

HistoricBridges.org - National Bridge Inventory Data Sheet

2015 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]	Ray County [177]	Richmond [61688]	S 27 T 52 N R 27 W	39-17-37.22 = 39.293672	093-54-30.44 = -93.908456
20056	Highway agency district: 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 244		E 112 ST	Toll On free road [3]	Features intersected	CROOKED RVR
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	547.2 km = 339.3 mi
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built	1913
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	36.3 m = 119.1 ft	Length of maximum span	24.4 m = 80.1 ft	Deck width, out-to-out	4.2 m = 13.8 ft
Inventory Route, Total Horizontal Clearance	3.9 m = 12.8 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	6.3 metric ton = 6.9 tons
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	10.8 metric ton = 11.9 tons
	Bridge posting		Design Load	M 9 / H 10 [1]

Functional Details

Average Daily Traffic	35	Average daily truck traffi	10	%	Year	2013	Future average daily traffic	47	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	6.7 m = 22.0 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	99.99 m = 328.1 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	328000	Roadway improvement cost	32000
	Length of structure improvement	4.5 m = 14.8 ft	Total project cost	492000
	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	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	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 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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	23.5
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	October 2013 [1013]
Other special inspection	Not needed [N]	Other special inspection date	