

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] Hamilton County [079] Unknown [00000] 882530 42-24-20 = 42.405556 093-48-40 = - 93.811111

171910 Highway agency district 1 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 LOCAL Toll On free road [3] Features intersected BOONE RIVER

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

1 Truss - Thru [10] 2 Stringer/Multi-beam or girder [02] Year built 1907 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 63.1 m = 207.0 ft Length of maximum span 47.6 m = 156.2 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 4.8 m = 15.7 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Wood or Timber [8]

Type of wearing surface Wood or Timber [7]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.8 km = 0.5 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 6.3 metric ton = 6.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 7.2 metric ton = 7.9 tons

Bridge posting Design Load

Functional Details

Average Daily Traffic	40	Average daily truck traffi	12	%	Year	2007	Future average daily traffic	64	Year	2028
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	7.3 m = 24.0 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	4.85 m = 15.9 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	785000	Roadway improvement cost	79000						
	Length of structure improvement	72.6 m = 238.2 ft		Total project cost	1178000					
	Year of improvement cost estimate	2009								
	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 replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Better than present minimum criteria [7]
Condition ratings - deck	Poor [4]		
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	20
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	November 2008 [1108]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2007 [1107]
Other special inspection	Every year [Y12]	Other special inspection date	November 2008 [1108]