

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] | Midland County [111] | Jasper [41560] | 100 FT S OF KENT RD | 00-00-00 = 0.000000 | 000-00-00 = -0.000000 |
| 56307H00006B010 | Highway agency district 4 | Owner County Highway Agency [02] | Maintenance responsibility | County Highway Agency [02] | |
| Route 0 | LEWIS ROAD | Toll On free road [3] | Features intersected LITTLE SALT CREEK | | |
| Design - main Steel [3] | Design - approach | Kilometerpoint 0 km = 0.0 mi | Year built 1910 | Year reconstructed 1974 | |
| 1 Truss - Thru [10] | 0 Other [00] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Bridge is not eligible for the NRHP. [5] | | |
| Total length 16.1 m = 52.8 ft | Length of maximum span 14.6 m = 47.9 ft | Deck width, out-to-out 5.7 m = 18.7 ft | Bridge roadway width, curb-to-curb 4.8 m = 15.7 ft | | |
| Inventory Route, Total Horizontal Clearance 4.8 m = 15.7 ft | Curb or sidewalk width - left 0 m = 0.0 ft | Curb or sidewalk width - right 0 m = 0.0 ft | | | |
| Deck structure type | Corrugated Steel [6] | | | | |
| Type of wearing surface | Bituminous [6] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|----------------------------------|---------------------------|-----------------------------|
| Bypass, detour length 0.3 km = 0.2 mi | Method to determine inventory rating | No rating analysis performed [5] | Inventory rating | 11.8 metric ton = 13.0 tons |
| | Method to determine operating rating | No rating analysis performed [5] | Operating rating | 18.2 metric ton = 20.0 tons |
| Bridge posting | | Design Load | MS 18+Mod / HS 20+Mod [6] | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|--|------------------------|------------------------------|-----|------|------|
| Average Daily Traffic | 146 | Average daily truck traffi | 5 | % | Year | 1999 | Future average daily traffic | 216 | Year | 2019 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 2 | | Approach roadway width | 5.1 m = 16.7 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 | 0 m = 0.0 ft | | | | 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 | 0 | Roadway improvement cost | 0 | | | | | | |
| | Length of structure improvement | 22.9 m = 75.1 ft | | Total project cost | 1000 | | | | | |
| | Year of improvement cost estimate | 1999 | | | | | | | | |
| | 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 | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Very Good [8] | | |
| Scour | Scour calculation/evaluation has not been made. [6] | | |
| 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 minimum criteria [6] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | Navigation protection not required [1] | Sufficiency rating | 23.8 |
| 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 | | | |
| Traffic safety features - approach guardrail | | | |
| Traffic safety features - approach guardrail ends | Inspected feature meets currently acceptable standards. [1] | | |
| Inspection date | September 2001 [0901] | Designated inspection frequency | 24 Months |
| Underwater inspection | | Underwater inspection date | |
| Fracture critical inspection | Unknown [N00] | Fracture critical inspection date | |
| Other special inspection | Unknown [N00] | Other special inspection date | |