

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] | Boone County [015] | Unknown [00000] | 842726 | 42-03-40 = 42.061111 | 093-57-00 = - 93.950000 |
| 77840 | 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 OVER UP RR | | |
| Design - main Steel [3] | Design - approach Wood or timber [7] | Kilometerpoint 0 km = 0.0 mi | | | |
| 1 | Truss - Thru [10] | 6 | Stringer/Multi-beam or girder [02] | Year built #Num! | Year reconstructed N/A [0000] |
| | | | | Skew angle 10 | Structure Flared |
| | | | | Historical significance Bridge is possibly eligible for the NRHP. [3] | |
| Total length 39.6 m = 129.9 ft | Length of maximum span 14.3 m = 46.9 ft | Deck width, out-to-out 5.8 m = 19.0 ft | Bridge roadway width, curb-to-curb 5.4 m = 17.7 ft | | |
| Inventory Route, Total Horizontal Clearance 5.4 m = 17.7 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 16.1 km = 10.0 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 5.4 metric ton = 5.9 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 8.1 metric ton = 8.9 tons |
| | Bridge posting | | Design Load | |

Functional Details

| | | | | | | | | | | |
|---|---|----------------------------|---|--------------------------------|------|--|----------------------------------|----|------|------|
| Average Daily Traffic | 25 | Average daily truck traffi | 0 | % | Year | 2003 | Future average daily traffic | 41 | Year | 2028 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 2 | | Approach roadway width | 7.9 m = 25.9 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 | Railroad [2] | | Lanes under structure | 0 | | Navigation control | Not applicable, no waterway. [N] | | | |
| 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 | 99.99 m = 328.1 ft | | | |
| Minimum lateral underclearance reference feature | Railroad beneath structure [R] | | | | | | | | | |
| Minimum lateral underclearance on right | 3.7 m = 12.1 ft | | | | | Minimum lateral underclearance on left | 3.7 m = 12.1 ft | | | |
| Minimum Vertical Underclearance | 6.43 m = 21.1 ft | | Minimum vertical underclearance reference feature | Railroad beneath structure [R] | | | | | | |
| Appraisal ratings - underclearances | Somewhat better than minimum adequacy to tolerate being left in place as is [5] | | | | | | | | | |

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 | 456000 | Roadway improvement cost | 46000 |
| | Length of structure improvement | 48.8 m = 160.1 ft | Total project cost | 684000 |
| | 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 | Posted for load [P] | Appraisal ratings - structural | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - superstructure | Serious [3] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - substructure | Serious [3] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - deck | Poor [4] | | |
| Scour | Bridge not over waterway. [N] | | |
| Channel and channel protection | Not applicable. [N] | | |
| Appraisal ratings - water adequacy | N/A [N] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 25.7 |
| 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 | May 2008 [0508] | Designated inspection frequency | 12 Months |
| Underwater inspection | Unknown [N00] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | May 2008 [0508] |
| Other special inspection | Every year [Y12] | Other special inspection date | May 2008 [0508] |