

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

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]	Wayne County [223]	Mill Spring [48404]	S 22 T 28 N R 3 E	37-04-44.56 = 3	090-42-52.74 = -9
5588	Highway agency district: 7	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 34		MO 34 E	Toll On free road [3]	Features intersected BLACK RVR	
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	2810.2 km = 1742.3 mi
4	Truss - Thru [10]	8	Stringer/Multi-beam or girder [02]	Year built	1933
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length	301.1 m = 987.9 ft	Length of maximum span	55.3 m = 181.4 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]				
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) [1]	Inventory rating	16.2 metric ton = 17.8 tons
4.3 km = 2.7 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	26.1 metric ton = 28.7 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	640	Average daily truck traffi	14	%	Year	2017	Future average daily traffic	1120	Year	2037
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	6.4 m = 21.0 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	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	5 m = 16.4 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 roadway geometry. [31]	Bridge improvement cost	5301000	Roadway improvement cost	530000
	Length of structure improvement	30.1 m = 98.8 ft	Total project cost	7952000
	Year of improvement cost estimate	2019		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

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	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	29.9
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 2018 [1018]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	July 2017 [0717]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2018 [1018]
Other special inspection	Not needed [N]	Other special inspection date	