

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