

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**

Illinois [17]	Hancock County [067]	Unknown [00000]	FORT MADISON IOWA	40-37-26.62 = 4	091-17-34.28 = -9
34990200000000	Highway agency district: 6	Owner Railroad [27]	Maintenance responsibility Railroad [27]		
Route 9	FAP 685, ILL 9	Toll Toll bridge [1]	Features intersected MISSISSIPPI RIVER		
Design - main Steel [3]	Design - approach	Kilometerpoint 51.5 km = 31.9 mi	Year built 1927	Year reconstructed 1980	
1 Movable - Swing [17]	23 Other [00]	Skew angle 10	Structure Flared		
		Historical significance	Bridge is on the NRHP. [1]		
Total length 1020.2 m = 3347.3 ft	Length of maximum span 160 m = 525.0 ft	Deck width, out-to-out 7.6 m = 24.9 ft	Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft		
Inventory Route, Total Horizontal Clearance 3.4 m = 11.2 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Other [9]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 8 km = 5.0 mi	Method to determine inventory rating	Unknown [E]	Inventory rating	32.4 metric ton = 35.6 tons
	Method to determine operating rating	Unknown [E]	Operating rating	44.4 metric ton = 48.8 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

### Functional Details

Average Daily Traffic	2750	Average daily truck traffi	1	%	Year	2013	Future average daily traffic	3050	Year	2032
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2	Approach roadway width	9.4 m = 30.8 ft					
Type of service on bridge	Highway-railroad [4]	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 control on waterway (bridge permit required). [1]					
Navigation vertical clearanc	1.8 m = 5.9 ft		Navigation horizontal clearance	61.6 m = 202.1 ft						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.42 m = 14.5 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	7363000	Roadway improvement cost	736000						
	Length of structure improvement	1020.2 m = 3347.3 ft		Total project cost	11045000					
	Year of improvement cost estimate									
	Border bridge - state	Unknown [197]			Border bridge - percent responsibility of other state	99				
	Border bridge - structure number	33280								

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	21
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	September 2009 [0909]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	November 2003 [1103]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	September 2009 [0909]
Other special inspection	Not needed [N]	Other special inspection date	

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**Basic Information**

Iowa [19]	Lee County [111]	Unknown [02697]	#Num!	40-37-35.29 = 40.626469	091-17-43.57 = -91.295436
000000000033280	Highway agency district: 0	Owner Railroad [27]	Maintenance responsibility Railroad [27]		
Route 0	GREAT RIVER RD	Toll On free road [3]	Features intersected MISSISSIPPI RIVER (TOLL)		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 3761.7 km = 2332.3 mi	Year built 1927	Year reconstructed N/A [0000]	
1 Movable - Swing [17]	18 Truss - Thru [10]	Skew angle 99	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 1090.9 m = 3579.2 ft	Length of maximum span 160 m = 525.0 ft	Deck width, out-to-out 6.7 m = 22.0 ft	Bridge roadway width, curb-to-curb 6.4 m = 21.0 ft		
Inventory Route, Total Horizontal Clearance 5.9 m = 19.4 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	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 8 km = 5.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating 29.8 metric ton = 32.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating 49.3 metric ton = 54.2 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic  Average daily truck traffi  % Year  Future average daily traffic  Year

Road classification  Lanes on structure  Approach roadway width

Type of service on bridge  Direction of traffic  Bridge median

Parallel structure designation

Type of service under bridge  Lanes under structure  Navigation control

Navigation vertical clearanc  Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge  Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right  Minimum lateral underclearance on left

Minimum Vertical Underclearance  Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

### Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost  Roadway improvement cost

Length of structure improvement  Total project cost

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	Meets minimum tolerable limits to be left in place as is [4]
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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	36.6
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	Unknown [Y60]	Underwater inspection date	December 2008 [1208]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	September 2009 [0909]
Other special inspection	Not needed [N]	Other special inspection date	