## HistoricBridges.org - National Bridge Inventory Data Sheet

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 Informatio	n						39-35-06.95 =	095-27-07.26
Kansas [20] Atchison Count		hison County [	005]	Unknown [00000]	2.3N 4.0E OF MUSCOTAH		39.585264	= -95.452017
00003102100356	57	Highway ag	ency district: 1	Owner County Highway	y Agency [02]	Maintenance responsib	ility County Highway Ag	gency [02]
Route 0		LO	CAL RD. 7.3-L.4	Toll On fre	ee road [3] Fe	eatures intersected LITTI	LE GRASSHOPPER CREEK	(
Design - main  Steel [3] Truss -	3] Thru [10	]	Design - approach  0 Oth	er [00]	Year built 1925  Skew angle 0	km = 62.0 mi  Year reconstructed  Structure Flared		
				- 12.0 c	Historical significance		eligible for the NRHP. [3]	
Total length 21.8	3 m = 71.	5 ft 1	ength of maximum s	span 21.3 m = 69.9 ft	Deck width, out-to-out	5.5  m = 18.0  ft Bride	ge roadway width, curb-to-cu	5.2  m = 17.1  ft
Inventory Route,	Total Hor	izontal Clearar	5.2  m = 17.1  ft	Curb or sidewalk w	width - left $0.2 \text{ m} = 0.7$	ft Curb	or sidewalk width - right	0.2  m = 0.7  ft
Deck structure type	e		Concrete Cast-in-P	lace [1]				
Type of wearing s	urface							
Deck protection								
Type of membran	e/wearing	g surface						
Weight Limits								
Bypass, detour le	ength	Method to dete	ermine inventory ratir	Load Factor(LF) [1]	Inve	entory rating 13.7 metr	ric ton = 15.1 tons	
0.8 km = 0.5 mi		Method to dete	rmine operating ratio	Load Factor(LF) [1]	Ope	erating rating 22.9 metr	ric ton = 25.2 tons	
		Bridge posting	Equal to or above	e legal loads [5]	Des	ign Load		

Functional Details									
Average Daily Traffic 10 Average daily tr	uck traffi % Year 2007 Future average daily traffic 15 Year 2030								
Road classification Local (Rural) [09]	Lanes on structure 1 Approach roadway width 4.9 m = 16.1 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	e exists. [N]								
Type of service under bridge Waterway [5]	Lanes under structure 0 Navigation control								
Navigation vertical clearance 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	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 improvement cost 265000 Roadway improvement cost 100000								
bridge roadway geometry. [31]	Length of structure improvement 36.6 m = 120.1 ft Total project cost 370000								
	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 Posted for lo	ad [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 desirable criteria [8]					
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intole	action [3]				
Condition ratings - deck	Fair [5]							
Scour	Bridge foundations determine	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]						
Channel and channel protection	Bank is beginning to slump. If minor stream bed movement	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 adequad	Better than present minimum	Better than present minimum criteria [7]			Functionally obsolete [	2]		
Pier or abutment protection			Sut	ufficiency rating	44.9			
	if structure is not a culvert. [N]							
Traffic safety features - railings								
Traffic safety features - transition								
Traffic safety features - approach  Traffic safety features - approach								
Inspection date April 2014 [0	<u> </u>	ection frequency 24	Month	the				
	Designated inspective   Designated inspective   Designated   Designa	Underwater inspec		113				
•	Every two years [Y24]	Fracture critical ins			11			
·	Not needed [N]	Other special inspec						
Cars. Special hispocari		Other openial mop	ooon dato					