

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]	Atchison County [005]	Unknown [00000]	2.ON 0.6W OF MUSCOTAH	39-34-48.76 = 39.580211	095-32-10.60 = -95.536278
000031011503580	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	294th St. L-2.9	Toll On free road [3]	Features intersected GRASSHOPPER CREEK		
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 3	Wood or timber [7] Stringer/Multi-beam or girder [02]	Kilometerpoint 100 km = 62.0 mi	Year built 1907 Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is possibly eligible for the NRHP. [3]	
Total length	39.3 m = 128.9 ft	Length of maximum span	22.9 m = 75.1 ft	Deck width, out-to-out	4.3 m = 14.1 ft
Inventory Route, Total Horizontal Clearance	4.3 m = 14.1 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 0.5 km = 0.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	3.3 metric ton = 3.6 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	5.3 metric ton = 5.8 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	10	Average daily truck traffi		%	Year	2007	Future average daily traffic	15	Year	2030
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	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	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	330000	Roadway improvement cost	100000
	Length of structure improvement	45.7 m = 149.9 ft	Total project cost	435000
	Year of improvement cost estimate	2010		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number	-		

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - deck geometry	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="23"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="April 2014 [0414]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="April 2014 [0414]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>