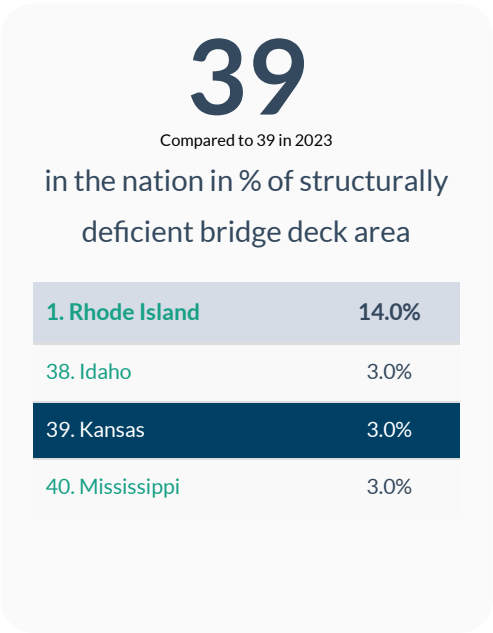
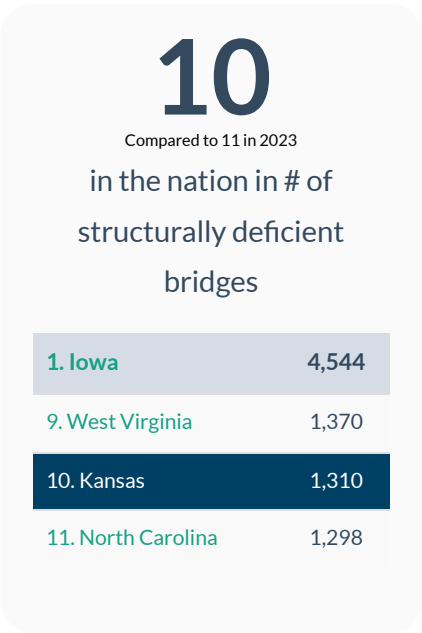
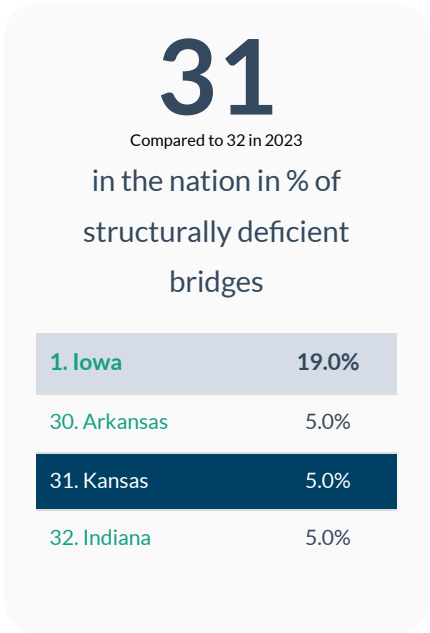
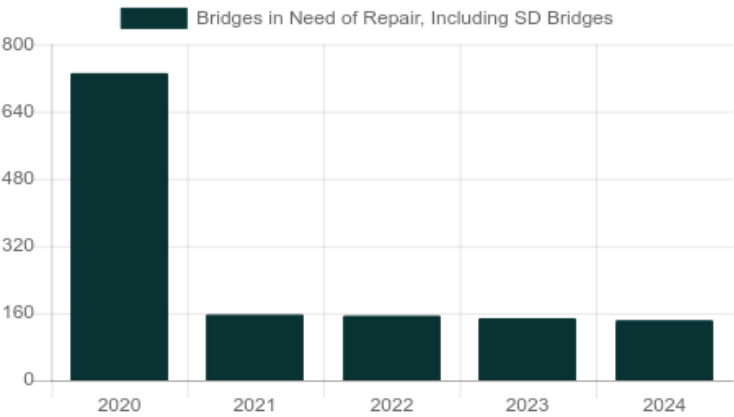


# Kansas Congressional District 3

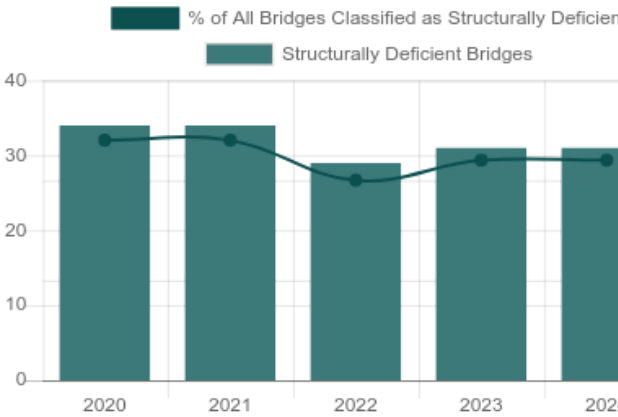
- Of the 1,422 bridges in the counties of this district, 31, or 2.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 34 bridges classified as structurally deficient in 2020.
- Repairs are needed on 143 bridges in the district, which will cost an estimated \$183.3 million.
- This compares to 732 bridges that needed work in 2020.
- There currently are now projects in the District that use IIJA formula bridge funds.



Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in Kansas

County	Year Built	Daily Crossings	Type of Bridge	Location
Johnson	1976	24,000	Urban minor arterial	College Blvd over Indian Ck
Wyandotte	1907	20,800	Urban Interstate	I-70 EB Highway over Kansas River,3 RR,5 St
Johnson	1975	15,050	Rural arterial	K10 Hwy, WB over Kill Creek
Wyandotte	1959	14,800	Urban freeway/expressway	69 Hwy (18th St) over Ks Riv, RR, Levee Rds
Wyandotte	1959	12,600	Urban freeway/expressway	US69, 18th St Expy over Merriam Ln,Turkey Creek
Wyandotte	1933	12,150	Urban other principal arterial	US-169 Highway NB over Ks River,RR Yard,3 Str
Wyandotte	1974	9,715	Urban Interstate	I70 WB to I635 SB over I-635 NB,& I-70 Highways
Johnson	1975	8,342	Urban minor arterial	103rd. Street over Trib. to Indian Creek
Johnson	1910	7,700	Urban minor arterial	Kenneth Rd over Negro Ck
Wyandotte	1971	7,200	Urban other principal arterial	K-32 Highway over Betts Creek Drainage
Wyandotte	1976	2,585	Urban freeway/expressway	K-5 Highway over UP RR & Levee Rd
Johnson	1948	1,835	Rural major collector	83rd St. E.47-16.5 over Railroad
Johnson	1989	1,730	Urban local road	Greenwood St. #49 over Indian Creek Trib.
Wyandotte	1973	1,322	Urban local road	Wolcott Drive over Connor Creek
Johnson	1989	855	Urban local road	Arapaho #53 over Indian Creek Trib.
Johnson	1986	700	Urban local road	Robinson St. over Negro Ck
Miami	2005	655	Rural local road	Woodland Road over Trib. to Sweetwater Crk
Johnson	1980	400	Urban local road	Woodland Dr. over Mill Creek Tributary
Johnson	2002	400	Urban local road	44th Terrace over Trib to Kansas River
Wyandotte	1961	356	Urban local road	Thorn Drive over Davis Creek
Johnson	1989	300	Rural local road	207th St over Little Bull Creek Trib.
Miami	1965	102	Rural major collector	255th Street over Stream
Miami	1962	95	Rural minor collector	399th St over LA Cygne Lake
Miami	1920	94	Rural minor collector	New Lancaster Rd over Trib. to Middle Creek
Miami	1915	48	Rural local road	239th Street over Trib. to Rock Creek

## Bridge Inventory: Kansas

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	7	6,656	85,283	0	0	0
Rural arterial	68	59,938	530,090	1	1,130	15,050
Rural minor arterial	10	5,147	44,565	0	0	0
Rural major collector	113	53,184	124,384	2	271	1,937
Rural minor collector	19	3,429	3,092	2	274	189
Rural local road	201	41,847	42,804	9	674	1,170
Urban Interstate	231	554,450	6,439,163	2	23,364	30,515
Urban freeway/expressway	92	138,353	1,716,032	3	21,124	29,985
Urban other principal arterial	47	120,463	585,342	2	7,724	19,350
Urban minor arterial	220	249,019	2,983,681	3	1,729	40,042
Urban collector	184	108,080	774,016	0	0	0
Urban local road	230	71,031	393,499	7	1,282	5,763
Total	1,422	1,411,596	13,721,951	31	57,574	144,001

## Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	74	\$26	124,319	13,690
Widening & rehabilitation	1	\$0	548	89
Rehabilitation	38	\$126	254,394	71,412
Deck rehabilitation/replacement	11	\$14	92,798	10,934
Other structural work	19	\$17	106,915	13,061
Total	143	\$183	578,974	109,185

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**About the data:**

Data includes information for the following area(s): Johnson County, Miami County, Wyandotte County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.