

Route 45 Bridges

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complete bridge replacement for both of these bridges.

MoDOT weighed each option and decided replacing both structures was the best decision for the more than 6900 motorists who use these bridges each day. If the decision had been made to make no repairs to either bridge, the structures would soon become unsafe and have to be closed completely. This would have required the many drivers to seek an alternate route to reach their destination. Detours would have to be set, and roads and bridges for the detours repaired to handle the higher traffic volumes, therefore, costing more money over time than replacing the bridges.

Making repairs would also have been costly and would require limitations on each bridge. Continued maintenance would not be able to address the larger loads using this route, therefore, making it necessary to restrict the bridges for lower weight and eventually requiring each bridge to handle traffic one lane at a time. The best use for taxpayers' money and the safest alternative is for MoDOT to make plans to replace each bridge; however, minimizing the impacts to the drivers as much as possible.

Background Information on these historic structures:

Both of these bridges are unusual and rare for the state of Missouri. They are superstructures known as historic based on their age and the design. There are only seven or eight of these single long-span bridges across the entire state. Both are more than 70 years old.

• BNSF Railroad Bridge:

The Route 45 Bridge over the tracks of the Burlington Northern Railroad near Weston is a five-span bridge. This structure consists of a single long -span, riveted plate through girder, flanked by four steel stringer approach spans, with the superstructure supported by concrete piers and abutments. The Missouri State Highway Department or MoDOT engineered the Weston Viaduct in 1936, and solicited competitive proposals in June. That month the state highway Commission awarded a contract to Mike Haase to build the viaduct. The contractor completed the structure later that year for \$41,672.55. Since that time each bridge has functioned in place, with only minor maintenance-related repairs.

• The Bear Creek Bridge:

The Route 45 Bridge over Bear Creek near Weston is a three-span bridge. This structure consists of a single long -span, riveted plate through girder, flanked by four steel stringer approach spans, with the superstructure supported by concrete piers and abutments. The Missouri State Highway Department or MoDOT engineered the Bear Creek Bridge in 1936, and solicited competitive proposals in June. That month the state highway Commission awarded a contract to Mike Haase to build the bridge. The contractor completed the structure later that year for \$15,923.32. Since that time the bridge has functioned in place, with only minor maintenance-related repairs.

Through the 1930s and 1940s, the Missouri State Highway Department designed and built progressively longer steel beam bridges, using both rolled and plate girders, with spans around 150 feet. Other longer girders had been built elsewhere in the country, but for Missouri, this represented a noteworthy technological feat. With its 115-foot through girder span and 1936 construction date, the Weston viaduct and Bear Creek Bridge are noteworthy as two of the earliest of these long-span beam bridges.

Still Have Questions?

For more information on this project, call Transportation Project Manager Randy Johnson 622-0483 or Community Relations Specialist Kerri Lewis at 622-6328,

For more information on other MoDOT projects, go to www.modot.org/kansascity or call 1-888-275-6636.



Replacing the Route 45 Bridges

What is being done?

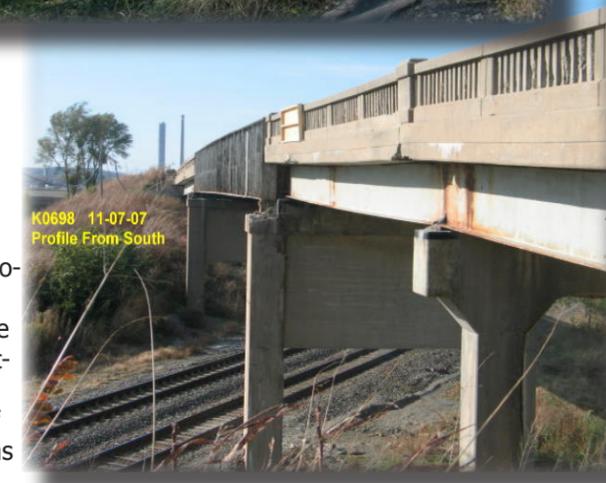
Motorists traveling along Route 45 near Weston will soon see construction to replace the Route 45 Bridges over the Burlington Northern Railroad and Bear Creek. Higher traffic volumes and larger loads traveling on Route 45 has made it necessary for MoDOT to address these ailing bridges. At 73 years old, these bridges require complete replacement to ensure a safe route for all motorists traveling through the area.

In a cost share effort between MoDOT and Kansas City Power & Light, these bridges will be replaced by the end of 2010. To minimize traffic delays, a temporary bridge will be built next to the Bear Creek Bridge until the new bridge can be built. Crews will be in the area constructing the temporary bridge in early July and are expected to finish by the end of August. Traffic impacts will be minimal as construction is underway, with a flagging operation in place during the event of a lane closure. In addition, Dye Store Road will require a temporary closure to tie in to the temporary bridge and Bluff Road will be closed once construction begins until the new Bear Creek Bridge is in place.

The Safe & Sound crews will begin construction on the new Bear Creek Bridge sometime between October 2009 and July 2010. The BNSF Bridge will be complete by the end of 2010 with a new bridge built next to the existing structure.

Replacing these two historic bridges.

The Route 45 Bridges over Bear Creek and the BNSF Railroad will be replaced with two new structures to enhance the safety for

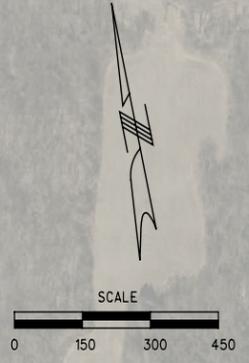


motorists traveling through the area and to make the best use of taxpayers' money. These 73-year-old bridges will need to be improved and enhanced to handle the larger traffic volumes and larger loads that will be traveling through the area. This has required MoDOT and Kansas City Power & Light to make a decision on the best approach for addressing the safety issues surrounding both bridges.

The challenge was not whether a problem exists, but how to fix both bridges to ensure safe passage for everyone using them. MoDOT in conjunction with KCP&L had three options to choose from: do nothing; make necessary repairs through maintenance; or do complete bridge replacement. Through a cost share project, MoDOT and KCP&L will do

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BNSF RR

DYE STORE ROAD

NOWERS ROAD

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LEGEND

ROUTE 45 BRIDGE PROJECT	PROPOSED COMPLETION DATE
 TEMPORARY SHOOFLY OVER BEAR CREEK	SEPTEMBER 2009
 SAFE AND SOUND OVER BEAR CREEK	JULY 2010
 NEW ALIGNMENT OVER BNSF	AUGUST 2010
 EXISTING ROADWAY	

-  TEMPORARY SHOOFLY OVER BEAR CREEK
-  SAFE AND SOUND OVER BEAR CREEK
-  NEW ALIGNMENT OVER BNSF
-  EXISTING ROADWAY



ROUTE 45
KANSAS CITY, MO.
PROPOSED IMPROVEMENTS