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

Kansas [20]	Ottawa County [143]	Minneapolis [47075]	3RD. ST. IN MINNEAPOLIS	39-07-23.68 = 39.123244	097-42-45.25 = -97.712569

720779704206 | Highway agency district: 2 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 7213 | | L.7-13.6 MINOR | Toll: On free road [3] | Features intersected: PIPE CREEK

Design - main	Concrete [1]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Arch - Deck [11]	0	Other [00]	Year built	1915
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length	24.4 m = 80.1 ft	Length of maximum span	24.4 m = 80.1 ft	Deck width, out-to-out	6.4 m = 21.0 ft	Bridge roadway width, curb-to-curb	5.5 m = 18.0 ft
Inventory Route, Total Horizontal Clearance	5.4 m = 17.7 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: 0.2 km = 0.1 mi

Method to determine inventory rating: No rating analysis or evaluation perfor

Method to determine operating rating: No rating analysis or evaluation perfor

Bridge posting: Equal to or above legal loads [5]

Inventory rating: 16.2 metric ton = 17.8 tons

Operating rating: 24.3 metric ton = 26.7 tons

Design Load:

Functional Details

Average Daily Traffic	400	Average daily truck traffi	0 %	Year	2001	Future average daily traffic	420
Year	2039						
Road classification	Minor Collector (Rural) [08]	Lanes on structure	2	Approach roadway width	6.7 m = 22.0 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	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	99.9 = Unlimited	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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	112000	Roadway improvement cost	11000
Length of structure improvement	48.8 m = 160.1 ft	Total project cost	168000
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	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	30.6
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 2018 [0118]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	