

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]	BELLE ISLE	42-20-45 = 42.345833	082-58-20 = - 82.972222
825180814013B01	Highway agency district 7	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route 0	OAKWAY	Toll On free road [3]	Features intersected CANOE STREAM		
Design - main Concrete [1]	Design - approach	Kilometerpoint 54.7 km = 33.9 mi	Year built 1913	Year reconstructed N/A [0000]	
1	Frame [07]	0	Other [00]	Skew angle 25	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length 8.5 m = 27.9 ft	Length of maximum span 8.5 m = 27.9 ft	Deck width, out-to-out 10 m = 32.8 ft	Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft		
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type Concrete Cast-in-Place [1]					
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 Load Factor(LF) [1]	Inventory rating 16.8 metric ton = 18.5 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 32 metric ton = 35.2 tons
Bridge posting	Design Load MS 18 / HS 20 [5]	

### Functional Details

Average Daily Traffic	367	Average daily truck traffi	1	%	Year	2005	Future average daily traffic	660	Year	2025
Road classification	Local (Urban) [19]		Lanes on structure	2		Approach roadway width	7.9 m = 25.9 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 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	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]									
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	124000	Roadway improvement cost	65000						
	Length of structure improvement	15.2 m = 49.9 ft		Total project cost	189000					
	Year of improvement cost estimate	2006								
	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

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

Condition ratings - superstructure

Satisfactory [6]

Appraisal ratings -  
roadway alignment

Equal to present minimum criteria [6]

Condition ratings - substructure

Fair [5]

Appraisal ratings -  
deck geometry

Equal to present minimum criteria [6]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge over "tidal" waters that has not been evaluated for scour, but considered low risk. [T]

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

Pier or abutment protection

Sufficiency rating

65.9

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

June 2009 [0609]

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