

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Missouri [29]	Ray County [177]	Crooked River [17398]	S 24 T 57 N R 27 W	39-17-39.67 = 39.294353	093-53-20.34 = -93.888983
20376	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 257	LANDING RD	Toll On free road [3]	Features intersected	CROOKED RVR	
Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach	Steel [3]	Kilometerpoint	257.5 km = 159.7 mi
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built #Num!	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length	49.4 m = 162.1 ft	Length of maximum span	31.1 m = 102.0 ft	Deck width, out-to-out	3.7 m = 12.1 ft
Inventory Route, Total Horizontal Clearance	3.3 m = 10.8 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	3.6 metric ton = 4.0 tons
1.3 km = 0.8 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	5.4 metric ton = 5.9 tons
	Bridge posting		Design Load	

### Functional Details

Average Daily Traffic	25	Average daily truck traffi	10	%	Year	2013	Future average daily traffic	34	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.5 m = 18.0 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 clearanc	0 = N/A			Navigation horizontal clearance	0 = N/A					
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	3.96 m = 13.0 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	437000	Roadway improvement cost	43000						
	Length of structure improvement	6 m = 19.7 ft		Total project cost	655000					
	Year of improvement cost estimate	2014								
	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 - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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 minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19.7
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	October 2013 [1013]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2013 [0813]
Other special inspection	Not needed [N]	Other special inspection date	