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 Info	rmation										43-21-30 =	091-40-10 = -
Iowa [19]	lowa [19] Winneshiek County [191]			Unkno	Unknown [00000] 990727						91.669444	
348350		Hi	Highway agency district 2			Owner County Highway Agency [02]			Maintenance	e responsibility	County Highway	Agency [02]
Route 0			LC	OCAL ROAD		Toll On free road [3]			Features intersected CANOE CREEK			
main	0			Design - approach	Other [00]		Kilometerpoint  0 km = 0.0 mi  Year built #Num!  Year reconstructed N/A [0000]  Skew angle 0  Structure Flared					
Historical significance  Bridge is possibly eligible for the NRHP. [3]  Total length  20.4 m = 66.9 ft  Length of maximum span 20.1 m = 65.9 ft  Deck width, out-to-out 5 m = 16.4 ft  Bridge roadway width, curb-to-curb 4.9 m = 16.1  Inventory Route, Total Horizontal Clearance  4.6 m = 15.1 ft  Curb or sidewalk width - left  O m = 0.0 ft												
Deck structure type Wood or Timber [8]				er [8]								
Type of wearing surface  Bituminous [6]												
Deck prote	Deck protection											
Type of me	embrane/we	earing sui	ırface									
Weight Li	mits											
7.	letour lengtl	n Meth	Method to determine inventory rating			No rating analysis performed [5]		Inven	tory rating	1.8 metric ton =	2.0 tons	
0.5 km = 0.3 mi		Method to determine operating rating			rating I	No rating analysis per		Opera	erating rating 2	2.7 metric ton = 3.0 tons	3.0 tons	
		Brid	lge postinç	g				Desig	n Load			

Functional Details									
Average Daily Traffic 10 Average daily tr	uck traffi 0 % Year 2001 Future average daily traffic 10 Year 2029								
Road classification Local (Rural) [09]	Lanes on structure 2 Approach roadway width 4.9 m = 16.1 ft								
Type of service on bridge Highway [1]	Direction of traffic 2 - way traffic [2]  Bridge median								
Parallel structure designation No parallel structure	e 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 F	eature 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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost 127000 Roadway improvement cost 20000								
acterioration of madequate strength. [55]	Length of structure improvement 30.5 m = 100.1 ft Total project cost 147000								
	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 lo	Appraisal ratings - structural	Basically intolerable requiring high priority of corrrective action [3]								
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment  Meets minimum tolerable limits to be left in place as is [4]			to be left in place as is [4]					
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]							
Condition ratings - deck	Fair [5]									
Scour	Bridge with "unknown" founda	Bridge with "unknown" foundation that has not been evaluated for scour. [U]								
Channel and channel protection	Bank is beginning to slump. I minor stream bed movement	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 adequac	Meets minimum tolerable limi	Meets minimum tolerable limits to be left in place as is			Structurally deficient [1]					
Pier or abutment protection					24.5					
Culverts Not applicable. Used	if structure is not a culvert. [N]									
Traffic safety features - railings										
Traffic safety features - transition	ns									
Traffic safety features - approach	n guardrail									
Traffic safety features - approach guardrail ends										
Inspection date March 2009 [0309] Designated inspection frequency 12 Months										
Underwater inspection	Unknown [N00]	Underwater inspec	ction date							
Fracture critical inspection	Every year [Y12]	Fracture critical in:	spection date	March 2009 [03	09]					
Other special inspection	Unknown [N00]	Other special insp	ection date							