

# HistoricBridges.org - National Bridge Inventory Data Sheet

2015 Inventory

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]	Miami County [121]	Unknown [00000]	8.8W 2.6S OF PAOLA	38-32-06.61 = 38.535169	095-02-29.68 = -95.041578
000000000610110	Highway agency district: 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 264	327th 264	Toll On free road [3]	Features intersected STREAM		
Design - main 1	Concrete [1] Arch - Deck [11]	Design - approach 0	Other [00]	Kilometerpoint 207.8 km = 128.8 mi	Year built 1912
				Year reconstructed N/A [0000]	Skew angle 0
				Structure Flared	Historical significance Bridge is possibly eligible for the NRHP. [3]
Total length	13.7 m = 44.9 ft	Length of maximum span	12.5 m = 41.0 ft	Deck width, out-to-out	7.8 m = 25.6 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Other [9]				
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	Allowable Stress(AS) [2]	Inventory rating	10.9 metric ton = 12.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	16.3 metric ton = 17.9 tons
Bridge posting	20.0 - 29.9 % below [2]	Design Load		

### Functional Details

Average Daily Traffic	532	Average daily truck traffi	10	%	Year	2011	Future average daily traffic	751	Year	2030
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	99.99 m = 328.1 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	10 m = 32.8 ft					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 owner's forces [2]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	150000	Roadway improvement cost	95000
	Length of structure improvement	18.3 m = 60.0 ft	Total project cost	250000
	Year of improvement cost estimate	2008		
	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	Poor [4]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
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 conditions; field review indicates action is required. [4]		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	28.1
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	September 2013 [0913]	Designated inspection frequency	24 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	