HistoricBridges.org - National Bridge Inventory Data Sheet

2015 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]	Jefferson County [087]	Unknown [00000]	0.3S 2.2W OF OSKALOOSA	39-12-38.11 = 39.210586	095-21-08.17 = -95.352269

000441031804083 | Highway agency district: 1 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 90 | | 90TH OS 49 | Toll: On free road [3] | Features intersected: BIG SLOUGH CREEK

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built: 1905	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is possibly eligible for the NRHP. [3]

Total length	40.2 m = 131.9 ft	Length of maximum span	25.6 m = 84.0 ft	Deck width, out-to-out	4.5 m = 14.8 ft	Bridge roadway width, curb-to-curb	3.9 m = 12.8 ft
Inventory Route, Total Horizontal Clearance	4.2 m = 13.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type: Wood or Timber [8]

Type of wearing surface: Wood or Timber [7]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	25	Average daily truck traffi		%	Year 2014	Future average daily traffic 30	Year 2032
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 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	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	375000	Roadway improvement cost	100000
Length of structure improvement	52.4 m = 171.9 ft	Total project cost	480000
Year of improvement cost estimate	2012		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number	_		

Inspection and Sufficiency

Structure status	Bridge closed to all traffic [K]	Appraisal ratings - structural	
Condition ratings - superstructure	Imminent Failure [1]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		

Scour	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 desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	21.9

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	November 2014 [1114]	Designated inspection frequency	12	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	