

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

Kansas [20]	Wyandotte County [209]	Kansas City [36000]	CENTRAL AVE VIADUCT-LOWER	39-06-09.35 = 39.102597	094-36-55.84 = -94.615511
41430105257449A	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2574	CENTRAL AVE	Toll On free road [3]	Features intersected	KANSAS RIVER	
Design - main Steel [3]	Design - approach Wood or timber [7]	Kilometerpoint 0 km = 0.0 mi	Year built 1918	Year reconstructed N/A [0000]	
3	Truss - Deck [09]	0	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
			Historical significance	Bridge is possibly eligible for the NRHP. [3]	
Total length 228.6 m = 750.0 ft	Length of maximum span 76.2 m = 250.0 ft	Deck width, out-to-out 7.5 m = 24.6 ft	Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft		
Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	14.7 metric ton = 16.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	24.5 metric ton = 27.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

Functional Details

Average Daily Traffic	500	Average daily truck traffi	80	%	Year	1991	Future average daily traffic	550	Year	2030
Road classification	Minor Arterial (Urban) [16]		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 control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	11.2 m = 36.7 ft			Navigation horizontal clearance	76.2 m = 250.0 ft					
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	5.49 m = 18.0 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]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	60000	Roadway improvement cost	1000						
	Length of structure improvement	228.6 m = 750.0 ft		Total project cost	70000					
	Year of improvement cost estimate	2009								
	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

Fair [5]

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

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

Better than present minimum criteria [7]

Status evaluation

Functionally obsolete [2]

Pier or abutment protection

Navigation protection not required [1]

Sufficiency rating

43.1

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

June 2013 [0613]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

June 2013 [0613]

Other special inspection

Not needed [N]

Other special inspection date

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Basic Information

Kansas [20]	Wyandotte County [209]	Kansas City [36000]	CENTRAL AVE VIADUCT-UPPER	39-06-08.83 = 39.102453	094-37-12.16 = -94.620044
414301052574049	Highway agency district: 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 2574	CENTRAL AVENUE	Toll On free road [3]	Features intersected	KANSAS RIVER, R.R. YARD	
Design - main Steel [3]	Design - approach Steel continuous [4]	Kilometerpoint 0 km = 0.0 mi	Year built 1918	Year reconstructed 2010	
3	Truss - Deck [09]	49	Girder and floorbeam system [03]	Skew angle 0	Structure Flared
			Historical significance	Historical significance is not determinable at this time. [4]	
Total length 1051.9 m = 3451.3 ft	Length of maximum span 76.2 m = 250.0 ft	Deck width, out-to-out 16 m = 52.5 ft	Bridge roadway width, curb-to-curb	14.6 m = 47.9 ft	
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 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					
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	22.9 metric ton = 25.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	37.9 metric ton = 41.7 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	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="Fair [5]"/>	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 foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="57.4"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Inspection date	<input type="text" value="December 2013 [1213]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y48]"/>	Underwater inspection date	<input type="text" value="December 2013 [1213]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="April 2013 [0413]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>