

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] | Kalamazoo County [077] |
| Comstock [17680] | IN COMSTOCK |
| 39200091000B010 | Highway agency district 5 |
| Owner County Highway Agency [02] | Maintenance responsibility County Highway Agency [02] |
| Route 2005 | RIVER STREET |
| Toll On free road [3] | Features intersected KALAMAZOO RIVER |
| Design - main Steel [3] | Design - approach |
| 3 | Stringer/Multi-beam or girder [02] |
| 0 | Other [00] |
| Kilometerpoint 229.5 km = 142.3 mi | Year built 1939 |
| | Year reconstructed N/A [0000] |
| Skew angle 0 | Structure Flared |
| Historical significance | Bridge is not eligible for the NRHP. [5] |
| Total length 45.7 m = 149.9 ft | Length of maximum span 15.2 m = 49.9 ft |
| Deck width, out-to-out 16.4 m = 53.8 ft | Bridge roadway width, curb-to-curb 13.4 m = 44.0 ft |
| Inventory Route, Total Horizontal Clearance 13.4 m = 44.0 ft | Curb or sidewalk width - left 0.8 m = 2.6 ft |
| | Curb or sidewalk width - right 1.5 m = 4.9 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 0.8 km = 0.5 mi | Method to determine inventory rating Load Factor(LF) [1] |
| | Inventory rating 23.1 metric ton = 25.4 tons |
| | Method to determine operating rating Load Factor(LF) [1] |
| | Operating rating 38.7 metric ton = 42.6 tons |
| Bridge posting 20.0 - 29.9 % below [2] | Design Load M 18 / H 20 [4] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|------|--|------------------------------|-------|------|------|
| Average Daily Traffic | 10372 | Average daily truck traffi | 5 | % | Year | 2005 | Future average daily traffic | 12100 | Year | 2024 |
| Road classification | Minor Arterial (Urban) [16] | | Lanes on structure | 2 | | Approach roadway width | 13.4 m = 44.0 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 improvement cost | 1784000 | | Roadway improvement cost | 98000 | | | | | | |
| | Length of structure improvement | 45.7 m = 149.9 ft | | | Total project cost | 2100000 | | | | | |
| | Year of improvement cost estimate | 2007 | | | | | | | | | |
| | 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 | Poor [4] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Equal to present minimum criteria [6] |
| Condition ratings - deck | Poor [4] | | |
| 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 | Superior to present desirable criteria [9] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 50.6 |
| 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 | April 2009 [0409] | Designated inspection frequency | 18 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | June 2007 [0607] |
| Fracture critical inspection | Not needed [N] | Fracture critical inspection date | |
| Other special inspection | Not needed [N] | Other special inspection date | |