

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Kansas [20]	Bourbon County [011]	Unknown [00000]	0.8N OF FULTON	38-01-09.00 = 38.019167	094-42-49.00 = -94.713611
00000000060519	Highway agency district: 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2130	215TH ST. RS 2130	Toll On free road [3]	Features intersected	LITTLE OSAGE RIVER	
Design - main Concrete [1]	Design - approach Concrete [1]	Kilometerpoint 1827.1 km = 1132.8 mi	Year built 1927	Year reconstructed N/A [0000]	
1 Arch - Thru [12]	1 Tee beam [04]	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 33.5 m = 109.9 ft	Deck width, out-to-out 7.2 m = 23.6 ft	Bridge roadway width, curb-to-curb 6.2 m = 20.3 ft		
Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft	Curb or sidewalk width - left 0.5 m = 1.6 ft	Curb or sidewalk width - right 0.5 m = 1.6 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	15.1 metric ton = 16.6 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	25.5 metric ton = 28.1 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	

Functional Details

Average Daily Traffic	503	Average daily truck traffi	11	%	Year	2006	Future average daily traffic	503	Year	2029
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 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	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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	350000	Roadway improvement cost	24000						
	Length of structure improvement	61.6 m = 202.1 ft		Total project cost	525000					
	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	Poor [4]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Poor [4]		
Scour	Bridge with "unknown" foundation that has not been evaluated for scour. [U]		
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	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	27.3
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	Not needed [N]	Fracture critical inspection date	
Other special inspection	Unknown [Y00]	Other special inspection date	May 2014 [0514]