

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]	Neosho County [133]	Unknown [00000]	3.13N OF K-39 N. JCT.	37-43-49.44 = 37.730400	095-26-31.67 = -95.442131
000000000670660	Highway agency district: 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2096	RS 2096 10.6-0.20	Toll On free road [3]	Features intersected NEOSHO RIVER		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 0 km = 0.0 mi	Year built 1930	Year reconstructed N/A [0000]	
2	Truss - Thru [10]	4	Truss - Thru [10]	Skew angle 0	Structure Flared
Total length 199.6 m = 654.9 ft			Length of maximum span 42.7 m = 140.1 ft	Deck width, out-to-out 7.5 m = 24.6 ft	Bridge roadway width, curb-to-curb 7.1 m = 23.3 ft
Inventory Route, Total Horizontal Clearance 7.1 m = 23.3 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					
Deck protection	Unknown [8]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	11.8 metric ton = 13.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	21.8 metric ton = 24.0 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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 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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	33.7
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	February 2015 [0215]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	February 2015 [0215]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2013 [0913]
Other special inspection	Not needed [N]	Other special inspection date	