

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]	Atchison County [005]	Unknown [00000]	0.5S OF FARMINGTON	39-30-40.69 = 39.511303	095-18-36.36 = -95.310100
00000000030200	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 24	RS 24	Toll On free road [3]	Features intersected	STRANGER CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 99.8 km = 61.9 mi	Year built 1925 Year reconstructed 2012
				Skew angle 0	Structure Flared
				Historical significance Historical significance is not determinable at this time. [4]	
Total length	28.3 m = 92.9 ft	Length of maximum span	27.4 m = 89.9 ft	Deck width, out-to-out	6.6 m = 21.7 ft
Inventory Route, Total Horizontal Clearance	6.2 m = 20.3 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					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.8 km = 0.5 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	12.1 metric ton = 13.3 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	20.2 metric ton = 22.2 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	81	Average daily truck traffi	0	%	Year	2007	Future average daily traffic	104	Year	2030
Road classification	Major Collector (Rural) [07]		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	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 roadway geometry. [31]	Bridge improvement cost	375000	Roadway improvement cost	100000						
	Length of structure improvement	51.2 m = 168.0 ft		Total project cost	480000					
	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 load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Very Good [8]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	
Pier or abutment protection		Sufficiency rating	54.2
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	April 2014 [0414]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2014 [0414]
Other special inspection	Not needed [N]	Other special inspection date	