

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

Iowa [19] Winneshiek County [191] Unknown [00000] 1001021 43-27-50 = 43.463889 092-02-20 = - 92.038889

349860 Highway agency district 2 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 FM Toll On free road [3] Features intersected UPPER IOWA RIVER

Design - main Steel [3] Design - approach Concrete [1] Kilometerpoint 0 km = 0.0 mi

1 Truss - Thru [10] 1 Stringer/Multi-beam or girder [02] Year built 1913 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is possibly eligible for the NRHP. [3]

Total length 46.3 m = 151.9 ft Length of maximum span 36.6 m = 120.1 ft Deck width, out-to-out 4.8 m = 15.7 ft Bridge roadway width, curb-to-curb 4.8 m = 15.7 ft

Inventory Route, Total Horizontal Clearance 4.9 m = 16.1 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 No rating analysis performed [5] Inventory rating 5.4 metric ton = 5.9 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 9 metric ton = 9.9 tons

Bridge posting Design Load

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---|--|------------------------|------------------------------|----|------|------|
| Average Daily Traffic | 25 | Average daily truck traffi | 0 | % | Year | 2005 | Future average daily traffic | 27 | Year | 2029 |
| Road classification | Minor Collector (Rural) [08] | | Lanes on structure | 1 | | Approach roadway width | 6.7 m = 22.0 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 | 5.61 m = 18.4 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] | | | | | | | | |
| Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] | Bridge improvement cost | 268000 | Roadway improvement cost | 40000 | | | | | | |
| | Length of structure improvement | 57.9 m = 190.0 ft | | Total project cost | 310000 | | | | | |
| | 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 corrective action [3] |
| Condition ratings - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Equal to present desirable criteria [8] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge with "unknown" foundation that has not been evaluated for scour. [U] | | |
| 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 | 26.2 |
| 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 | March 2009 [0309] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [N00] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | March 2009 [0309] |
| Other special inspection | Unknown [N00] | Other special inspection date | |