

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Missouri [29]	Pike County [163]	Buffalo [09604]	S 18 T 54 N R 1 W	39-27-21.17 = 39.455881	091-02-57.32 = -91.049256
5996	Highway agency district: 2	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 54	US 54 E	Toll On free road [3]	Features intersected MISSISSIPPI RVR, KCS RR		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 43692.8 km = 27089.5 mi	Year built 1928	Year reconstructed N/A [0000]	
5	Truss - Thru [10]	7	Girder and floorbeam system [03]	Skew angle 0	Structure Flared
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 694.6 m = 2279.0 ft	Length of maximum span 127.6 m = 418.7 ft	Deck width, out-to-out 6.4 m = 21.0 ft	Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft		
Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Closed Grating [4]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface	Built-up [1]				

Weight Limits

Bypass, detour length 9.8 km = 6.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.7 metric ton = 22.8 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	35.1 metric ton = 38.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

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	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	23
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	August 2014 [0814]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	June 2012 [0612]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	August 2014 [0814]
Other special inspection	Every year [Y12]	Other special inspection date	August 2014 [0814]

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Basic Information

Illinois [17]	Pike County [149]	Unknown [00000]	LOUISIANA, MISSOURI	39-27-32.31 = 3	091-02-34.97 = -9
75990000000000	Highway agency district: 6	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 54	US 54	Toll On free road [3]	Features intersected	MISS. R./BNSF RR(MO)	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint	40.2 km = 24.9 mi		
5	Truss - Thru [10]	7	Girder and floorbeam system [03]	Year built 1926	Year reconstructed 1983
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	697.1 m = 2287.2 ft	Length of maximum span	127.1 m = 417.0 ft	Deck width, out-to-out	6.4 m = 21.0 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Closed Grating [4]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor (LF) rating reported by rati	Inventory rating	20.4 metric ton = 22.4 tons
9.8 km = 6.1 mi	Method to determine operating rating	Load Factor (LF) rating reported by rati	Operating rating	35 metric ton = 38.5 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	3400	Average daily truck traffi	16	%	Year	2013	Future average daily traffic	3330	Year	2032
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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	Railroad-waterway [7]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	17.4 m = 57.1 ft			Navigation horizontal clearance	123.4 m = 404.9 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			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	3.8 m = 12.5 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	7.11 m = 23.3 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	6370000	Roadway improvement cost	637000						
	Length of structure improvement	697.1 m = 2287.2 ft		Total project cost	9555000					
	Year of improvement cost estimate									
	Border bridge - state	Unknown [297]			Border bridge - percent responsibility of other state	50				
	Border bridge - structure number	#Num!								

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	23.5
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	July 2011 [0711]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	August 2008 [0808]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	June 1995 [0695]
Other special inspection	Not needed [N]	Other special inspection date	