

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

Missouri [29]	Jackson County [095]	Kansas City [38000]	S 34 T 50 N R 33 W	39-06-39.54 = 39.110983	094-32-53.72 = -94.548256
25391	Highway agency district: 3	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route 0	LEXINGTON AVE	Toll On free road [3]	Features intersected CHESTNUT TFWY		
Design - main Steel [3]	Design - approach	Kilometerpoint 16.1 km = 10.0 mi	Year built 1907	Year reconstructed 1965	
7	Girder and floorbeam system [03]	0	Other [00]	Skew angle 0	Structure Flared
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length 117.7 m = 386.2 ft	Length of maximum span 19.8 m = 65.0 ft	Deck width, out-to-out 14 m = 45.9 ft	Bridge roadway width, curb-to-curb 13 m = 42.7 ft		
Inventory Route, Total Horizontal Clearance 13 m = 42.7 ft	Curb or sidewalk width - left 2.1 m = 6.9 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Other [9]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	17.1 metric ton = 18.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	28.8 metric ton = 31.7 tons
	Bridge posting	30.0 - 39.9 % below [1]	Design Load	

Functional Details

Average Daily Traffic	2000	Average daily truck traffi	5	%	Year	2014	Future average daily traffic	2600	Year	2034
Road classification	Local (Urban) [19]		Lanes on structure	2		Approach roadway width	12.8 m = 42.0 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	Highway, with or without ped		Lanes under structure	3		Navigation control	Not applicable, no waterway. [N]			
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	Highway beneath structure [H]									
Minimum lateral underclearance on right	18.3 m = 60.0 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	18 m = 59.1 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	926000	Roadway improvement cost	92000						
	Length of structure improvement	12.6 m = 41.3 ft		Total project cost	1389000					
	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	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Better than present minimum criteria [7]
Condition ratings - deck	Good [7]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	62.4
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	April 2014 [0414]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2013 [1013]
Other special inspection	Not needed [N]	Other special inspection date	