HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

Iowa [19]	Tama County [171]	Unknown [00000]	83130303	42-01-44 = 42.028889	092-21-18 = -92.355000

317430 | Highway agency district: 0 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | LOCAL | Toll: On free road [3] | Features intersected: SALT CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built: 1897	Year reconstructed: 1935
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is possibly eligible for the NRHP. [3]

Total length: 37.5 m = 123.0 ft | Length of maximum span: 36.6 m = 120.1 ft | Deck width, out-to-out: 4.9 m = 16.1 ft | Bridge roadway width, curb-to-curb: 4.7 m = 15.4 ft

Inventory Route, Total Horizontal Clearance: 4.7 m = 15.4 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: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 1 km = 0.6 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 0 metric ton = 0.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 6 metric ton = 6.6 tons

Bridge posting: | Design Load:

Functional Details

Average Daily Traffic	20	Average daily truck traffi	0 %	Year	2009	Future average daily traffic	20
Year	2031						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	9.4 m = 30.8 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	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	4.37 m = 14.3 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	405000	Roadway improvement cost	41000
Length of structure improvement	150 m = 492.2 ft	Total project cost	
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Poor [4]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	20.9

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	October 2011 [1011]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2010 [0910]
Other special inspection	Every year [Y12]	Other special inspection date	October 2011 [1011]