

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]	Butler County [023]	Unknown [00000]	901511	42-37-10 = 42.619444	092-35-40 = - 92.594444
86640	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 WEST FORK CEDAR RIVER		
Design - main Steel [3]	Design - approach Prestressed concrete [5]	Kilometerpoint 0 km = 0.0 mi			
1	Truss - Thru [10]	4	Stringer/Multi-beam or girder [02]	Year built 1920	Year reconstructed 1956
		Skew angle 0	Structure Flared		
		Historical significance	Bridge is possibly eligible for the NRHP. [3]		
Total length 100.6 m = 330.1 ft	Length of maximum span 45.7 m = 149.9 ft	Deck width, out-to-out 6.2 m = 20.3 ft	Bridge roadway width, curb-to-curb 5.1 m = 16.7 ft		
Inventory Route, Total Horizontal Clearance 5.1 m = 16.7 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.1 km = 0.7 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	18 metric ton = 19.8 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	32.4 metric ton = 35.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	120	Average daily truck traffi	0	%	Year	2005	Future average daily traffic	159	Year	2028
Road classification	Minor Collector (Rural) [08]		Lanes on structure	2		Approach roadway width	7 m = 23.0 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	3.81 m = 12.5 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	1000000	Roadway improvement cost	100000
	Length of structure improvement	106.7 m = 350.1 ft	Total project cost	1500000
	Year of improvement cost estimate	2007		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	48.1
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	July 2008 [0708]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2008 [0708]
Other special inspection	Unknown [N00]	Other special inspection date	