

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**

Kansas [20]	Jefferson County [087]	Unknown [00000]	PERRY WILDLIFE AREA	39-20-58.00 = 39.349444	095-28-46.00 = -95.479444
999990000440504	Highway agency district: 14	Owner State Park, Forest, or Reservation Agency [11]	Maintenance responsibility	State Highway Agency [01]	
Route 900	K900 PARKS ROUTE	Toll On free road [3]	Features intersected	CEDAR CREEK	
Design - main Concrete [1]	Design - approach Concrete [1]	Kilometerpoint 0 km = 0.0 mi	Year built 1928	Year reconstructed	
1 Arch - Thru [12]	4 Tee beam [04]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 61.6 m = 202.1 ft	Length of maximum span 27.7 m = 90.9 ft	Deck width, out-to-out 7 m = 23.0 ft	Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft		
Inventory Route, Total Horizontal Clearance 6 m = 19.7 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0 km = 0.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	28.2 metric ton = 31.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	47.8 metric ton = 52.6 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	

### Functional Details

Average Daily Traffic	20	Average daily truck traffi	%	Year	2000	Future average daily traffic	27	Year	2034
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	6.1 m = 20.0 ft				
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		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			Minimum vertical clearance over bridge roadway	5.63 m = 18.5 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 roadway geometry. [31]	Bridge improvement cost	488000	Roadway improvement cost	49000			
	Length of structure improvement	70.8 m = 232.3 ft		Total project cost	732000		
	Year of improvement cost estimate	2015					
	Border bridge - state			Border bridge - percent responsibility of other state			
	Border bridge - structure number						

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="88.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="May 2014 [0514]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>