HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Tama County [171]	Unknown [00000]	84132804	42-03-12 = 42.053333	092-22-35 = -92.376389

318690 | Highway agency district: 0 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | LOCAL | Toll: On free road [3] | Features intersected: SOUTH BRANCH SALT CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built: 1907	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is possibly eligible for the NRHP. [3]

Total length: 30.5 m = 100.1 ft | Length of maximum span: 29.9 m = 98.1 ft | Deck width, out-to-out: 4.9 m = 16.1 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: 0.6 km = 0.4 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 0 metric ton = 0.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 0 metric ton = 0.0 tons

Bridge posting: | Design Load:

Functional Details

Average Daily Traffic	25	Average daily truck traffi	0 %	Year	2009	Future average daily traffic	45
Year	2030						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	7.6 m = 24.9 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	5.26 m = 17.3 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	342000	Roadway improvement cost	34000
Length of structure improvement	150 m = 492.2 ft	Total project cost	
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	Bridge closed to all traffic [K]	Appraisal ratings - structural	
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure		Appraisal ratings - deck geometry	Equal to present desirable criteria [8]
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 protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	24.2

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	September 2010 [0910]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2006 [1206]
Other special inspection	Not needed [N]	Other special inspection date	