	Unknown [Y15]	Fracture critical inspection date	November 2009 [1109]
Other special inspection	Not needed [N]	Other special inspection date	