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 Info	ormation									40-03-32 =	091-29-55 = -
Missouri [29] Lewis County [111]		111]	Unior	Union [74752]		S 30 T 61 N R 5 W			40.058889	91.498611	
5610 Highway agency			agency district 3	Own	Owner State Highway Agency [01]			Maintenanc	e responsibility	State Highway Agency [01]	
Route #Num! RT B S					Toll On free road [3] Features intersected WYACOND)A RVR			
Design - main Steel [3] Design - approach Truss - Thru [10] 0		Other [00]				[0000] not determinable at t	his time. [4]				
Total length 56.4 m = 185.0 ft Length of maximum span 56.4 m = 185.0 ft Deck width, out-to-out 7 m = 23.0 ft Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft											
Deck structure type Concrete Cast-in-Place [1]										, and the second	
Type of wearing surface Bituminous [6]											
Deck protection Internally Sealed [7]				ed [7]							
Type of m	embrane/we	earing surface									
Weight Li	mits										
7.				ermine inventory rating		Allowable Stress(AS) [2]		ventory rating	10 metric ton =	11.0 tons	
2.4 km = 1.5 mi		Method to determine operating rating			Allowable Stress(AS) [2]		0	perating rating	22 metric ton =	24.2 tons	
Bridge posting Equal to or above legal loads [5]					Design Load M 13.5 / H 15 [2]						

Functional Details									
Average Daily Traffic 864 Average daily tru	uck traffi 11 % Year 2010 Future average daily traffic 1252 Year 2031								
Road classification Major Collector (Rural) [07]	Lanes on structure 1 Approach roadway width 6.1 m = 20.0 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 clearance 0 = N/A Navigation horizontal clearance 0 = N/A									
Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway 5.05 m = 16.6 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	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 improvement cost 978000 Roadway improvement cost 97000								
bridge roadway geometry. [31]	Length of structure improvement 6.7 m = 22.0 ft Total project cost 1467000								
	Year of improvement cost estimate 2011								
	Border bridge - state Border bridge - percent responsibility of other state								
	Border bridge - structure number								

Inspection and Sufficiency										
Structure status Posted for Io	ad [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]							
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment Equal to present minimum criteria [6]		um criteria [6]						
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings -	Meets minimum tolerak							
Condition ratings - deck	Serious [3]	deck geometry								
Scour		Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]								
Channel and channel protection	Bank is beginning to slump. I minor stream bed movement	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 adequac	Equal to present desirable cri	iteria [8]	Status evalu	Structurally deficient [1]						
Pier or abutment protection			Sufficiency r	rating 29.7						
Culverts Not applicable. Used	if structure is not a culvert. [N]									
Traffic safety features - railings										
Traffic safety features - transitions										
Traffic safety features - approach guardrail										
Traffic safety features - approach guardrail ends										
Inspection date October 2010 [1010] Designated inspection frequency 12 Months										
Underwater inspection Not needed [N] Underwater inspection date										
Fracture critical inspection	Every two years [Y24]	Fracture critical in:	spection date December	ber 2010 [1210]						
Other special inspection	Not needed [N]	Other special insp	ection date							