

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]	McPherson County [113]	Unknown [00000]	S. EDGE OF LINDSBORG	38-33-57.05 = 38.565847	097-40-21.41 = -97.672614
000590783704980	Highway agency district: 2	Owner County Highway Agency [02]	Maintenance responsibility County Highway Agency [02]		
Route 0	SYENSK RD.	Toll On free road [3]	Features intersected SMOKY HILL RIVER		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 0 km = 0.0 mi	Year built 1914	Year reconstructed 1989	
1 Truss - Thru [10]	5 Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared		
		Historical significance	Historical significance is not determinable at this time. [4]		
Total length 78.2 m = 256.6 ft	Length of maximum span 36.6 m = 120.1 ft	Deck width, out-to-out 5.5 m = 18.0 ft	Bridge roadway width, curb-to-curb 5.2 m = 17.1 ft		
Inventory Route, Total Horizontal Clearance 5.1 m = 16.7 ft	Curb or sidewalk width - left 0.2 m = 0.7 ft	Curb or sidewalk width - right 0.2 m = 0.7 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface					
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	0 metric ton = 0.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	0 metric ton = 0.0 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	250	Average daily truck traffi	0	%	Year	2005	Future average daily traffic	305	Year	2030
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 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	4.79 m = 15.7 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	337000	Roadway improvement cost	34000						
	Length of structure improvement	78 m = 255.9 ft		Total project cost	505000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number	-								

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Imminent Failure [1]

Appraisal ratings -
roadway alignment

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - substructure

Imminent Failure [1]

Appraisal ratings -
deck geometry

Condition ratings - deck

Good [7]

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

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

Equal to present minimum criteria [6]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

19.4

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

August 2014 [0814]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

August 2014 [0814]

Other special inspection

Not needed [N]

Other special inspection date