

# Kansas Bridge Information

## After the I-35W collapse in Minneapolis:

- ◆ KDOT immediately conducted structural analysis on the state's six deck-truss bridges which had similar components to the I-35W bridge.
- ◆ Performed an in-depth analysis of the gusset plates of all bridges that had the plates, since they were believed to be the leading cause of the I-35W failure. This included the six deck trusses in addition to six other bridges in the state.
- ◆ Inspected all 105 structurally deficient bridges on the State Highway System.
- ◆ Formed the Kansas Local Bridge Task Force, which has been working to identify and evaluate options that local governments and KDOT can take to improve the local bridge inspection process.

### Kansas Bridges At A Glance - Updated 11-14-08

	State System	Local System	Total
All bridges	5,047	20,425	25,464
Structurally deficient	59	2,647	2,707
Functionally obsolete	442	1,596	2,042
Total % deficient & obsolete	9.9%	20.7%	18.6%

- ◆ **Structurally Deficient Bridge** – These are bridges restricted to light vehicles or closed because of structural deterioration. These bridges have limits for weights and speed.
- ◆ **Functionally Obsolete Bridge** – A structure that has older design features and often is simply too narrow
- ◆ Kansas has invested in bridges by spending \$73.5 million since the Minneapolis failure, including \$41 million on state bridges and \$32.5 million on local government bridges.
- ◆ On the local system, about 13 percent of the bridges are structurally deficient and about 21 percent of the bridges are either structurally deficient or functionally obsolete.
- ◆ On the state system, 1.2 percent of the bridges are structurally deficient and about 9.9 percent of the bridges are either structurally deficient or functionally obsolete.
- ◆ It is estimated it would take **\$3.35 billion to fix all deficient bridges in the state**. That includes about \$3 billion on the local system and \$350 million on the state system
- ◆ The Kansas Comprehensive Transportation Program (CTP) comes to an end in 2009. Over the course of the CTP about **\$750 million will have been spent on bridges**. KDOT has plans to address about 50 percent of the structurally deficient bridges. Completing this work will depend on the availability of future funds.
- ◆ The current level of federal funding is sufficient to replace or rehabilitate only about 40 local bridges a year. With nearly 3,000 bridges qualifying for federal bridge replacement funds, **it would take 75 years to replace all of these bridges at the existing funding levels.**