

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

The National Bridge Inventory contains data submitted by state transportation 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]	86061904	42-14-39.23 = 4	091-35-04.27 = -9
223020	Highway agency district: 0	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]
Route 0		SUTTON RD	Toll	On free road [3]	Features intersected
					WAPSIPINICON RIVER
Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach		Kilometerpoint	1402.7 km = 869.7 mi
1	Truss - Thru [10]	2	Other [00]	Year built	1879
				Year reconstructed	1987
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is on the NRHP. [1]
Total length	63.4 m = 208.0 ft	Length of maximum span	48.2 m = 158.1 ft	Deck width, out-to-out	4.6 m = 15.1 ft
				Bridge roadway width, curb-to-curb	4.5 m = 14.8 ft
Inventory Route, Total Horizontal Clearance	4.5 m = 14.8 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
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	16.1 metric ton = 17.7 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	M 9 / H 10 [1]

Functional Details

Average Daily Traffic	140	Average daily truck traffi	0	%	Year	2017	Future average daily traffic	140	Year	2038
Road classification	Minor Collector (Rural) [08]		Lanes on structure	1		Approach roadway width	7 m = 23.0 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	3.38 m = 11.1 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

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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	16.9
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	June 2018 [0618]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2018 [0618]
Other special inspection	Not needed [N]	Other special inspection date	