

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] | Christian County [043] | Ozark [55766] | S 23 T 27 N R 21 W | 37-01-37.97 = 37.027214 | 093-12-26.28 = -93.207300 |
| 21884 | Highway agency district: 6 | Owner County Highway Agency [02] | Maintenance responsibility | City or Municipal Highway Agency [04] | |
| Route 0 | MCCRACKEN RD | Toll On free road [3] | Features intersected | FINLEY RVR | |
| Design - main 2 | Steel [3] Truss - Thru [10] | Design - approach 0 | Other [00] | Kilometerpoint 30.7 km = 19.0 mi | Year built #Num! Year reconstructed N/A [0000] |
| | | | | Skew angle 0 | Structure Flared |
| | | | | Historical significance Bridge is eligible for the NRHP. [2] | |
| Total length | 62.2 m = 204.1 ft | Length of maximum span | 29.9 m = 98.1 ft | Deck width, out-to-out | 5.8 m = 19.0 ft |
| Inventory Route, Total Horizontal Clearance | 5.5 m = 18.0 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 0.1 km = 0.1 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 8.1 metric ton = 8.9 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 19.8 metric ton = 21.8 tons |
| | Bridge posting | 10.0 - 19.9 % below [3] | Design Load | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|------|--|------------------------------|------|------|------|
| Average Daily Traffic | 1500 | Average daily truck traffi | 10 | % | Year | 2015 | Future average daily traffic | 3000 | Year | 2035 |
| Road classification | Local (Urban) [19] | | Lanes on structure | 2 | | Approach roadway width | 5.5 m = 18.0 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 | 4.29 m = 14.1 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 | 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 | 791000 | Roadway improvement cost | 79000 | | | | | | |
| | Length of structure improvement | 7.3 m = 24.0 ft | | Total project cost | 1187000 | | | | | |
| | Year of improvement cost estimate | 2015 | | | | | | | | |
| | 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 | Fair [5] | Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Condition ratings - substructure | Satisfactory [6] | 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 assessed or calculated scour condition. [5] | | |
| 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 | Better than present minimum criteria [7] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 27.6 |
| 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 | January 2015 [0115] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | May 2014 [0514] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | January 2015 [0115] |
| Other special inspection | Not needed [N] | Other special inspection date | |