

HistoricBridges.org - National Bridge Inventory Data Sheet

2015 Inventory

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

Missouri [29]	Jackson County [095]	Kansas City [38000]	S 36 T 50 N R 33 W	39-06-16.42 = 39.104561	094-30-01.19 = -94.500331
6024	Highway agency district: 3	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 24	US 24 E	Toll On free road [3]	Features intersected	CST CAMBRIDGE AVE, BNSF	
Design - main	Steel [3]	Design - approach		Kilometerpoint	914.1 km = 566.7 mi
17	Girder and floorbeam system [03]	0	Other [00]	Year built	1934
				Year reconstructed	1994
				Skew angle	14
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	378.9 m = 1243.2 ft	Length of maximum span	23.3 m = 76.4 ft	Deck width, out-to-out	16.8 m = 55.1 ft
Inventory Route, Total Horizontal Clearance	13.1 m = 43.0 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	1.5 m = 4.9 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Low slump Concrete [4]				
Deck protection	Polymer Impregnated [6]				
Type of membrane/wearing surface	Built-up [1]				

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	21.6 metric ton = 23.8 tons
1.9 km = 1.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	36 metric ton = 39.6 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]

Functional Details

Average Daily Traffic	12445	Average daily truck traffi	10	%	Year	2014	Future average daily traffic	16800	Year	2035
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4		Approach roadway width	18.9 m = 62.0 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median (no barriers) [2]			
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-railroad [4]		Lanes under structure	3		Navigation control	Not applicable, no waterway. [N]			
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	Highway beneath structure [H]									
Minimum lateral underclearance on right	0.3 m = 1.0 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	6.63 m = 21.8 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

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	9098000	Roadway improvement cost	909000
	Length of structure improvement	37.9 m = 124.3 ft	Total project cost	13647000
	Year of improvement cost estimate	2015		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	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="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge not over waterway. [N]"/>		
Channel and channel protection	<input type="text" value="Not applicable. [N]"/>		
Appraisal ratings - water adequacy	<input type="text" value="N/A [N]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="39.5"/>
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="April 2013 [0413]"/>	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="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="June 2013 [0613]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>