

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 11 T 48 N R 33 W	38-59-48.72 = 38.996867	094-31-47.16 = -94.529767
25478	Highway agency district: 3	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route 222	GREGORY BLVD	Toll On free road [3]	Features intersected UP RR, BIG BLUE RVR		
Design - main Concrete continuous [2]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1917	Year reconstructed 1984	
7 Arch - Deck [11]	0 Other [00]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 213.4 m = 700.2 ft	Length of maximum span 42.7 m = 140.1 ft	Deck width, out-to-out 18.2 m = 59.7 ft	Bridge roadway width, curb-to-curb 13.4 m = 44.0 ft		
Inventory Route, Total Horizontal Clearance 13.4 m = 44.0 ft	Curb or sidewalk width - left 1.9 m = 6.2 ft	Curb or sidewalk width - right 1.9 m = 6.2 ft			
Deck structure type Concrete Cast-in-Place [1]					
Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]					
Deck protection Unknown [8]					
Type of membrane/wearing surface Unknown [8]					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 21.6 metric ton = 23.8 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 36.9 metric ton = 40.6 tons
Bridge posting	Design Load	

Functional Details

Average Daily Traffic	11411	Average daily truck traffi	5	%	Year	2014	Future average daily traffic	14834	Year	2034
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	4	Approach roadway width	13.4 m = 44.0 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	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	15.2 m = 49.9 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	10.67 m = 35.0 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Superior to present desirable criteria [9]									

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	5458000	Roadway improvement cost	545000						
	Length of structure improvement	21.7 m = 71.2 ft		Total project cost	8187000					
	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 desirable criteria [8]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

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

Equal to present desirable criteria [8]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

32.5

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

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date