

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 0.5E OF FARMINGTON	39-30-38.09 = 39.510581	095-18-03.38 = -95.300939
000031037503667	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	LOCAL RD. 15.5-G.3	Toll On free road [3]	Features intersected	STRANGER CREEK	
Design - main Steel [3]	Design - approach Wood or timber [7]	Kilometerpoint 100 km = 62.0 mi	Year built 1925	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
				Historical significance Bridge is possibly eligible for the NRHP. [3]	
Total length 34.6 m = 113.5 ft	Length of maximum span 24.4 m = 80.1 ft	Deck width, out-to-out 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb 4.5 m = 14.8 ft		
Inventory Route, Total Horizontal Clearance 4.5 m = 14.8 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	Wood or Timber [8]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1 km = 0.6 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	5.9 metric ton = 6.5 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	8.2 metric ton = 9.0 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	10	Average daily truck traffi	%	Year	2007	Future average daily traffic	15	Year	2030
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 ft				
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]		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	310000	Roadway improvement cost	100000			
	Length of structure improvement	42.7 m = 140.1 ft		Total project cost	415000		
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Fair [5]		
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	26.1
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	