

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]	Coffey County [031]	Unknown [00000]	0.2E OF HARTFORD	38-18-32.03 = 38.308897	095-56-52.00 = -95.947778
000160969205326	Highway agency district: 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	19TH. Lane 255	Toll On free road [3]	Features intersected	NEOSHO RIVER	
Design - main Concrete [1]	Design - approach Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1926	Year reconstructed N/A [0000]	
2	Arch - Thru [12]	Skew angle 0	Structure Flared	Historical significance Bridge is on the NRHP. [1]	
Total length 89.3 m = 293.0 ft	Length of maximum span 42.7 m = 140.1 ft	Deck width, out-to-out 6.4 m = 21.0 ft	Bridge roadway width, curb-to-curb 5.8 m = 19.0 ft		
Inventory Route, Total Horizontal Clearance 5.8 m = 19.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	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 1.3 km = 0.8 mi	Method to determine inventory rating Load Testing [4]	Inventory rating 23.4 metric ton = 25.7 tons
	Method to determine operating rating Load Testing [4]	Operating rating 38.7 metric ton = 42.6 tons
Bridge posting Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	150	Average daily truck traffi	15	%	Year	2013	Future average daily traffic	180	Year	2034
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	6 m = 19.7 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	980000	Roadway improvement cost	100000						
	Length of structure improvement	112.5 m = 369.1 ft		Total project cost	1000000					
	Year of improvement cost estimate	2014								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number	-								

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
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="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="53"/>
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="June 2014 [0614]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>