

MDOT Bridge ID

81 3 07 0002400B01

Control Section

81 3 07 00..

NBI Bridge ID

81307H00024B010

Struct Num

11018

Region

06

TSC

6B

County

81

City Resp

City Location

0

7- Facility Carried

KLINGER RD

6- Feature Intersected

MILL CREEK

9- Location

LIMA TWP SEC 31

Latitude

42 15' 45.28"

Longitude

84 15."

Owner

2

Maint Resp

2

Bridge History, Type, Materials

27 - Year Built	1929
106 - Year Reconstructed	1962
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	3 02
44 - Appr Span Bridge Type	
77 - Steel Type	1
78 - Paint Type	1
79 - Rail Type	1
80 - Post Type	1
107 - Deck Type	1
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions

34 - Skew	0
35 - Struct Flared	0
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	28.9
49 - Structure Length	29.9
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	16.0
52 - Width Out to Out	16.73
112 - NBIS Length	Y

Inspection Data

90 - Inspection Date	05/25/2009
91 - Inspection Freq	24
92A - Frac Crit Req/Freq	N
93A - Frac Crit Insp Date	
92B - Und Water Req/Freq	N
93B - Und Water Insp Date	
92C - Oth Spec Insp Req/F..	N
93C - Oth Spec Insp Date	
176A - Und Water Insp Met..	
58 - Deck Rating	4
58A - Deck Surface Rtg	5
59 - Superstructure Rating	2
59A - Paint Rating	
60 - Substructure Rating	5
61 - Channel Rating	5
62 - Culvert Rating	N

Navigation Data

38 - Navigation Control	0
39 - Vertical Clearance	0
40 - Horizontal Clearance	0
111 - Pier Protection	
116 - Lift Brdg Vert Clear	

Route Carried By Structure(ON Record)

5A - Record Type	1
5B - Route Signing	4
5C - Level of Service	0
5D - Route Number	00000
5E - Direction Suffix	0
10L - Best 3m Unclr-Lt	0 0
10R - Best 3m Unclr- Rt	99 99
PR Number	
Control Section	0
11- Mile Point	0.0
12- Base Highway Network	0
13- LRS Route-Subroute	000.. -
19- Detour Length	4
20- Toll Facility	3
26- Functional Class	09
28A - Lanes On	2
29 - ADT	43
30 - Year of ADT	2003
32- Appr Roadway Width	20.0
32A/B - Ap Pvt Type/Width	2 20.0
42A- Service Type On	1
47L - Left Horizontal Clear	0.0
47R- Right Horizontal Clear	16.4
53- Min Vert Clr Ov Deck	99 99
100- STRAHNET	0
102 - Traffic Direct	2
109 - Truck %	5
110 - Truck Network	0
114 - Future ADT	60
115 - Year Future ADT	2023
Freeway	0

Structure Appraisal

36A- Bridge Railing	0
36B-Rail Transition	0
36C- Approach Rail	0
36D- Rail Termination	0
67- Structure Evaluation	0
68- Deck Geometry	3
69- Underclearance	N
71- Waterway Adequacy	7
72- Approach Alignment	7
103- Temporary Structure	
113- Scour Criticality	8

Miscellaneous

37- Historical Significance	5
98A- Border Bridge State	
98B- Border Bridge %	
101- Parallel Structure	N
EPA ID	
Stay in Place Forms	

Route Under Structure(UNDER Record)

5A - Record Type	
5B - Route Signing	
5C - Level of Service	
5D - Route Number	
5E - Direction Suffix	
10L - Best 3m Unclr-Lt	
10R- Best 3m Unclr- Rt	
PR Number	
Control Section	
11- Mile Point	
12- Base Highway Network	
13- LRS Route-Subroute	
19- Detour Length	
20- Toll Facility	
26- Functional Class	
28A - Lanes Under	
29 - ADT	
30 - Year of ADT	
42B- Service Type Under	5
47L - Left Horizontal Clear	
47R- Right Horizontal Clear	
54A - Left Feature	N
54B- Left Underclearance	99 99
54C- Right Feature	N
54D- Right Underclearance	99 99
Under Clearance Year	
55A - Reference Feature	N
55B- Right Horiz Clearance	327.8
56- Left Horiz Clearance	0
100- STRAHNET	
102 - Traffic Direct	
109 - Truck %	
110 - Truck Network	
114 - Future ADT	
115 - Year Future ADT	
Freeway	

Proposed Improvements

75 - Type of Work	31 1
76- Length of Improvement	44
94- Bridge Cost	140
95- Roadway Cost	60
96- Total Cost	220
97- Year of Cost Estimate	1991

Load Rating and Posting

31- Design Load	5
41- Open, Posted, Closed	K
63- Oper Rtg Method	1
64F- Fed Rtg Method	1.6
64M- Mich Oper Rtg	1 1
65- Inv Rtg Method	1
66- Inventory Load	1
70- Posting	0
141- Posted Loading	
195- Analysis ID	
193- Overload Class	