

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]	Scott County [163]	Unknown [00587]	#Num!	41-31-03 = 41.517500	090-30-47 = - 90.513056
47280	Highway agency district 6	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 74	I-74 (WB-NB)	Toll On free road [3]	Features intersected	MISSISSIPPI RIVER	
Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	834.9 km = 517.6 mi
3	Suspension [13]	1	Truss - Deck [09]	Year built	1935
				Year reconstructed	1975
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	1034.2 m = 3393.2 ft	Length of maximum span	225.6 m = 740.2 ft	Deck width, out-to-out	7.8 m = 25.6 ft
Inventory Route, Total Horizontal Clearance	7 m = 23.0 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	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.9 metric ton = 23.0 tons
0.2 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	34.5 metric ton = 38.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

### 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	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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	49.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	June 2010 [0610]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2009 [1009]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2010 [0610]
Other special inspection	Not needed [N]	Other special inspection date	

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]	Scott County [163]	Unknown [00587]	#Num!	41-31-03 = 41.517500	090-30-47 = - 90.513056
47290	Highway agency district 6	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 74	I-74 (EB-SB)	Toll On free road [3]	Features intersected	MISSISSIPPI RIVER	
Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	834.9 km = 517.6 mi
3	Suspension [13]	1	Truss - Deck [09]	Year built	1960
				Year reconstructed	1975
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	1034.2 m = 3393.2 ft	Length of maximum span	225.6 m = 740.2 ft	Deck width, out-to-out	8.3 m = 27.2 ft
Inventory Route, Total Horizontal Clearance	7 m = 23.0 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	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	28.8 metric ton = 31.7 tons
0.2 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	32.3 metric ton = 35.5 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

### 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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="56.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="June 2010 [0610]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="October 2009 [1009]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="June 2010 [0610]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text" value=""/>

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]	Rock Island County [161]	Moline [49867]	MOLINE	41-31-18 = 41.5	090-30-48 = -90.5
81990117701	Highway agency district 2	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 74	I 74 EB-SB	Toll On free road [3]	Features intersected MISSISSIPPI RIVER		
Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	3.2 km = 2.0 mi
3	Suspension [13]	41	Mixed types [20]	Year built	1960
				Year reconstructed	1975
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	1569.4 m = 5149.2 ft	Length of maximum span	225.6 m = 740.2 ft	Deck width, out-to-out	8 m = 26.2 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	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.4 metric ton = 35.6 tons
0.1 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	44.1 metric ton = 48.5 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	35400	Average daily truck traffi	6	%	Year	2007	Future average daily traffic	35400	Year	2032	
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	2		Approach roadway width	12.2 m = 40.0 ft				
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		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	20.1 m = 65.9 ft			Navigation horizontal clearance	216.4 m = 710.0 ft						
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	4.8 m = 15.7 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	17739000	Roadway improvement cost	1774000						
	Length of structure improvement	1569.4 m = 5149.2 ft			Total project cost	26609000				
	Year of improvement cost estimate									
	Border bridge - state	Unknown [197]				Border bridge - percent responsibility of other state	50			
	Border bridge - structure number	47290								

## 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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	58.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	June 2010 [0610]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2009 [1009]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2010 [0610]
Other special inspection	Not needed [N]	Other special inspection date	

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]	Rock Island County [161]	Moline [49867]	MOLINE	41-31-19 = 41.5	090-30-48 = -90.5
81990217702	Highway agency district 2	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 74	I 74 WB-NB	Toll On free road [3]	Features intersected MISSISSIPPI RIVER		
Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	1.6 km = 1.0 mi
3	Suspension [13]	35	Mixed types [20]	Year built	1935
				Year reconstructed	1975
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	1529.4 m = 5018.0 ft	Length of maximum span	225.6 m = 740.2 ft	Deck width, out-to-out	8.2 m = 26.9 ft
Inventory Route, Total Horizontal Clearance	7.1 m = 23.3 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	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.4 metric ton = 35.6 tons
0.1 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	44.1 metric ton = 48.5 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	35400	Average daily truck traffi	6	%	Year	2007	Future average daily traffic	35400	Year	2032	
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	2		Approach roadway width	12.2 m = 40.0 ft				
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		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	18.2 m = 59.7 ft			Navigation horizontal clearance	216.4 m = 710.0 ft						
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.49 m = 18.0 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	17883000	Roadway improvement cost	1788000						
	Length of structure improvement	1529.5 m = 5018.3 ft			Total project cost	26825000				
	Year of improvement cost estimate									
	Border bridge - state	Unknown [197]				Border bridge - percent responsibility of other state	50			
	Border bridge - structure number	47280								

## 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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	60.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	June 2010 [0610]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2009 [1009]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2010 [0610]
Other special inspection	Not needed [N]	Other special inspection date	