# HistoricBridges.org - National Bridge Inventory Data Sheet

**2015 Inventory**

The National Bridge Inventory contains data submitted by state transportion 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] | Wyandotte County [209] | Kansas City [36000] | 2.05 MILES N I-35 | 39-04-37.00 = 39.076944 | 094-38-59.00 = -94.649722 |

999906901051361 | Highway agency district: 13 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 69 | | 69 HWY (18TH ST) | Toll: On free road [3] | Features intersected: KANSAS RIVER, BNSF RR

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Steel continuous [4] | Design - approach | Steel continuous [4] | Kilometerpoint | 25172.1 km = 15606.7 mi |
| 3 | Truss - Deck [09] | 10 | Girder and floorbeam system [03] | Year built: 1959 | Year reconstructed: 1989 |
| | | | | Skew angle: 45 | Structure Flared: |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |

Total length: 678.8 m = 2227.1 ft | Length of maximum span: 129.3 m = 424.2 ft | Deck width, out-to-out: 19.9 m = 65.3 ft | Bridge roadway width, curb-to-curb: 17.1 m = 56.1 ft

Inventory Route, Total Horizontal Clearance: 17 m = 55.8 ft | Curb or sidewalk width - left: 0 m = 0.0 ft | Curb or sidewalk width - right: 0 m = 0.0 ft

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Epoxy Overlay [5]

Deck protection: Epoxy Coated Reinforcing [1]

Type of membrane/wearing surface:

## Weight Limits

Bypass, detour length: 0.2 km = 0.1 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 22.1 metric ton = 24.3 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 36.8 metric ton = 40.5 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: MS 18 / HS 20 [5]

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 29900 | Average daily truck traffi | 4 % | Year | 2014 | Future average daily traffic | 48047 |
| Year | 2034 | | | | | | |
| Road classification | Principal Arterial - Other Freeways or Exp | Lanes on structure | 4 | Approach roadway width | 22 m = 72.2 ft | | |
| Type of service on bridge | Highway [1] | Direction of traffic | 2 - way traffic [2] | Bridge median | Closed median with non-mountable barr | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | |
| Type of service under bridge | Railroad-waterway [7] | 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 | Railroad beneath structure [R] | | | | | | |
| Minimum lateral underclearance on right | 2.7 m = 8.9 ft | Minimum lateral underclearance on left | 0 = N/A | | | | |
| Minimum Vertical Underclearance | 12.8 m = 42.0 ft | Minimum vertical underclearance reference feature | Railroad beneath structure [R] | | | | |
| Appraisal ratings - underclearances | Meets minimum tolerable limits to be left in place as is [4] | | | | | | |

## Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

| | | | |
|---|---|---|---|
| Work done by | Work to be done by contract [1] | | |
| Bridge improvement cost | 8451000 | Roadway improvement cost | 845000 |
| Length of structure improvement | 780.6 m = 2561.1 ft | Total project cost | 12677000 |
| 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 | Posted for load [P] | Appraisal ratings - structural | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - deck | Good [7] | | |

| | |
|---|---|
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] |

| | | | |
|---|---|---|---|
| Appraisal ratings - water adequacy | Better than present minimum criteria [7] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 47 |

| | |
|---|---|
| Culverts | Not applicable. Used if structure is not a culvert. [N] |

| | |
|---|---|
| Traffic safety features - railings | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - transitions | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - approach guardrail | Inpected feature meets currently acceptable standards. [1] |
| Traffic safety features - approach guardrail ends | |

| | | | | |
|---|---|---|---|---|
| Inspection date | May 2014 [0514] | Designated inspection frequency | 23 | Months |

| | | | |
|---|---|---|---|
| Underwater inspection | Unknown [Y60] | Underwater inspection date | September 2010 [0910] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | May 2013 [0513] |
| Other special inspection | Not needed [N] | Other special inspection date | |