

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] | Winneshie County [191] | Unknown [01510] | 752512 | 43-08-30 = 43.141667 | 091-56-30 = - 91.941667 |
| 346300 | Highway agency district 2 | Owner City or Municipal Highway Agency [04] | Maintenance responsibility City or Municipal Highway Agency [04] | | |
| Route 0 | SW STREET | Toll On free road [3] | Features intersected ROGERS CREEK | | |
| Design - main Steel [3] | Design - approach | Kilometerpoint 0 km = 0.0 mi | Year built #Num! | Year reconstructed 1962 | |
| 1 | Truss - Thru [10] | 0 | Other [00] | Skew angle 0 | Structure Flared |
| | | Historical significance | | Bridge is possibly eligible for the NRHP. [3] | |
| Total length 23.5 m = 77.1 ft | Length of maximum span 22.9 m = 75.1 ft | Deck width, out-to-out 6.1 m = 20.0 ft | Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft | | |
| Inventory Route, Total Horizontal Clearance 5.8 m = 19.0 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 | Monolithic Concrete (concurrently placed with structural deck) [1] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|----------------------------------|------------------|-----------------------------|
| Bypass, detour length 1.6 km = 1.0 mi | Method to determine inventory rating | No rating analysis performed [5] | Inventory rating | 6.3 metric ton = 6.9 tons |
| | Method to determine operating rating | No rating analysis performed [5] | Operating rating | 18.9 metric ton = 20.8 tons |
| | Bridge posting | | Design Load | |

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

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - superstructure

Poor [4]

Appraisal ratings -
roadway alignment

Equal to present minimum criteria [6]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Fair [5]

Scour

Bridge with "unknown" foundation that has not been evaluated for scour. [U]

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

Equal to present minimum criteria [6]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

23.5

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

March 2009 [0309]

Designated inspection frequency

12

Months

Underwater inspection

Unknown [N00]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

March 2009 [0309]

Other special inspection

Unknown [N00]

Other special inspection date