

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Missouri [29]	Platte County [165]	Fair [23230]	S 10 T 53 N R 35 W	39-25-07.74 = 39.418817	094-49-10.42 = -94.819561
17239	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 146	BEE CREEK BLVD	Toll On free road [3]	Features intersected	BEE CR	
Design - main Steel [3]	Design - approach	Kilometerpoint 354.1 km = 219.5 mi	Year built 1940	Year reconstructed 1987	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length 31.4 m = 103.0 ft	Length of maximum span 30.5 m = 100.1 ft	Deck width, out-to-out 6.1 m = 20.0 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft	
Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 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	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 1.8 km = 1.1 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	9 metric ton = 9.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	24.3 metric ton = 26.7 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	

### Functional Details

Average Daily Traffic	225	Average daily truck traffi	10	%	Year	2014	Future average daily traffic	416	Year	2034
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	7 m = 23.0 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	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	290000	Roadway improvement cost	29000						
	Length of structure improvement	4 m = 13.1 ft		Total project cost	436000					
	Year of improvement cost estimate	2014								
	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 replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	31.2
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	April 2014 [0414]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2014 [0414]
Other special inspection	Not needed [N]	Other special inspection date	