

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]	Wyandotte County [209]	Kansas City [36000]	0.34 MILES W MO ST LINE	39-06-47.00 = 39.113056	094-36-53.00 = -94.614722
999907001050311	Highway agency district: 13	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 70	I-70 EB HIGHWAY	Toll On free road [3]	Features intersected KANSAS RIVER,3 RR,5 ST		
Design - main Steel [3]	Design - approach Steel continuous [4]	Kilometerpoint 69992.3 km = 43395.2 mi	Year built 1907	Year reconstructed 1972	
2	Truss - Deck [09]	70	Girder and floorbeam system [03]	Skew angle 0	Structure Flared Yes, flared [1]
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 1151.1 m = 3776.8 ft	Length of maximum span 91.4 m = 299.9 ft	Deck width, out-to-out 16.6 m = 54.5 ft	Bridge roadway width, curb-to-curb 15.8 m = 51.8 ft		
Inventory Route, Total Horizontal Clearance 15.8 m = 51.8 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					
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	38.1 metric ton = 41.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	64.4 metric ton = 70.8 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	21750	Average daily truck traffi	15	%	Year	2014	Future average daily traffic	30470	Year	2034
Road classification	Principal Arterial - Interstate (Urban) [11]			Lanes on structure	4	Approach roadway width	15.9 m = 52.2 ft			
Type of service on bridge	Highway [1]			Direction of traffic	1 - way traffic [1]		Bridge median			
Parallel structure designation	The right structure of parallel bridges carrying the roadway in the direction of the inventory. [R]									
Type of service under bridge	Highway-waterway-railroad [8]		Lanes under structure	8	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	8.8 m = 28.9 ft			Navigation horizontal clearance	85.9 m = 281.8 ft					
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	4.95 m = 16.2 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
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	13029000	Roadway improvement cost	1303000
	Length of structure improvement	1323.7 m = 4343.1 ft	Total project cost	19543000
	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 other load-capacity restriction [R]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
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	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	43
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
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	June 2013 [0613]
Other special inspection	Not needed [N]	Other special inspection date	