

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

Iowa [19]	Marshall County [127]	Unknown [00000]	84182306	42-03-56 = 42.065556	092-55-22 = - 92.922778
243430	Highway agency district 0	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	FM	Toll On free road [3]	Features intersected	ASHER CREEK	
Design - main Concrete continuous [2]	Design - approach Concrete [1]	Kilometerpoint 0 km = 0.0 mi	Year built 1920	Year reconstructed 1978	
2 Arch - Deck [11]	1 Tee beam [04]	Skew angle 0	Structure Flared	Historical significance Bridge is possibly eligible for the NRHP. [3]	
Total length 59.4 m = 194.9 ft	Length of maximum span 23.2 m = 76.1 ft	Deck width, out-to-out 9.2 m = 30.2 ft	Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft	Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	
	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft	Deck structure type Concrete Cast-in-Place [1]	Type of wearing surface Low slump Concrete [4]	
	Deck protection	Type of membrane/wearing surface			

Weight Limits

Bypass, detour length 1.1 km = 0.7 mi	Method to determine inventory rating No rating analysis performed [5]	Inventory rating 12.7 metric ton = 14.0 tons
	Method to determine operating rating Allowable Stress(AS) [2]	Operating rating 19.4 metric ton = 21.3 tons
Bridge posting 20.0 - 29.9 % below [2]	Design Load M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	920	Average daily truck traffi	12	%	Year	2009	Future average daily traffic	1150	Year	2031
Road classification	Minor Collector (Rural) [08]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 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	0 m = 0.0 ft			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	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	698000	Roadway improvement cost	70000						
	Length of structure improvement	229 m = 751.3 ft		Total project cost						
	Year of improvement cost estimate	2008								
	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 corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Serious [3]		
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	8.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	November 2011 [1111]	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	