

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]	Missaukee County [113]
Holland [38620]	SECTION 11 T21N R5W
44-13-30 = 44.225000	084-52-30 = 84.875000
57308H00030B010	Highway agency district 2
Owner County Highway Agency [02]	Maintenance responsibility County Highway Agency [02]
Route 0	DOLPH RD
Toll On free road [3]	Features intersected MUSKEGON RIVER
Design - main Steel [3]	Design - approach
1 Truss - Thru [10]	0 Other [00]
Kilometerpoint 720.5 km = 446.7 mi	Year built 1908
Year reconstructed 1963	Skew angle 0
Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]
Total length 22.8 m = 74.8 ft	Length of maximum span 22.2 m = 72.8 ft
Deck width, out-to-out 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb 4 m = 13.1 ft
Inventory Route, Total Horizontal Clearance 4.4 m = 14.4 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 1.6 km = 1.0 mi	Method to determine inventory rating Allowable Stress(AS) [2]
Inventory rating 3 metric ton = 3.3 tons	Method to determine operating rating Allowable Stress(AS) [2]
Operating rating 3 metric ton = 3.3 tons	Bridge posting
Design Load MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	78	Average daily truck traffi	10	%	Year	2007	Future average daily traffic	140	Year	2027
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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]							
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	490000	Roadway improvement cost	75000						
	Length of structure improvement	46 m = 150.9 ft		Total project cost	565000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - substructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - deck geometry	<input type="text" value="N/A [N]"/>
Condition ratings - deck	<input type="text" value="Very Good [8]"/>		
Scour	<input type="text" value="Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]"/>		
Channel and channel protection	<input type="text" value="Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="24"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="May 2009 [0509]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="May 2009 [0509]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>