HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Monroe County [137]	Jackson [35936]	S 25 T 53 N R 10 W	39-20-57 = 39.349167	092-04-53 = -92.081389

14816	Highway agency district 3	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	76	COUNTY RD 819	Toll	On free road [3]	Features intersected LONG BRANCH CR

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	225.3 km = 139.7 mi
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built 1910	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	24.7 m = 81.0 ft	Length of maximum span	14.6 m = 47.9 ft	Deck width, out-to-out	3.7 m = 12.1 ft	Bridge roadway width, curb-to-curb	3.7 m = 12.1 ft
Inventory Route, Total Horizontal Clearance	3.7 m = 12.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Wood or Timber [8]
Type of wearing surface	Wood or Timber [7]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	9 metric ton = 9.9 tons	
1.3 km = 0.8 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	13 metric ton = 14.3 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	30	Average daily truck traffi	10 %	Year	2010	Future average daily traffic	38
Year	2030						

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 ft
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	Bridge median	
Parallel structure designation	No parallel structure exists. [N]				
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A		
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft		
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]				
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A		
Minimum Vertical Underclearance	0 = N/A	Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]		
Appraisal ratings - underclearances	N/A [N]				

Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	239000	Roadway improvement cost	23000
Length of structure improvement	3.3 m = 10.8 ft	Total project cost	359000
Year of improvement cost estimate	2010		
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	41.1

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]
Traffic safety features - approach guardrail	Not applicable or a safety feature is not required. [N]
Traffic safety features - approach guardrail ends	Not applicable or a safety feature is not required. [N]

Inspection date	July 2010 [0710]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2010 [0710]
Other special inspection	Not needed [N]	Other special inspection date	