Kansas Department of Transportation

LPA Bridge ID:**7.0-7.1** Structure No: **000000000300050**(Routine)

County: Franklin, **City:** Rural, **District:** 04

Team Lead: Kenny Fields, **Inspection Date:** 07/02/2025

IDENTIFICATION	
(1) State Names	20 - Kansas
(8) Structure Number	000000000300050
(5A) Inventory Route	1 - Route carried "ON" the structure
(5B) Route Signing Prefix	4 - County highway
(5C) Designated Level of Service	1 - Mainline
(5D) Route Number	00259
(5E) Directional Suffix	0 - N/A
(2) Highway Agency District	District 04 - Chanute
(3) County Code	Franklin
(4) Place Code	00000
(6) Features Intersected	TRIB. TO MIDDLE CREEK
(7) Facility Carried	RS 259 7.0-7.1
(9) Location	1.5S 0.1E OF HOMEWOOD
(11) Mile Point	0.000 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	38.4921
(17) Longitude	-95.376211
(98) Border Bridge State	
(99) Border Bridge Structure No.	–

STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	819
Material	8 - Masonry
Type	19 - Culvert
(44) Approach Structure Type	
Material	
Type	
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(107) Deck Structure Type	N - Not applicable
(108) Wearing Surface/Protective System	
Type of Wearing Surface	N - Not applicable (applies only to stru
Type of Membrane	N - Not applicable (applies only to stru
Type of Deck Protection	N - Not applicable (applies only to stru

AGE AND SERVICE	
(27) Year Built	1930
(106) Year Reconstructed	
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	635
(30) Year of ADT	2019
(109) Truck ADT	0 %
(19) Bypass, Detour Length	4 mi

GEOMETRIC DATA	
(48) Length of Maximum Span	24.0 ft
(49) Structure Length	25.9 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	24.4 ft
(52) Deck Width Out to Out	27.2 ft
(32) Approach Roadway Width (W/Shoulders)	24.0 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.4 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54A) Min Vert Reference Feature	N - Feature not a highway or railroad
(54B) Min Vert Underclear	0.00 ft
(55A) Min Lateral Underclear Ref RT	N - Feature not a highway or railroad
(55B) Min Lateral Underclear RT	0.0 ft
(56) Min Lat Underclear LT	0.0 ft

NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on waterway(bridge
(111) Pier Protection	
(39) Navigation Vertical Clearance	0.0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	0.0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y - Yes
(104) Highway System	0 - Inventory Route is not on the NHS.
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	- Blank
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	2 - County Highway Agency
(22) Owner	2 - County Highway Agency
(37) Historical Significance	1 - Bridge is on the National

CONDITION	
(58) Deck	N
(59) Superstructure	N
(60) Substructure	N
(61) Channel & Channel Protection	6
(62) Culverts	4

LOAD RATING AND POSTING	
(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	2 - Allowable Stress(AS)(tons)
(64) Operating Rating	8.9
(65) Inventory Rating Method	2 - Allowable Stress(AS)(tons)
(66) Inventory Rating	8.9
(70) Bridge Posting	0 - > 39.9% below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu

APPRAISAL	
(67) Structural Evaluation	3
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	4 - Bridge foundations determined t

PROPOSED IMPROVEMENTS	
(75A) Type of Work Performed	
(75B) Work Done By	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost (Multiply value by 1000)	$ 0
(95) Roadway Improvement Cost (Multiply value by 1000)	$
(96) Total Project Cost (Multiply value by 1000)	$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	550
(115) Year of Future ADT	2045

INSPECTIONS *

(90) Inspection Date			07/02/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: NSTM Inspection	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

Printed on: 9/29/2025

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Department of Transportation

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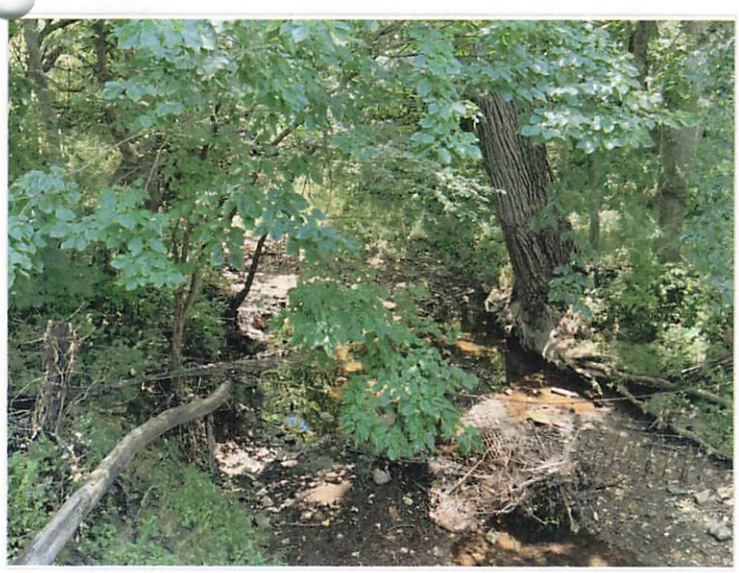
County: Franklin, **City:** Rural, **District:** 04
Team Lead: Kenny Fields, **Inspection Date:** 07/02/2025



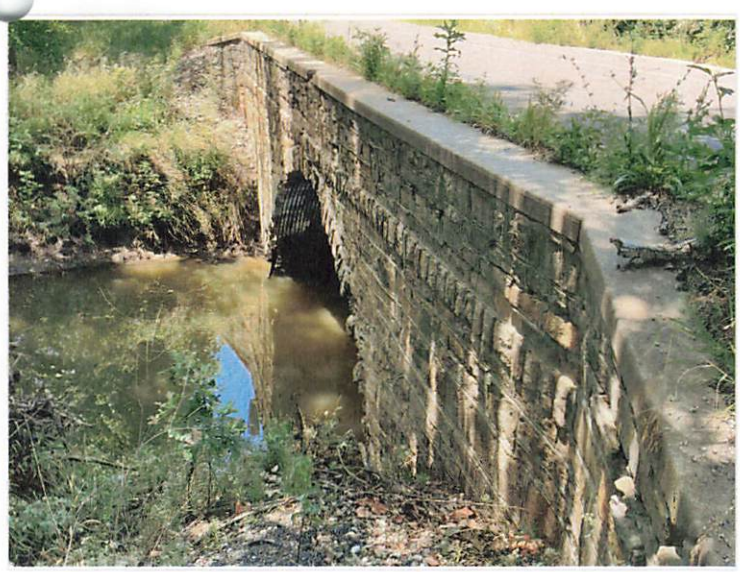
Channel looking south

Channel looking north

Posting looking east

Posting looking nw

Printed on: 9/29/2025



Sideview looking nw

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County: Franklin, **City:** Rural, **District:** 04

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IDENTIFICATION

(5A) ROUTE On/Under	1 - Route carried "ON" the structure	
(5B) ROUTE TYPE	4 - County highway	
(5C) SERVICE TYPE	1 - Mainline	
(5D) ROUTE NUMBER	00259	
(5E) SUFFIX	0 - N/A	
(6) FEATURE INTERSECTED	TRIB. TO MIDDLE CREEK	
(9) LOCATION	1.5S 0.1E OF HOMEWOOD	
(16) LATITUDE	38.4921	
(17) LONGITUDE	-95.376211	
(2) HIGHWAY AGENCY DISTRICT	District 04 - Chanute	
(98A) BORDER BRIDGE STATE		
(98B) BORDER BRIDGE RESPONSIBILITY		
(99) BORDER BRIDGE STRUCTURE NO.		
(7) (ROUTE NAME) FACILITY CARRIED	RS 259 7.0-7.1	

FUNCTIONAL

(26) FUNCTIONAL CLASSIFICATION	7 - Rural Major Collector	
(104) NHS DESIGNATION	0 - Inventory Route is not on the NHS.	
(100) STRAHNET DESIGNATION	0 - The inventory route is not a STRAHNET r	
(110) Designated National Network	0 - The inventory route is not part of the	
(12) BASE HIGHWAY NET	0 - Inventory route is not on the Base Netw	
(13A) LRS INVENTORY ROUTE		
(13B) LRS SUBRTE #		
(11) LRS MILE POINT	0	
(105) FEDERAL LANDS HIGHWAY	0 - N/A	
(20) TOLL	3 - On free road. The structure is toll-fr	
(21) MAINTENANCE RESPONSIBILITY	2 - County Highway Agency	
(22) OWNER	2 - County Highway Agency	
(37) HISTORICAL SIGNIFICANCE	1 - Bridge is on the National Register of H	
(101) PARALLEL STRUCTURE	N - No parallel structure exists.	
(103) TEMPORARY STRUCTURE	- Blank	
(38) NAVIGATIONAL CONTROL	0 - No navigation control on waterway(bridg	
(39) NAV VERT CLEARANCE	0	
(40) NAV HORIZ CLEARANCE	0	
(111) PIER OR ABUT NAV PROTECTION		
(116) MIN NAV VERT CLEARANCE		

AGE AND SERVICE

(29) AVERAGE DAILY TRAFFIC	504	635
(109) AVERAGE DAILY TRUCK TRAFFIC	0	
(30) YEAR OF ADT	2013	2019
(27) YEAR BUILT	1930	
(106) YEAR REHABILITATED		
(102) ONE WAY OR TWO WAY TRAFFIC	2 - way traffic	
(42A) SERVICE ON THE BRIDGE	1 - Highway	
(42B) SERVICE UNDER THE BRIDGE	5 - Waterway	
(28A) LANES ON ROUTE	2	
(28B) LANES UNDER ROUTE	0	
(19) BYPASS DETOUR LENGTH	3.7	4

POSTING

(41) POSTING STATUS	P - Posted for load (may include other rest							
POSTING TYPE	R12-5							
LOAD POSTING STATUS	Posting signs in place							
R12-1								
R12-5	Sgl Unit 8	2-unit 13		3-unit 16		Sgl Unit	2-unit	3-unit
EMERGENCY VEHICLES	Sgl Axle	Tdm Axle		Grs Wt		Sgl Axle	Tdm Axle	Grs Wt

LOAD RATING

(66) INVENTORY LOAD (tons) or RATING FACTOR (RF)	8.9	
(64) MAXIMUM LOAD (tons) or RATING FACTOR (RF)	8.9	
(31) DESIGN LOAD	0 - Other or Unknown	
(65) INVENTORY LOAD RATING METHOD	2 - Allowable Stress(AS)(tons)	
(63) OPERATING (MAX) LOAD RATING METHOD	2 - Allowable Stress(AS)(tons)	
(70) POSTING REQUIREMENTS	0 - > 39.9% below	

SCHEDULE

(90) ROUTINE INSPECTION DATE	07/02/2025		
(91) ROUTINE INSPECTION FREQUENCY	24		
(92 & 93) CRITICAL FEATURE INSPECTION	Done	Freq. (Mon)	Date
A) NSTM	No		
B) UNDERWATER INSP	No		
C) SPECIAL INSP	No		

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GEOMETRIC DATA		
(112) NBIS BRIDGE DEFINITION	Y - Yes	
(49) STRUCTURE LENGTH	25.9	
(48) MAXIMUM SPAN LENGTH	24	
(32) ROUTE WIDTH	25.3	24
(51) BRIDGE ROADWAY WIDTH, CURB TO CURB	24.4	
(52) DECK WIDTH OUT TO OUT	27.2	
(50A) LEFT CURB OR SIDEWAY WIDTH	0	
(50B) RIGHT CURB OR SIDEWAY WIDTH	0	
(34) SKEW	0	
(47) ROUTE HORIZONTAL CLEARANCE	24.4	
(10) MIN VERT CLEARANCE OVER ROUTE	99.99	
(53) MIN VERT CLEARANCE OVER BRIDGE	99.99	
(33) MEDIAN	0 - No median	
(35) STRUCTURE FLARED	0 - No flare	
(54A) MIN VERT UNDERCLEARANCE REF	N - Feature not a highway or railroad	
(54B) MIN VERT UNDERCLEARANCE	0	
(55A) MIN LATERAL UNDERCLEAR REF RT	N - Feature not a highway or railroad	
(55B) MIN LATERAL UNDERCLEAR RT	0	
(56) MIN LATERAL UNDERCLEARANCE LEFT	0	

STRUCTURE TYPE AND MATERIAL		
(45) NUMBER OF MAIN SPANS	1	
(43B) MAIN SPAN DESIGN TYPE	19 - Culvert	
(43A) MAIN SPAN MATERIAL TYPE	8 - Masonry	
KDOT Material - Main	M Stone Masonry	
KDOT Superstructure Type - Main	AR Arch	
KDOT Design Feature - Main		
(46) NUMBER OF APPROACH SPANS	0	
(44B) APPROACH SPAN DESIGN TYPE		
(44A) APPROACH SPAN MATERIAL TYPE		
KDOT Material - Appr.		
KDOT Superstructure Type - Appr.		
KDOT Design Feature - Appr.		
(107) DECK TYPE	N - Not applicable	
(108A) DECK SURFACE	N - Not applicable (applies only to structu	
(108B) MEMBRANE	N - Not applicable (applies only to structu	
(108C) DECK PROTECTION	N - Not applicable (applies only to structu	

CONDITION		
(58) DECK CONDITION RATING	N - NOT APPLICABLE	
(59) SUPERSTRUCTURE CONDITION	N - NOT APPLICABLE	
(60) SUBSTRUCTURE CONDITION	N - NOT APPLICABLE	
(62) CULVERT CONDITION	4 - Large spalls, heavy scaling, wide crack	
(61) STREAM STABILITY / CHANNEL	6 - Bank is beginning to slump. River cont	
B.C.10 CHANNEL PROTECTION COND.		
B.C.11 SCOUR CONDITION		
B.C.14 NSTM INSPECTION CONDITION		
B.C.15 UNDERWATER INSPECTION COND.		
NBI Bridge Condition (G/F/P)	3 - Poor	

APPRAISAL		
(72) BRIDGE ROUTE ALIGNMENT	8 - Equal to present desirable criteria	
(71) WATERWAY ADEQUACY	6 - Equal to present minimum criteria	
(36A) BRIDGE RAILS	0 - Inspected feature does not meet current	
(36B) RAIL TRANSITIONS	0 - Inspected feature does not meet current	
(36C) APPROACH GUARDRAILS	0 - Inspected feature does not meet current	
(36D) APPROACH GUARDRAIL ENDS	0 - Inspected feature does not meet current	
(113) SCOUR VULNERABILITY	4 - Bridge foundations determined to be sta	

PROPOSED IMPROVEMENTS		
(75A) Type of Work		
(75B) WORK BY		
(76) IMPROVEMENT LENGTH		
(94) BRIDGE COST	0	
(95) ROADWAY COST		
(96) TOTAL COST		
(97) COST ESTIMATE YEAR		
(114) FUTURE ADT	550	
(115) FUTURE ADT YEAR	2043	2045

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DECK

SUPERSTRUCTURE

SUBSTRUCTURE

CULVERT

Culvert: Asphalt roadway
Heavy rust at flow line of metal arch. Multiple holes, Arch showing signs of stress (bending downward).
Head walls with stone deterioration. Deterioration at flow line of both North and South sides. Corners at North flow line bent and allowing water to flow behind and between stone and metal arch culvert. Heavy stone and mortar deterioration at flow line.

CHANNEL

Channel erosion, heavy timber, brush and vegetation.

MISC

Misc. Notes:

10/31/2024 - Deck Superstructure, and Substructure ratings changed to N - Culvert rating changed to 4.

8/8/2024
Load rating record created for KLBRP load rating data update. Refer back to original LRSS dated 5/14/2018

Deck: Asphalt roadway

Superstructure: Heavy rust at flow line of metal arch. Multiple holes, Arch showing signs of stress (bending downward).

Substructure: Head walls with stone deterioration. Deterioration at flow line of both North and South sides. Corners at North flow line bent and allowing water to flow behind and between stone and metal arch culvert. Heavy stone and mortar deterioration at flow line.

Channel erosion, heavy timber, brush and vegetation.

Posted: 8-13-16

Bridge Notes: