

Lexington Avenue Viaduct

JACK19

GENERAL DATA

structure no.: S026B33	city/town: Kansas City
county: Jackson	feature inters.: Chestnut Trafficway
	cadastral grid: S34, T50N, R33W
	highway route: Lexington Avenue
	highway distr.: 4
	current owner: City of Kansas City

STRUCTURAL DATA

superstructure: steel plate deck girder	
substructure: concrete abutments with steel bent piers on concrete pedestals	
span number: 5	condition: good
span length: 95.0'	alterations: remodeled, 1907; repairs, new deck, sidewalk and rails, 1970
total length: 386.0'	
roadway width: 43.0'	floor/decking : concrete deck over steel stringers
	other features: lattice guardrail on one side with Jersey barrier and aluminum tube guardrails at sidewalk

HISTORICAL DATA

erection date: 1900-01
erection cost: unknown
designer: Waddell and Hedrick, Kansas City MO
fabricator : unknown
contractor: Central Electric Railway Company, Kansas City MO

references: Missouri Highway and Transportation Department Structure Inventory and Appraisal: Structure Number S026B33; Reed McKinley, Director of Public Works, to Powell C. Groner, President, Kansas City Public Service Company, correspondence, 15 July 1948; Powell C. Groner, President, Kansas City Public Service Company, correspondence to Reed McKinley, Director of Public Works, 18 August 1948; "Steel Viaduct over Agnes Avenue Gorge for Central Electric Railway Company of Kansas City," original construction drawings by Waddell and Hedrick, 21 February 1900 - located at Kansas City Engineer's Office, Kansas City, Missouri.

sign. rating: 51
evaluation: NRHP possibly eligible (although altered, an important early example of this structural type, designed by the state's most influential engineer)

inventoried by: Clayton B. Fraser 21 September 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Lexington Avenue Viaduct
MHTD: S026B33

JACK19

DATE(S) OF CONSTRUCTION

1900-01

LOCATION

Lexington Avenue over Chestnut Trafficway; S34, T50N, R33W
Kansas City; Jackson County, Missouri

USE (ORIGINAL / CURRENT)

city street viaduct / city street viaduct

RATING NRHP possibly eligible (score: 51)

CONDITION

good

OWNER

City of Kansas City

span number: 5	superstructure: steel plate deck girder
span length: 95.0'	substructure: concrete abutments with steel bent piers on concrete pedestals
total length: 386.0'	floor/decking: concrete deck over steel stringers
roadway wdt.: 43.0'	other features: lattice guardrail on one side with Jersey barrier and aluminum tube guardrails at sidewalk

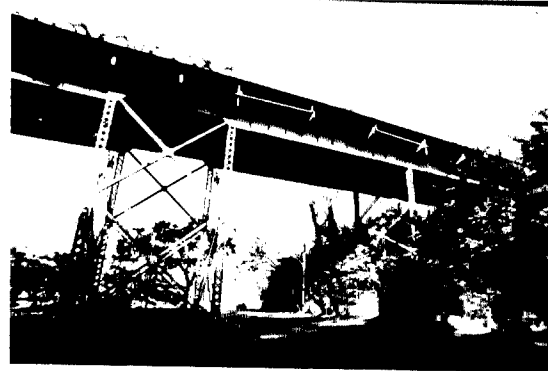
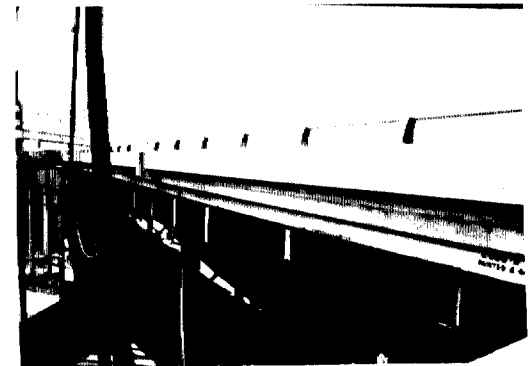
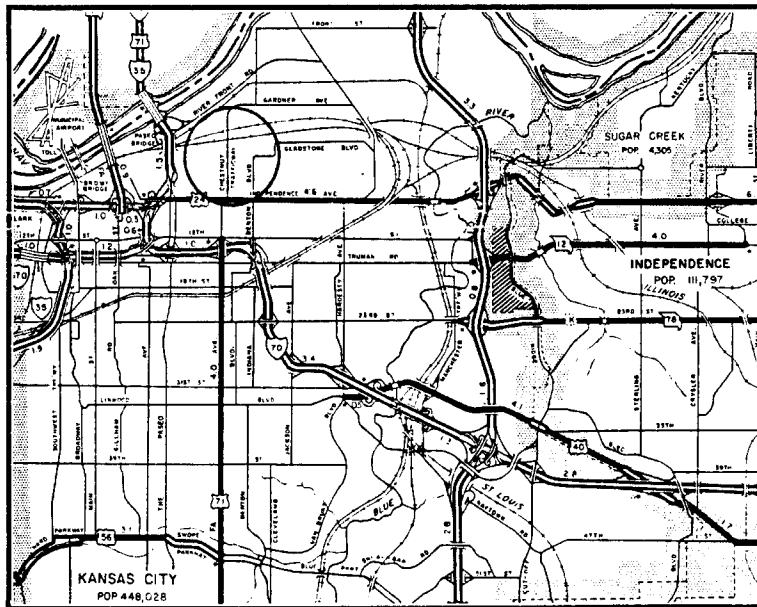
This multiple-span viaduct carries Lexington Avenue over the Chestnut Trafficway in North Terrace Park. The structure is comprised of five steel plate deck girder spans, supported by steel four-leg bent piers on concrete pedestals. The Lexington Avenue Viaduct was designed early in 1900 by the Kansas City engineering firm of Waddell and Hedrick for the Central Electric Railway Company. The structure was authorized that year by the city under Ordinance 14186, which stated: "Said steel railroad between the west line of Montgall Avenue and the east line of Chestnut Street shall be laid on a safe and substantial steel viaduct constructed so as to contain (in addition to the railroad right-of-way thereon) a wagon roadway and sidewalk for public use." Built in 1900-01, the structure carried electric interurban trains as well as vehicular and pedestrian traffic. In 1907, according to city records, the viaduct was remodeled. In 1926 the rail company was transferred through receivership to control of the Kansas City Public Service Company. The Lexington Avenue Viaduct functioned in unaltered condition until 1970, when its deck, sidewalks and guardrails were replaced.

City railroad companies such as Central Electric Railway Company, the Kansas City Terminal Railway and the Metropolitan Street Railway Company were responsible in whole or in part for the construction of many of Kansas City's viaducts. Their interest in uninterrupted traffic for their interurban trains and trolleys prompted them to construct the grade separations, many of which were built under joint agreements with the Department of Public Works to be used for both rail and vehicular traffic. Built in 1900, the Lexington Avenue Viaduct typifies this citywide trend. The structure is distinguished historically as one of the few remaining bridges in Missouri designed by the nationally important engineering firm of J.A.L. Waddell. The structure is technologically noteworthy as the oldest dateable vehicular steel girder in the state. Although it has been altered, the Lexington Avenue Viaduct is an important transportation-related resource.

NAME(S) OF STRUCTURE

Lexington Avenue Viaduct

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT
GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department Structure Inventory and Appraisal: Structure Number S026B33; Reed McKinley, Director of Public Works, to Powell C. Groner, President, Kansas City Public Service Company, correspondence, 15 July 1948; Powell C. Groner, President, Kansas City Public Service Company, correspondence to Reed McKinley, Director of Public Works, 18 August 1948; "Steel Viaduct over Agnes Avenue Gorge for Central Electric Railway Company of Kansas City," original construction drawings by Waddell and Hedrick, 21 February 1900 - located at Kansas City Engineer's Office, Kansas City, Missouri.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

24 September 1994