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]	Bourbon County [011]	Unknown [00000]	1.5W 2.5S OF GARLAND	37-41-39.80 = 37.694389	094-38-56.10 = -94.648917

000000000060170 | Highway agency district: 4 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 55 | | 250TH ST. RS 55 | Toll: On free road [3] | Features intersected: WEST FORK DRY WOOD CREEK

Design - main	Steel [3]	Design - approach	
1	Truss - Thru [10]	0	Other [00]

Kilometerpoint: 236.6 km = 146.7 mi

Year built: 1925 | Year reconstructed: N/A [0000]

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is possibly eligible for the NRHP. [3]

Total length: 46.6 m = 152.9 ft | Length of maximum span: 45.7 m = 149.9 ft | Deck width, out-to-out: 6.4 m = 21.0 ft | Bridge roadway width, curb-to-curb: 6 m = 19.7 ft

Inventory Route, Total Horizontal Clearance: 6.1 m = 20.0 ft | Curb or sidewalk width - left: 0.2 m = 0.7 ft | Curb or sidewalk width - right: 0.2 m = 0.7 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: 0.3 km = 0.2 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 17.1 metric ton = 18.8 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 25.2 metric ton = 27.7 tons

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

Functional Details

Average Daily Traffic	136	Average daily truck traffi	10 %	Year	2006	Future average daily traffic	136
Year	2029						
Road classification	Major Collector (Rural) [07]	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	4.59 m = 15.1 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

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	290000	Roadway improvement cost	20000
Length of structure improvement	50.3 m = 165.0 ft	Total project cost	425000
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	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	33.4
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	February 2015 [0215]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2013 [1213]
Other special inspection	Not needed [N]	Other special inspection date	