

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Michigan [26] Wexford County [165] Cadillac [12320] CITY OF CADILLAC 44-15-35 = 44.259722 085-24-09 = - 85.402500

835104000099B01 Highway agency district 2 Owner City or Municipal Highway Agency [04] Maintenance responsibility City or Municipal Highway Agency [04]

Route 0 POWERS STREET Toll On free road [3] Features intersected CLAM RIVER

Design - main Concrete [1] Design - approach Other [00] Kilometerpoint 20.1 km = 12.5 mi

1 Arch - Deck [11] 0 Other [00] Year built #Num! Year reconstructed N/A [0000]

Skew angle 1 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 7.3 m = 24.0 ft Length of maximum span 7.3 m = 24.0 ft Deck width, out-to-out 11.1 m = 36.4 ft Bridge roadway width, curb-to-curb 7.6 m = 24.9 ft

Inventory Route, Total Horizontal Clearance 7.5 m = 24.6 ft Curb or sidewalk width - left 1.4 m = 4.6 ft Curb or sidewalk width - right 1.4 m = 4.6 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 Allowable Stress(AS) [2] Inventory rating 32.7 metric ton = 36.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 32.7 metric ton = 36.0 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18+Mod / HS 20+Mod [6]

### Functional Details

Average Daily Traffic	560	Average daily truck traffi	0	%	Year	2002	Future average daily traffic	1000	Year	2024
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	8.2 m = 26.9 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			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]								
Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]	Bridge improvement cost	28000	Roadway improvement cost	33000						
	Length of structure improvement	22.6 m = 74.2 ft		Total project cost	61000					
	Year of improvement cost estimate	2002								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Not Applicable [N]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	Basically intolerable requiring high priority of corrective action [3]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	56.4
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	November 2008 [1108]	Designated inspection frequency	24 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	