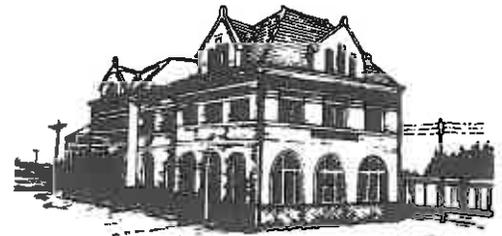


City of
CRESTON, IOWA

116 W. Adams • P.O. Box 449 • Creston, Iowa 50801-0449
Phone 641-782-2000 • Fax 641-782-6377



Creston's Restored Depot and City Hall

MAYOR: Warren Woods
COUNCIL: Randy White, Rich Madison, Ann Levine,
Marsha Wilson, Dave Koets, Gary Lybarger, Nancy
Loudon
CITY CLERK: Lisa Williamson
CITY ADMINISTRATOR: Mike Taylor
CITY ATTORNEY: Skip Kenyon & Marion James

Regular Meeting Agenda
City Hall/Restored Depot
Council Chambers
Tuesday, January 6, 2015
6:00 p.m.
01/05/2015 8:43 AM

1. **Call Meeting to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Consideration of Agenda**
5. **Consider Adoption of the Consent Agenda – NOTE: These items are routine items and will be enacted by one motion without separate discussion unless a Council member requests an item be removed for separate consideration.**
 1. **Minutes:** December 16, 2014 – Regular Meeting
 2. **Claims & Fund Transfers:**
 - i. **Total Claims** - \$260,879.05
 - ii. **Fund Transfers** - \$256,935.32
 3. **Liquor License Renewals:** Dollar General – Class BC w/Sunday Sales
6. **Public Forum – the Mayor and City Council welcome comments from the public on any subject pertaining to City business, including items on this agenda. You are asked to state your name and address for the record and to limit your remarks to 3 minutes in order that others may be given the opportunity to speak. The Order of Business is at the discretion of the Chair. No action will be taken.**
7. **New Business**
 1. **Public Hearing** on proposed gas and electric franchise ordinances
 2. **Resolution** Providing for Surety Bond/Blanket Position Bond
 3. **Resolution** to approve modified Airport Layout Plan (ALP)
 4. **Resolution** to approve Grant Agreement between Iowa Watershed Improvement Review Board (WIRB) and the City of Creston – Hurley Creek and McKinley Lake Watershed
 5. **Resolution** to approve Agreement with C.J. Cooper & Associates for Administrative Services related to drug and alcohol testing
 6. **Resolution** to approve RPA 14 ATURA Surface Transportation Program (STP) Application for funds for the Adams Street Bridge Replacement Project
 7. **Resolution** to appoint Rich Flynn to the Water Board of Trustees with term expiring 12/31/20
8. **Other**
9. **Adjournment**

RPA 14/ATURA
Surface Transportation Program (STP)
APPLICATION FOR FUNDS

Please provide the following information when applying to RPA 14/ATURA for Surface Transportation Program (STP) funding for projects you propose to include in the RPA 14/ATURA Transportation Improvement Program (TIP) FY 2016 – 2019 by January 2, 2015.

Applicant(s): City of Creston

Project Name: Adams Street Bridge

Lead Agency if Multi-Jurisdictional: _____

Classification of project: (Check those that apply)

- Construction, reconstruction, resurfacing, restoration, and rehabilitation.
- Operation improvements
- Capital costs for transit projects and publicly owned intra-city and intercity bus terminals or facilities
- Highway and transit safety programs
- Surface transportation planning, highway and transit technology transfer activities, and research and development
- Capital and operating costs for traffic management and control
- Fringe and corridor parking facilities
- Most transportation control measures in the Clean Air Act
- Development and establishment of management systems
- Enhancements

Provide a brief narrative describing your project:

This project will replace an aging deteriorated bridge constructed in 1940. The bridge over Hurley Creek at the entrance of McKinley Lake on Adams Street must be replaced to ensure safe passage. Regular inspection of the bridge shows cracking, aging & spalling with deteriorated overlay.

Explain why STP funds are needed and provide a preliminary budget showing the source of all funds:

STP Funds are needed because the engineers estimates exceed budget by \$737,275.

Federal Fiscal Year: 2015

Total Cost: \$ 1,737,275

Federal Participation Requested: \$ 1,371,975 79 %

Non-FHWA Match: \$ 365,300 21 %

City Bridge
 STP - HBP
 ATURA STP

\$1,000,000
\$ 371,975
\$ 1,371,975

Roadway or bike/pedestrian Projects:

County: Union

City: Creston

Route/Street/Bridge ID#: 002/20

Annual Average Daily Traffic: 1,100 (Year of count 2012)

Length (Miles): 1/4

Beginning Point Lakeshore Drive Termini: Cottonwood Road

Type of Work: removal of existing bridge & construction of a new bridge

Contact Person / Phone / E-mail: mike@crestoniowa.org

Please attach a narrative describing how this project addresses the following ranking criteria:

1. The degree to which the proposed project fulfills the intent of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the goals and priorities of RPA 14/ATURA and its most recent Long Range Transportation Plan. (See attached ATURA Action Plan & Priorities)
2. Projects that encourage economic vitality - jobs created through construction or ongoing use of project, promotes tourism, enhances freight movement, enhances movement of workers or consumers, or improves business opportunities.
3. Projects that enhance inter-connectivity through pedestrian/bicycle/sidewalk facilities, transit connections, or improves connectivity to a road classified as arterial or higher, improves freight connectivity or access to multiple modes of transportation.
4. Projects that demonstrate environmental justice (to what extent does the project serve minority, disabled or low-income persons or improve access to essential services for the population in general).
5. Projects that demonstrate significant system use and scale (# of persons/vehicles impacted by project, contribution to regional transportation system, impact of project on quality of life).
6. Projects with an assured local match (non-federal funds) of more than the minimum 20 percent or that leverage additional funding sources.

CHECKLIST: The following items must be submitted along with this application

- Project Location Map(s) (if applicable)
- Resolution from Sponsoring Entity
 - Commitment of matching funds
 - Statement agreeing to project maintenance
- Reproducible site map that clearly outlines the project area (if applicable)
- Letter of Support from County Board of Supervisors (if City is Applicant) * HNS BEEN
- Narrative addressing ranking criteria

Requested
12-23-14 MT

Return By January 2, 2015 To:
 RPA 14/ATURA
 Southern Iowa Council of Governments
 101 East Montgomery Street, PO Box 102
 Creston, IA 50801
 Fax 641-782-8491

IF YOU DESIRE ADDITIONAL INFORMATION OR WOULD LIKE TO DISCUSS THE APPLICATION OR YOUR PROJECT, PLEASE CONTACT:

Becky Nardy, Transportation/Planner 641-782-8491 nardy@sicog.com

RPA 14 / ATURA Surface Transportation Program (STP) Application for Funds

Narrative:

- 1. The replacement of the bridge at Adams Street and McKinley Lake is required because the condition of the bridge deteriorates yearly. The estimated remaining life of the bridge in October 2012 was five years. Bridge replacement and safety improvements are a priority for the region.**
- 2. The bridge replacement project will promote economic benefits not only for the jobs that are created but also because McKinley Lake is a focal point of McKinley Park where many visitors enjoy events year round. The bridge is on a collector route.**
- 3. The replacement of the bridge will continue to allow a direct connection to our main uptown business district and agricultural businesses. The bridge is designed for a walking trail / bike trail along the north side of the bridge.**
- 4. Access to the lake and park are at no cost to those who want to take advantage of those assets.**
- 5. Traffic statistics from 2012 show that the average daily traffic is 1100. The bridge on Adams Street is classified as a collector. The trail planned around McKinley Lake that will cross this bridge will connect to an existing recreational trail that crosses the City of Creston and proceeds north to Green Valley State Park. This heavily used recreational facility is a valuable quality of life asset to the area.**
- 6. The City of Creston will fund any remaining balance to complete the project. The estimated local match is 21%**

QUALIFYING CRITERIA – SURFACE TRANSPORTATION PROJECTS

1. **To be eligible as a Surface Transportation Program activity, any project or area served by the project must fit one or more of the following categories:**
 - Construction, reconstruction, resurfacing, restoration, and rehabilitation.
 - Operation improvements
 - Capital costs for transit projects and publicly owned intra-city and intercity bus terminals or facilities
 - Highway and transit safety programs
 - Surface transportation planning, highway and transit technology transfer activities, and research and development
 - Capital and operating costs for traffic management and control
 - Fringe and corridor parking facilities
 - Most transportation control measures in the Clean Air Act
 - Development and establishment of management systems
 - Transportation Alternatives

NOTE: This list is exclusive; a project must fit into one of the categories to be eligible for Surface Transportation Program funds.

2. **Projects must have an assured local (non-federal funds) match of at least 20 percent of the estimated total cost of the proposed project.**

The Moving Ahead for Progress in the 21st Century (MAP-21) Act requires a non-federal match of at least 20% of federal project costs. Assurance of this required local match by the applicant at the time of the application indicates a necessary level of support by the applicant to immediately proceed with the project development and implementation.
3. **Projects must be submitted through incorporated cities or a public transit agency within the region.**

Moving Ahead for Progress in the 21st Century (MAP-21) federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation. RPA 14/ATURA provides Surface Transportation Program (STP) funding for projects within smaller cities and towns eligible for federal aid. STP funds are available as a reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project. All applications for STP funds by cities of less than 5,000 population, shall first be submitted to their respective County Board of Supervisors for review and a letter of support. (Financial support is not required from the Board of Supervisors.) Transit capital project reimbursements will not exceed the allowable federal level.
4. **Projects/project bundles must have a minimum estimated total cost of \$25,000.**

Project proposers can “bundle” projects together to meet this minimum. Communities may want to consider using joint powers agreements for implementing bundled projects, although it is not required as long as there is one lead county or city to oversee the project.
5. **Roadway projects must be proposed on eligible roads.**

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), federal aid eligible bridge projects on public roads, transit capital projects, and intracity and intercity bus terminals and facilities. Applicants should refer to the Federal Functional Classification map available at their county engineer’s office, the Southern Iowa Council of Governments office, or the Iowa Department of Transportation website http://www.iowadot.gov/systems_planning/fedfuncclass.html to check eligibility.

ATURA ACTION PLAN EXCERPTED FROM ATURA 2010 – 2030 LRTP

The following improvements are identified needs or suggested improvements to the regional transportation network. This is not a list of programmed activities and is not project specific. It is a tool to be used as justification for Transportation Improvement Program project development over the next 20 years.

HIGHWAYS and BRIDGES

- Maintain the existing regional highway network, initiating improvements at the federal, state, county and city level as needed. As a complete network, preservation, reconstruction, bridge replacement and rehabilitation, and safety improvements are a higher priority than capacity building and new facility construction.

TRANSIT

- Include Transit Advisory Committee & Passenger Transportation Plan Advisory Group input in decision-making process where applicable.
- Develop new areas of service, where feasible, and attract new patrons without compromising service to existing patrons.
- Replace the transit fleet as necessary and as funds allow.
- Study the feasibility of constructing or acquiring a new fleet maintenance/office facility for Southern Iowa Trolley that provides a secure covered parking area, maintenance and vehicle washing facility, and adequate office space with parking.

RAIL

- Include railroads in decision-making process where applicable.
- Work with railroads to improve crossing safety, especially when improvements are being made on the regional transportation network.
- Support the widening of Iowa Highway 25 viaduct in Creston, should BNSF list the project as a priority.
- Support rail access development at new and existing industrial parks.
- Support expansion of passenger rail services within the region.

AIR

- Support facility updates and expansions of the five public airports in the region.

TRAILS & SIDEWALKS

- Focus new trail development at specific sites. Geographic distances and limited funding limit the extent of developing a locally funded and maintained regional trail network. Regional funding on trails is best spent at specific sites, or connecting adjacent sites and facilities.
- Place development priorities on facilities that address the greatest public use and need as well as enhance the safety of cyclists and pedestrians.

INTERMODAL

- Investigate the opportunities of intermodal facility development in the region with emphasis on value-added agriculture development.

ENHANCEMENTS

- Continued use of regional enhancement funding to support eligible projects. Place development priorities on facilities that address the greatest public use and need.

TECHNOLOGY

- Support continued development of Geographic Information System (GIS) services and other forms of technology throughout the region and further integrate them into the transportation planning process.

YEARS 6-20 PRIORITIES EXCERPTED FROM ATURA 2010 – 2030 LRTP

Priorities are listed by transportation mode and are meant to complement items in the Action Plan and provide direction for the planning of future projects.

Highway

Continue ongoing rehabilitation of existing roads and bridges
Develop or improve roadways as needed to enhance economic development
Improve roadways as needed to enhance safety

Transit

Provide safe, efficient, effective and quality service
Replace or expand Southern Iowa Trolley fleet as needed
Promote mobility
Study the feasibility of construction or purchase of a fleet maintenance and storage facility

Pedestrian Facilities

Develop trails to increase quality of life
Maintain and promote connection of existing trails
Promote community efforts to repair or construct sidewalks for safety and mobility

Aviation

Expand runways as needed to promote economic development
Support facility updates and expansions at airport facilities to ensure quality services

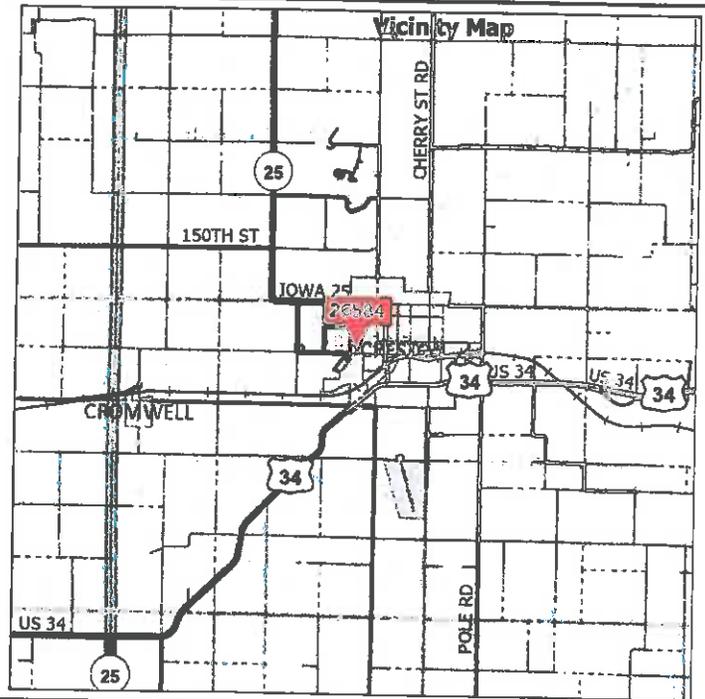
Rail

Pursue safety improvements at rail crossings
Support rail access development to enhance economic development
Promote passenger rail opportunities throughout the region
Support the widening of the Highway 25 viaduct in Creston, should BNSF pursue this project

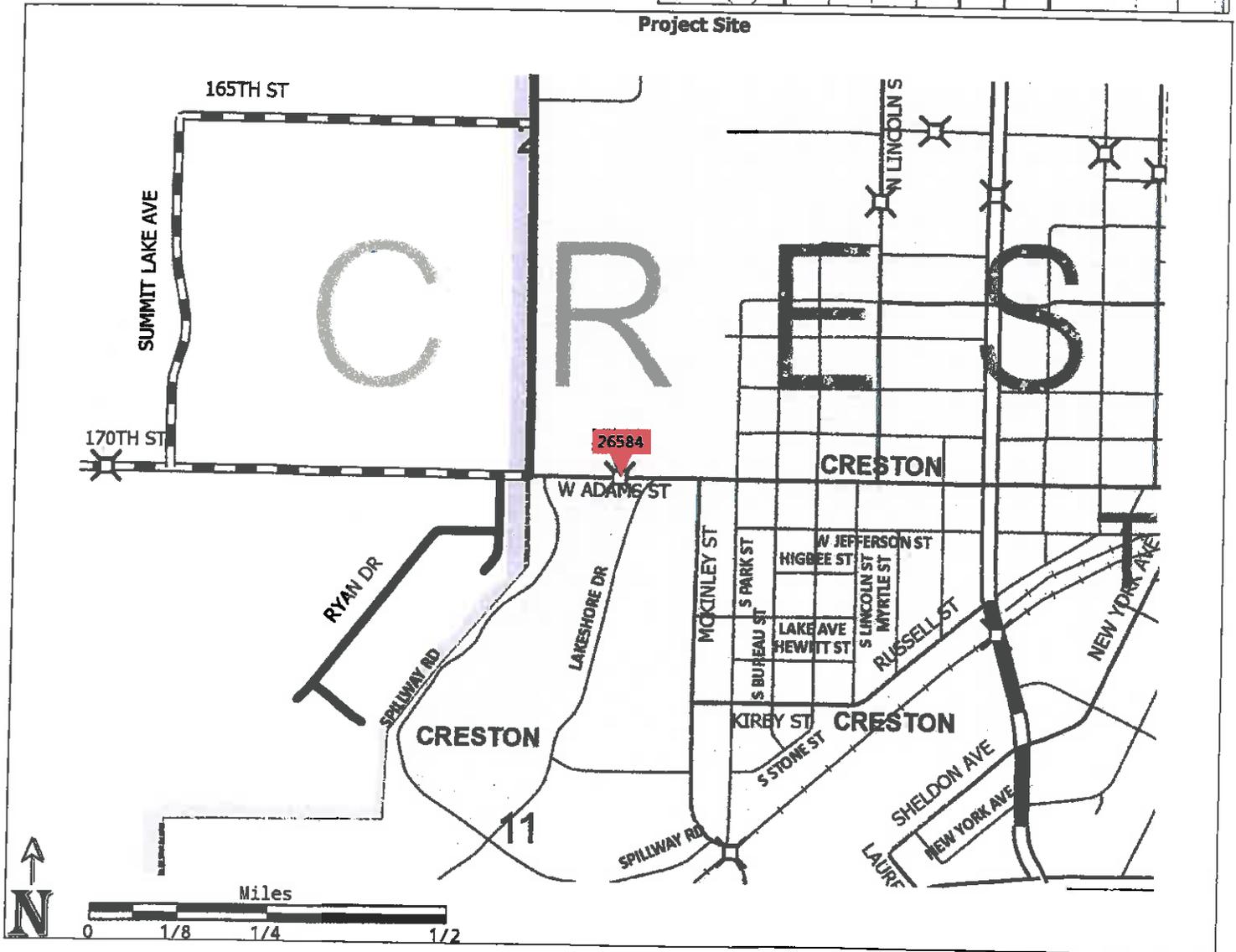
Intermodal

Support opportunities of intermodal facility development in or near the region with emphasis on value-added agriculture

Sponsor Creston
Identity BRM-1710(610)--8N-88
TPMS# 26584
TIP# 50342
NBIS# 2720
Location In the city of Creston, On W ADAMS ST, Over MCKINLEY LAKE
Characteristics Minor Arterial / 0 /
Type of Work Bridge Replacement



Project Site



Current Funding	
FY2015	
FA (City Bridge STP-HBP)	788,000
Regional STP	0
Local Effort	197,000
Total Project Cost	985,000
Total Federal Aid (FA)	788,000
% FA Participation*	80%

Revised Funding - using available Regional STP	
FY2015	
FA (City Bridge STP-HBP)	1,000,000
Available Regional STP	184,000
Local Effort	553,275
Total Project Cost	1,737,275
Total Federal Aid (FA)	1,184,000
% FA Participation*	

#1 Revised Funding - Borrowing Ahead Regional STP 5 yrs (through FY2020)	
FY2015	
FA (City Bridge STP-HBP)	1,000,000
Available Regional STP	184,000
Borrowed STP	187,975
Local Effort	365,300
Total Project Cost	1,737,275
% FA Participation*	79%
Total Federal Aid (FA)	1,371,975

Annual Allocation # of Years
37,595 5

*80% of Total Project Cost is the maximum amount of Federal Aid dollars allowed in a project. City Bridge STP-HBP, Regional STP and Borrowed STP are all federal aid dollars. Their total cannot exceed 80% of the total project cost.)

#2 Revised Funding - Borrowing Ahead Regional STP 4 yrs (through FY2019)	
FY2015	
FA (City Bridge STP-HBP)	1,000,000
Available Regional STP	184,000
Borrowed STP	150,360
Local Effort	402,875
Total Project Cost	1,737,255
% FA Participation*	77%
Total Federal Aid (FA)	1,334,360

37,595 4

Amount of local match from the City is shown in pink

CRESTON DETAIL

Creston: Available STP Funding							October 14, 2014 (Through June 30, 2014 - 3rd Quarter FY14)	
Funding Year	Project Description	Project Number	STP Used	ATURA Allocation	Creston (3.7%)	Available		
2000				\$820,352	\$30,353	\$77,288		
2001				\$841,140	\$31,122	\$108,410		
2002				\$876,629	\$32,435	\$140,845		
2003				\$876,430	\$32,428	\$173,273		
2004				\$847,920	\$31,373	\$204,646		
2005	N. Cherry St. - Townline to P33	STP-U-1710(605)--70-88	\$160,000			\$44,646		
2006				\$919,101	\$34,007	\$78,653		
2007				\$719,214	\$26,611	\$105,264		
2008				\$702,341	\$25,987	\$131,251		
2009				\$829,446	\$30,690	\$161,941		
				\$910,012	\$33,670	\$195,612		
	E. Prairie St. - Cherry to Mulberry	ESL-1710(609)--7S-88	\$14,000			\$181,612		
2010				\$966,986	\$35,778	\$217,390		
	P27 from IA25 North to 130th St	STP-S-C088(42)--5E-88	\$219,000			(\$1,610)		
2011				\$1,057,803	\$39,139	\$37,529		
	E. Prairie St. - Cherry to Mulberry	ESL-1710(609)--7S-88	\$11,841			\$25,688		
2012				\$1,113,217	\$41,189	\$66,877		
2013				\$1,129,996	\$41,810	\$108,687		
2014				\$1,013,958	\$37,516	\$146,203		
2015				\$1,016,077	\$37,595	\$183,798		
2016				\$1,016,077	\$37,595	\$221,393		
2017				\$1,016,077	\$37,595	\$258,988		
2018				\$1,016,077	\$37,595	\$296,583		
			\$404,841	\$17,688,853	\$654,488			
estimates								
Funds estimated to be available in FY2015-2018 (please subtract any FY2014 projects not yet shown)								



CALHOUN-BURNS AND ASSOCIATES, INC.
CONSULTING ENGINEER
WEST DES MOINES, IOWA

BRIDGE INSPECTION REPORT

Bridge No. <u>002720</u>	Bridge Type <u>STEEL I-BEAM</u>	Date <u>10/19/2012</u>
FHWA No. <u>002720</u>	Crossing (over) <u>MCKINLEY LAKE OUTLET</u>	Inspector <u>EMS</u>
Street Name <u>ADAMS ST.</u>	Township <u>DOUGLAS</u>	City <u>CRESTON</u>
Sect. <u>11 T- 72 N, R- 31 W</u> Suff. Rating <u>26</u>	Est. Remaining Life <u>5</u> Yrs	ADT <u>1100</u>
Operating Rating <u>25.8</u> Inventory Rating <u>15.4</u>	Fracture Critical <input type="checkbox"/>	Item 113 Code <u>8</u>
		Year Built <u>1940</u>
		Yr. Reconst.

POSTED LOAD LIMITS

Posted Loading	<input type="checkbox"/> One Lane <input type="checkbox"/> Narrow	Object Markers
Legibility: <u>8</u>		<u>7</u>
Visibility: <u>7</u>		<u>6</u>
Comments: <u>421,534,639</u>	<u>NONE</u>	<u>RESET SW. # NW.</u>
<u>"ALL VEH'S"</u>		

72. APPR. ALIGNMENT COND. RATING REMARKS

1. Alignment	<u>6</u>	
2. Approach Slab	<u>-</u>	
3. Relief Joints	<u>-</u>	
4. Approach - Guardrail	<u>NONE</u>	
Pavement	<u>6</u>	<u>CRACKS</u>
Embankment	<u>6</u>	
INSPECTOR'S CONDITION RATING	<u>6</u>	

58. DECK ITEM CONDITION RATING REMARKS

1. Wearing Surface	<u>5</u>	<u>CRACKING, 5" H.M.A. OVERLAY DETERIORATED ON 6-1/2" P.C.C.</u>
2. Deck- Structural Condition	<u>4</u>	<u>SPALLING UNDER</u>
3. Curbs	<u>-</u>	
4. Median	<u>-</u>	
5. Sidewalks	<u>-</u>	
6. Parapet	<u>-</u>	
7. Railing	<u>5</u>	<u>SPALLING</u>
8. Paint	<u>5</u>	
9. Drains	<u>5</u>	
10. Lighting Standards	<u>-</u>	
11. Utilities	<u>-</u>	
12. Joint Leakage	<u>-</u>	
13. Expansion Joints and Devices	<u>-</u>	
14. Record Elevations (if available) @ CL Brgs and Spans	<u>-</u>	

INSPECTOR'S CONDITION RATING **4**

59. SUPERSTRUCTURE

1. Bearing Devices	<u>-</u>	
2. Stringers	<u>4</u>	<u>9-18" x 6" x 1/2" @ 29-1/2" O.C. SPA w/2 CONCRETE ARCHES @ ENDS</u>
Lateral Support (<u>FULL</u>)		
3. Girders/Beams	<u>4</u>	
Lateral Support ()		
4. Floor Beams	<u>-</u>	
Lateral Support ()		
5. Trusses - General	<u>-</u>	
Portals	<u>-</u>	
Bracing	<u>-</u>	
6. Paint	<u>-</u>	
7. Machinery (Movable Spans)	<u>-</u>	
8. Rivets or Bolts	<u>-</u>	
9. Welds - Cracks	<u>-</u>	
10. Rust	<u>4</u>	
11. Timber Decay	<u>-</u>	
12. Concrete Cracking	<u>-</u>	
13. Collision Damage	<u>-</u>	
14. Deflection Under Load	<u>6</u>	
15. Alignment of Members	<u>6</u>	
16. Vibration Under Load	<u>6</u>	

INSPECTOR'S CONDITION RATING **4**

CONDITION RATING

(Use for SIA items 58, 59, 60, 61, 62, 62)

Date: 10/19/2012

City: CRESTON

Bridge No.: 002720

Street Name: ADAMS ST.

- N Not Applicable
- 9 Excellent Condition
- 8 Very Good Condition - No problems noted.
- 7 Good Condition - Some minor problems.
- 6 Satisfactory Condition - Structural Elements show minor deterioration
- 5 Fair Condition - Primary structural elements have minor section loss, spalling, cracking or scour.
- 4 Poor Condition - Advanced section loss, deterioration, spalling or scour. Posting for some truck traffic is warranted.
- 3 Serious Condition - Primary structural elements affected by section loss, deterioration, cracking or scour. Posting for most truck traffic is warranted immediately.
- 2 Critical Condition - Advanced deterioration of concrete or steel and/or critical scour. Structure should be closed to all traffic.
- 1 "Imminent" Failure Condition - Major deterioration of structural elements. Structure is closed but corrective action may allow light service.
- 0 Failed Condition - Out of service and beyond repair.

60. SUBSTRUCTURE

ITEM	CONDITION RATING	REMARKS
1. Abutments - Caps	-	
Wings	5	CRACKS, AGING & DETERIORATING
Backwall	5	CRACKS, AGING
Footing	-	
Piles	-	
Erosion	6	
Settlement	-	
2. Piers or Bents - Caps	-	
Columns	-	
Footings	-	
Piles	-	
Scour	-	
Settlement	-	
3. Pile Bents	-	
4. Concrete Cracking	5	
5. Steel Corrosion	-	
6. Timber Decay	-	
7. Debris on Seats	-	
8. Paint	-	
9. Collision Damage	-	

INSPECTOR'S CONDITION RATING 5

61. CHANNEL CHANNEL PROTECTION

1. Channel Scour	7	LAKE INLET, WATER ABUT.-TO-ABUT.
2. Embankment Erosion	7	
3. Drift	7	
4. Vegetation	7	
5. Channel Change	-	
6. Fender System	-	
7. Spur Dikes and Jetties	-	
8. Riprap	-	
9. Adequacy of Opening	6	
10. Channel Depth (Top of Deck to Streambed)	-	

INSPECTOR'S CONDITION RATING 7

62. CULVERT RETAINING WALLS

1. Barrel - Concrete	-	
Steel	-	
Timber	-	
2. Headwall	-	
3. Cut-off Wall	-	
4. Adequacy	-	
5. Debris	-	

INSPECTOR'S CONDITION RATING N



FHWA # (Item 8): 2720 Report By: JPD Date: 11/01/2012
 Bridge ID: ADAMS ST Year Built (Item 27): 1940 Year Reconstructed (Item 106): 0
 Width C-C: 23.9 Width O-O: 25.3 Bridge Structure Type (Item 43): 302
 Feature Intersected (Item 6): MCKINLEY LAKE

STRUCTURAL INVENTORY AND APPRAISAL:

Design Load (Item 31): 0 - Unknown Lanes: 2
 Operating Rating (Item 64): 25.8 Tons/RF Rating Method (Item 63): 1
 Operating Rating is controlled by: (+) MOMENT critical location INTERIOR BEAM, 0.5 PT
 Inventory Rating (Item 66): 15.4 Tons/RF Rating Method (Item 65): 1
 Inventory Rating is controlled by: (+) MOMENT critical location INTERIOR BEAM, 0.5 PT

Comment:

(Calculations attached)

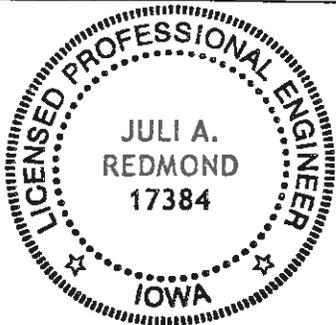
Deck (Item 58): 4 Superstructure (Item 59): 4 Substructure (Item 60): 5 Culvert (Item 62): N
 Bridge Posting (Item 70): 3

Load Rating Table

Load Type	One Lane Traffic				Two Lane Traffic				Recommended Posting
	Type	Tons	Type	Tons	Type	Tons	Type	Tons	2 Tons
Straight Truck	4		3		4	21	3		21
Truck - Semi-trailer	3S3		3S2		3S3	34	3S2		34
Truck - Full-trailer	3-3		SU7		3-3	39	SU7		39
Triple Axle Group	4or4S3		3S3orB		4or4S3	38	3S3orB	37	

Permit Vehicle Adequacy: 90K: _____ 136K A: _____ 136K B: _____ 156K: _____

STRUCTURAL RATING



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and I am duly licensed Professional Engineer under the laws of the State of Iowa.

Juli Redmond
Signature

11/01/2012
Date

Juli A. Redmond, P.E.
Printed or Typed Name

License No.: 17384

My license renewal date is December 31, 2012

Comments:

Channel Section

Custom Label	Distance From End of Bridge	Measurement Depth
E. ABUT.	0	0
	0	10.7
	18	10.3
	36	9.8
W. ABUT.	36	0

Date of Cross Section: 10/19/2012

Distance Measured From: EAST ABUTMENT

Depth Measured From: TOP OF RAIL

Comments:

