

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]	St. Louis County [189]	Concord [16048]	S 13 T 43 N R 4 E	38-27-46 = 38.462778	090-24-53 = - 90.414722
5881	Highway agency district 6	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 21	MO 21 S	Toll On free road [3]	Features intersected MERAMEC RVR		
Design - main 3	Steel continuous [4]	Design - approach 0	Other [00]	Kilometerpoint 1307.3 km = 810.5 mi	Year built 1940
				Year reconstructed 2009	Skew angle 0
				Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]
Total length 197.5 m = 648.0 ft	Length of maximum span 80.5 m = 264.1 ft	Deck width, out-to-out 15.8 m = 51.8 ft	Bridge roadway width, curb-to-curb 14.1 m = 46.3 ft		
Inventory Route, Total Horizontal Clearance 14 m = 45.9 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	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 2.4 km = 1.5 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	42 metric ton = 46.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	71 metric ton = 78.1 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

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

Equal to present minimum criteria [6]

Condition ratings - superstructure

Satisfactory [6]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Satisfactory [6]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Very Good [8]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

Channel and channel protection

Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy

Equal to present minimum criteria [6]

Status evaluation

Pier or abutment protection

Sufficiency rating

59

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

Inspected feature meets currently acceptable standards. [1]

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

December 2010 [1210]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

May 2009 [0509]

Other special inspection

Not needed [N]

Other special inspection date