Kansas – Congressional District 3

American Road & Transportation Builders Association

District Bridge Profile

Highlights from FHWA's 2023 National Bridge Inventory Data

- Of the 1,417 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 33 bridges classified as structurally deficient in 2019.
- Repairs are needed on 148 bridges in the district, which will cost an estimated $209.3 million.
- This compares to 727 bridges that needed work in 2019.
- There currently are now projects in the District that use IIJA formula bridge funds.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	7	6,656	77,911	0	0	0
Other principal arterial	68	59,938	571,846	1	1,130	18,082
Minor arterial	10	5,147	46,073	0	0	0
Major collector	110	48,553	114,521	1	226	1,835
Minor collector	19	3,436	3,108	2	275	189
Local	201	38,699	39,191	7	560	221
Urban Bridges						
Interstate	231	554,450	6,583,750	2	23,364	16,355
Freeway/expressway	92	138,353	1,758,345	3	21,124	31,128
Other principal arterial	47	120,463	528,674	2	7,724	19,951
Minor arterial	221	258,539	2,830,972	5	6,312	48,066
Collector	183	107,814	746,490	0	0	0
Local	228	69,743	384,073	8	1,318	5,768
Total	**1,417**	**1,411,791**	**13,684,954**	**31**	**62,034**	**141,595**

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	77	$25.6	126,766	13,995
Widening & rehabilitation	1	$0.1	548	92
Rehabilitation	40	$153.7	252,629	85,062
Deck rehabilitation/replacement	11	$13.6	92,798	10,936
Other work	19	$16.2	106,915	13,061
Total	**148**	$209.3	**579,656**	**123,147**

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Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Johnson	1976	24,000	Urban minor arterial	College Blvd over Indian Ck
Johnson	1975	18,082	Rural arterial	K10 Hwy, WB over Kill Creek
Wyandotte	1959	15,153	Urban freeway/expressway	69 Hwy (18th St) over Ks Riv, RR, Levee Rds
Wyandotte	1959	12,930	Urban freeway/expressway	US69, 18th St Expy over Merriam Ln,Turkey Creek
Wyandotte	1933	12,526	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	7,425	Urban other principal arterial	K-32 Highway over Betts Creek Drainage
Wyandotte	1907	6,640	Urban Interstate	I-70 EB Highway over Kansas River,3 RR,5 St

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

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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.