

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]	Ionia County [067]	Unknown [00000]	KENT ST S PORTLD VILL LMT	
34200006000B010	Highway agency district: 5	Owner: County Highway Agency [02]	Maintenance responsibility:	County Highway Agency [02]
Route: 3422	KENT STREET		Toll: On free road [3]	Features intersected: GRAND RIVER
Design - main: Steel [3]	Design - approach:	Kilometerpoint:	Year built: 1907	Year reconstructed: N/A [0000]
1	Truss - Thru [10]	0	Other [00]	Skew angle: 0
		Structure Flared:		Historical significance: Bridge is on the NRHP. [1]
Total length: 68.3 m = 224.1 ft	Length of maximum span: 66.8 m = 219.2 ft	Deck width, out-to-out: 5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 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:	Wood or Timber [8]			
Type of wearing surface:	Wood or Timber [7]			
Deck protection:				
Type of membrane/wearing surface:				

Weight Limits

Bypass, detour length: 0.5 km = 0.3 mi	Method to determine inventory rating:	Inventory rating: 5.6 metric ton = 6.2 tons
	Method to determine operating rating:	Operating rating: 11.3 metric ton = 12.4 tons
Bridge posting: 30.0 - 39.9 % below [1]	Design Load: MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	1398	Average daily truck traffi	10	%	Year	1990	Future average daily traffic	1970	Year	2010
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 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	5.48 m = 18.0 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A			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	725000	Roadway improvement cost	65000						
	Length of structure improvement	76.2 m = 250.0 ft		Total project cost	990000					
	Year of improvement cost estimate									
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	3.6
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	December 1991 [1291]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	November 1991 [1191]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	