# HistoricBridges.org - National Bridge Inventory Data Sheet

**2019 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] | Linn County [113] | Unknown [00000] | 85051401 | 42-10-47.05 = 4 | 091-23-55.81 = -9 |

221950 | Highway agency district: 0 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | BURLINGHAM RD | Toll: On free road [3] | Features intersected: BUFFALO CR

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Aluminum, Wrought Iron or Cast Iron [9] | Design - approach | | Kilometerpoint | 195.7 km = 121.3 mi |
| 1 | Truss - Thru [10] | 0 | Other [00] | Year built | #Num! |
| | | | | Year reconstructed | N/A [0000] |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length | 33.5 m = 109.9 ft | Length of maximum span | 32.9 m = 107.9 ft | Deck width, out-to-out | 4.5 m = 14.8 ft | Bridge roadway width, curb-to-curb | 4.2 m = 13.8 ft |
| Inventory Route, Total Horizontal Clearance | 4.2 m = 13.8 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: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

## Weight Limits

| | | | | | |
|---|---|---|---|---|---|
| Bypass, detour length | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 11.7 metric ton = 12.9 tons | |
| 0 km = 0.0 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 17.1 metric ton = 18.8 tons | |
| | Bridge posting | 20.0 - 29.9 % below [2] | Design Load | | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 50 | Average daily truck traffi | 0 % | Year | 2017 | Future average daily traffic | 50 |
| Year | 2038 | | | | | | |
| Road classification | Local (Rural) [09] | Lanes on structure | 1 | Approach roadway width | 8.5 m = 27.9 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 | 2.74 m = 9.0 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

Work done by

| | | | |
|---|---|---|---|
| Bridge improvement cost | 0 | Roadway improvement cost | 0 |
| Length of structure improvement | 0 m = 0.0 ft | 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 corrrective action [3] |
| Condition ratings - superstructure | Serious [3] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrrective action [3] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of corrrective action [3] |
| Condition ratings - deck | Fair [5] | | |

| | |
|---|---|
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] |
| 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 | 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 | 15 |

| | |
|---|---|
| Culverts | Not applicable. Used if structure is not a culvert. [N] |

| | |
|---|---|
| Traffic safety features - railings | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - transitions | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - approach guardrail | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - approach guardrail ends | Inpected feature meets currently acceptable standards. [1] |

| | | | | |
|---|---|---|---|---|
| Inspection date | July 2018 [0718] | Designated inspection frequency | 24 | Months |

| | | | |
|---|---|---|---|
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | July 2018 [0718] |
| Other special inspection | Not needed [N] | Other special inspection date | |