HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Winneshiek County [191]	Unknown [04030]	0	43-12-30 = 43.208333	091-57-00 = -91.950000

11010	Highway agency district: 2	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		MAIN ST	Toll: On free road [3]	Features intersected: TURKEY RIVER	

Design - main: Steel continuous [4]	Design - approach:	Kilometerpoint: 0 km = 0.0 mi			
3	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1950	Year reconstructed: N/A [0000]
				Skew angle: 30	Structure Flared:
				Historical significance: Bridge is possibly eligible for the NRHP. [3]	

Total length: 51.8 m = 170.0 ft	Length of maximum span: 20.1 m = 65.9 ft	Deck width, out-to-out: 9 m = 29.5 ft	Bridge roadway width, curb-to-curb: 6.7 m = 22.0 ft				
Inventory Route, Total Horizontal Clearance: 6.4 m = 21.0 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 1.2 m = 3.9 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: 3.2 km = 2.0 mi	Method to determine inventory rating: No rating analysis performed [5]	Inventory rating: 16.9 metric ton = 18.6 tons			
	Method to determine operating rating: No rating analysis performed [5]	Operating rating: 24 metric ton = 26.4 tons			
	Bridge posting:	Design Load: M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic	440	Average daily truck traffi	8 %	Year	2005	Future average daily traffic	637
Year	2027						
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	9.8 m = 32.2 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	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	99.99 m = 328.1 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	552000	Roadway improvement cost	55000
Length of structure improvement	61.6 m = 202.1 ft	Total project cost	828000
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 - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Serious [3]		

Scour	Bridge with "unknown" foundation that has not been evaluated for scour. [U]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	23.9

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	April 2007 [0407]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	