

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]	Jackson County [095]	Sibley [67718]	S 34 T 51 N R 30 W	39-11-08.09 = 39.185581	094-11-46.41 = -94.196225
23278	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 72	SANTA FE ST	Toll On free road [3]	Features intersected	BNSF RR	
Design - main Steel [3]	Design - approach	Kilometerpoint 16.1 km = 10.0 mi	Year built 1912	Year reconstructed 1998	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length 50.3 m = 165.0 ft	Length of maximum span 49.7 m = 163.1 ft	Deck width, out-to-out 4.3 m = 14.1 ft	Bridge roadway width, curb-to-curb 4.1 m = 13.5 ft		
Inventory Route, Total Horizontal Clearance 4.1 m = 13.5 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 Precast Panels [2]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	19.8 metric ton = 21.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	33.3 metric ton = 36.6 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	

Functional Details

Average Daily Traffic	417	Average daily truck traffi	10	%	Year	2015	Future average daily traffic	625	Year	2035
Road classification	Minor Collector (Rural) [08]		Lanes on structure	1		Approach roadway width	8.5 m = 27.9 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	Railroad [2]		Lanes under structure	0		Navigation control	Not applicable, no waterway. [N]			
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	5.84 m = 19.2 ft			
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	8.5 m = 27.9 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	6.71 m = 22.0 ft			Minimum vertical underclearance reference feature	Railroad beneath structure [R]					
Appraisal ratings - underclearances	Equal to present minimum criteria [6]									

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	830000	Roadway improvement cost	83000						
	Length of structure improvement	6 m = 19.7 ft		Total project cost	1245000					
	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	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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	35
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	May 2014 [0514]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2014 [0514]
Other special inspection	Not needed [N]	Other special inspection date	