## HistoricBridges.org - National Bridge Inventory Data Sheet

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						39-10-23.00 =	095-52-01.81
Kansas [20]	Shawnee County [177	']	Unknown [00000]	0.5N 0.5W OF GROVE		39.173056	= -95.867169
000890977104140	Highway agency	y district: 1	Owner County Highway	y Agency [02]	Maintenance responsibility	County Highway Ag	gency [02]
Route 0	NW 70	TH ST OSN 076	Toll On fre	ee road [3] Fe	atures intersected BIG SOLDI	ER CREEK	
Design - Concrete [1 main	]	Design - approach		'	n = 0.0 mi	[0000]	
1 Arch - Thru	[12]	0 Other	[00]	Year built 1927 Skew angle 0	Year reconstructed N/A Structure Flared	[0000]	
				Historical significance	Bridge is possibly eligible	e for the NRHP. [3]	
Total length 41.3 m =	= 135.5 ft Leng	gth of maximum sp	an 30.8 m = 101.1 ft	Deck width, out-to-out	7.7  m = 25.3  ft Bridge roa	dway width, curb-to-cu	urb 5.5 m = 18.0 ft
Inventory Route, Total	Horizontal Clearance	5.4 m = 17.7 ft	Curb or sidewalk w	idth - left $0 \text{ m} = 0.0 \text{ ft}$	Curb or sid	ewalk width - right	0 m = 0.0 ft
Deck structure type	Co	ncrete Cast-in-Pla	ce [1]				
Type of wearing surface	ce Bit	uminous [6]					
Deck protection							
Type of membrane/we	aring surface						
Weight Limits							
Bypass, detour length	Method to determine	ne inventory rating	Load Factor(LF) [1]	Inve	ntory rating 9 metric ton = 9	0.9 tons	
0.3 km = 0.2 mi	Method to determine	ne operating rating	Load Factor(LF) [1]	Ope	rating rating 13.6 metric ton	= 15.0 tons	
	Bridge posting 3	30.0 - 39.9 % belo	ow [1]	Desi	ign Load		

Functional Details									
Average Daily Traffic 115 Average daily tr	ruck traffi 0 % Year 2014 Future average daily traffic 115 Year 2027								
Road classification Local (Rural) [09]	Lanes on structure 2 Approach roadway width 7.9 m = 25.9 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  Minimum vertical clearance over bridge roadway  99.99 m = 328.1 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 Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial	Bridge improvement cost 172000 Roadway improvement cost 14000								
bridge roadway geometry. [31]	Length of structure improvement 48.8 m = 160.1 ft Total project cost 242000								
	Year of improvement cost estimate 2008								
	Border bridge - state Border bridge - percent responsibility of other state								
	Border bridge - structure number								

Condition ratings - deck  Fair [5]  Geck geometry  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  Pier or abutment protection  Culverts  Not applicable. Used if structure is not a culvert. [N]  Traffic safety features - rainsitions  Traffic safety features - approach guardrall  Traffic safety features - approach guardrall ends  Inspection date  January 2014 [0114]  Designated inspection frequency  Vinderwater inspection date  Fracture critical inspection  Not needed [N]  Underwater inspection date  Fracture critical inspection date  Fracture critical inspection date  Fracture critical inspection date	Inspection and Sufficiency							
Condition ratings - superstructure Condition ratings - substructure Condition ratings - deck Fair [5]  Appraisal ratings - deck Fair [5]  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  Pier or abutment protection  Not applicable. Used if structure is not a culvert. [N]  Traffic safety features - ratilings  Traffic safety features - approach guardrail  Designated inspection frequency 24 Months  Underwater inspection  Not needed [N]  Underwater inspection date  Fracture critical inspection date  Not needed [N]  Fracture critical inspection date  Not needed [N]  Fracture critical inspection date  Not needed [N]  Fracture critical inspection date	Structure status Posted for load [P]			Basically intolerable requiring high priority of replacement [2]				
Condition ratings - deck  Fair [5]  Geck geometry  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  Pier or abutment protection  Culverts  Not applicable. Used if structure is not a culvert. [N]  Traffic safety features - rainsitions  Traffic safety features - approach guardrall  Traffic safety features - approach guardrall ends  Inspection date  January 2014 [0114]  Designated inspection frequency  Vinderwater inspection date  Fracture critical inspection  Not needed [N]  Underwater inspection date  Fracture critical inspection date  Fracture critical inspection date  Fracture critical inspection date	Condition ratings - superstructure	ratings - superstructure Serious [3]						
Condition ratings - deck Fair [5] deck geometry    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   Equal to present minimum criteria [6]   Status evaluation   Structurally deficient [1]	Condition ratings - substructure	Fair [5]		Basically intolerable requiring high priority of corrrective action [3]				
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  Equal to present minimum criteria [6]  Status evaluation  Structurally deficient [1]  Sufficiency rating  19.7  Traffic safety features - railings  Traffic safety features - transitions  Traffic safety features - approach guardrail  Traffic safety features - approach guardrail ends  Inspection date  January 2014 [0114]  Designated inspection frequency  Vol needed [N]  Underwater inspection date  Fracture critical inspection date  Not needed [N]  Vol needed [N]  Fracture critical inspection date	Condition ratings - deck	Fair [5]						
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Pier or abutment protection  Sufficiency rating 19.7  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 January 2014 [0114] Designated inspection frequency 24 Months  Underwater inspection Not needed [N] Underwater inspection date  Fracture critical inspection date	Channel and channel protection	Bank is beginning to slump. I minor stream bed movement	River control devices and evident. Debris is restrict	embankment ting the chann	protection have wide nel slightly. [6]	espread minor damage.	There is	
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Traffic safety features - approach guardrail ends  Inspection date	,							
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Fracture critical inspection Not needed [N] Fracture critical inspection date								
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