

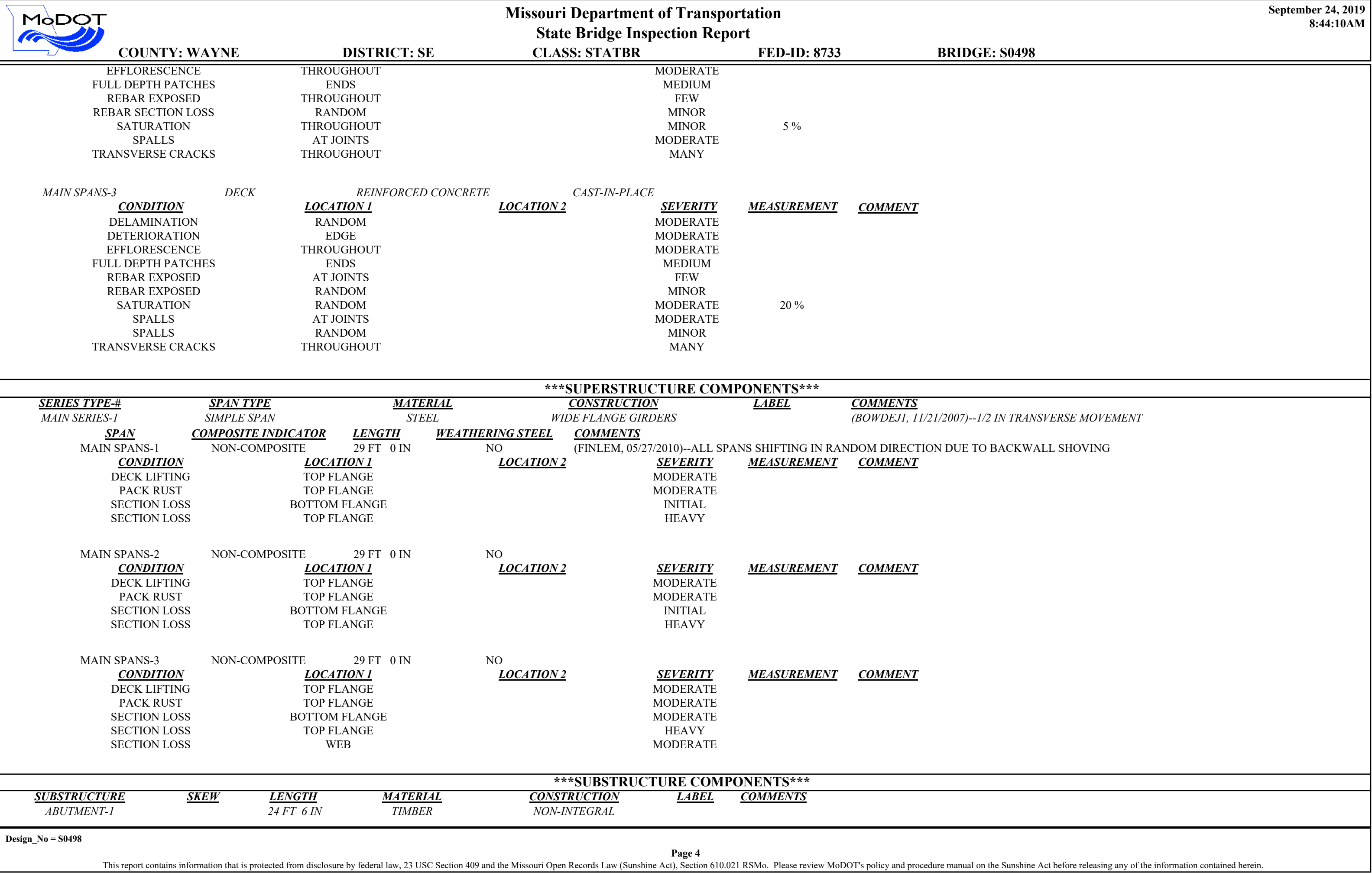
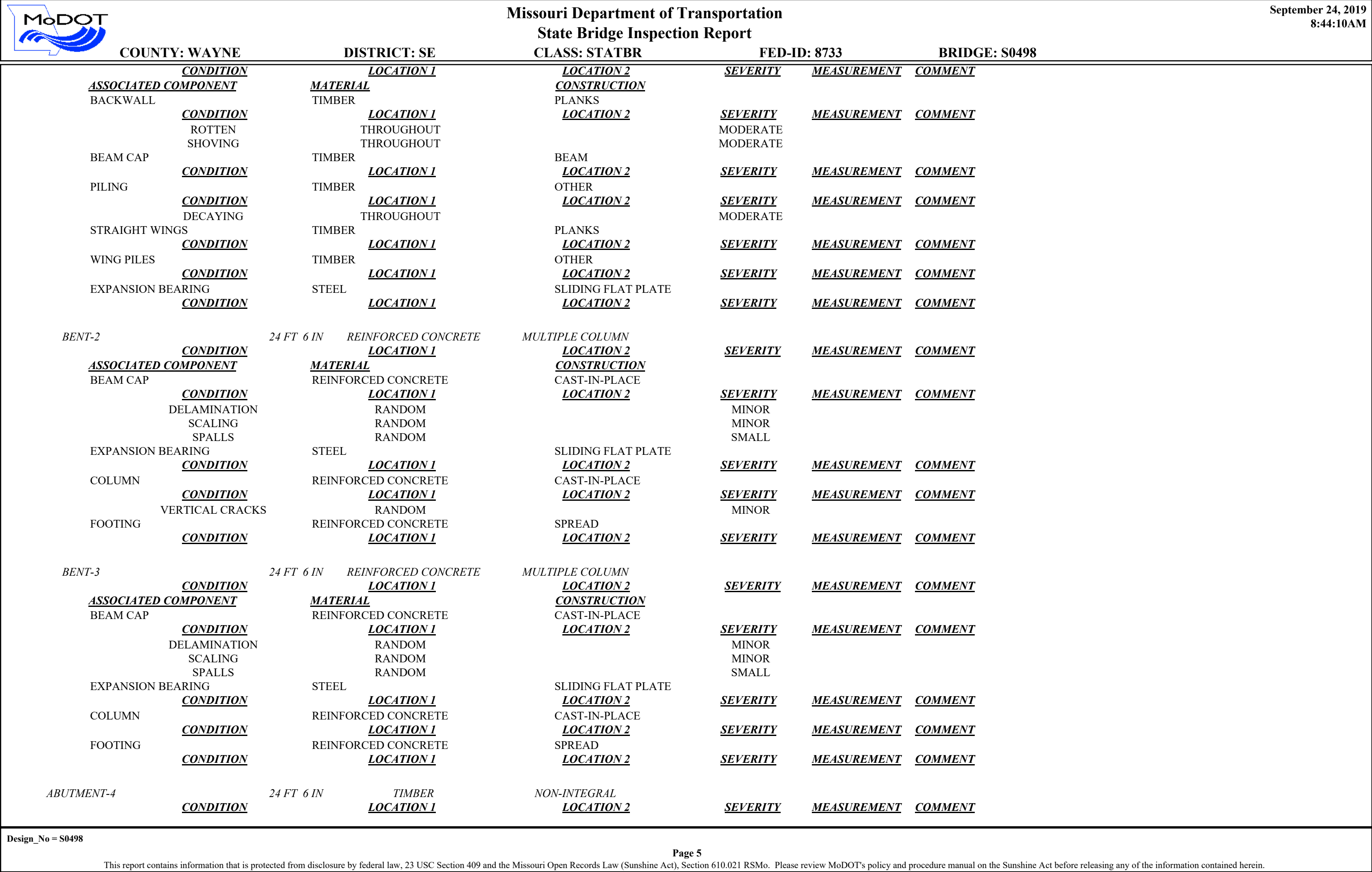
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>September 24, 2019</div> <div>8:44:10AM</div>							
COUNTY: WAYNE		DISTRICT: SE		CLASS: STATBR		FED-ID: 8733		BRIDGE: S0498					
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***						
<div>ROUTE: RTAE</div> <div>FEATURE: SMALL CR</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 23.742</div> <div>DETOUR: 26.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1932</div> <div>REHAB:</div> <div>LOCATION: S 23 T 28 R 5 E</div> <div>LATITUDE: 37 4 44.94 (DMS)</div> <div>LONGITUDE: 90 28 50.11 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 2</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 2-WAY TRAF</div> <div>FUNCTIONAL CLASS: RL-MINOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: WAYNE</div> <div>SUB AREA: 7H43</div>		<div>PLACE CODE: 64334 ST. FRANCOIS</div> <div>LENGTH: 89 FT 0 IN</div> <div>MAXIMUM SPAN: 29 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 24 FT 0 IN</div> <div>OUT TO OUT: 25 FT 0 IN</div> <div>AADT: 812</div> <div>AADT YEAR: 2018</div> <div>AADT TRUCK: 10.0%</div> <div>FUTURE AADT: 1177</div> <div>FUTURE AADT YEAR: 2038</div>		<div>DATE: 12/05/2018</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 12</div> <div>CALCULATED INTERVAL**: 12</div> <div>TEAM LEADER: ED HESS</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2:</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>							
						GENERAL INSPECTION COMMENTS							
FRACTURE CRITICAL INSPECTION INFORMATION					***INDEPTH INSPECTION INFORMATION***								
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
FRACTURE CRITICAL INSPECTION COMMENTS					INDEPTH INSPECTION COMMENTS								
SPECIAL INSPECTION INFORMATION					***UNDERWATER INSPECTION INFORMATION***								
<div>DATE: 05/09/2017</div> <div>FREQUENCY: 999</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2: ADAM ZENTZ</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3: JESSE ELSEMAN</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DAMAGE POST INCIDE</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div>								
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS								
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS								
<div>DATE</div> <div>03/10/2015</div>	<div>FREQUENCY</div> <div>999</div>	<div>CATEGORY</div> <div>QUALITY</div> <div>ASSURANCE</div>	<div>NBI</div> <div>NO</div>	<div>CALCULATED INTERVAL</div>	<div>RESPONSIBILITY</div> <div>DISTRICT</div>	<div>METHOD</div> <div>WT TAPE</div>	<div>DATE</div>	<div>FREQUENCY</div>	<div>CATEGORY</div>	<div>NBI</div>	<div>CALCULATED INTERVAL</div>	<div>RESPONSIBILITY</div>	<div>METHOD</div>
<div>05/22/2014</div>	<div>120</div>	<div>CHANNEL CROSS</div> <div>SECTIONS</div>	<div>NO</div>										
Design_No = S0498													
<div>Page 1</div> <div>This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.</div>													

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COUNTY: WAYNE		DISTRICT: SE		CLASS: STATBR	
		FED-ID: 8733		BRIDGE: S0498	
STRUCTURE POSTING					
APPROVED CATEGORY: S-7		TRUCKS OVER 16 TONS 15 MPH ON BRIDGE.			
Ton 1: 16		Ton 2:		Ton 3:	
COMMENTS:					
FIELD CATEGORY: S-7		TRUCKS OVER 16 TONS 15 MPH ON BRIDGE.			
Ton 1: 16		Ton 2:		Ton 3:	
COMMENTS:		PROBLEM:		PROBLEM DIRECTION:	
GENERAL COMMENTS/MAJOR RATED ITEMS					
GENERAL COMMENTS: (BOWDEJ1, 09/04/2008)--(29'-29'-29') SMP WF GDR SPANS					
[ITEM 58] DECK: 4-POOR CONDITION		COMMENTS: (STEGEC, 12/19/2013)--SAT SPAN 3 AND JOINT DETER			
RATING : 12/10/2015					
[ITEM 59] SUPER: 4-POOR CONDITION		COMMENTS: (DENNIB1, 12/05/2017)--RUSTING WITH HEAVY SECTION LOSS IN TOP FLANGES & GIRDER ENDS			
RATING : 12/05/2017					
[ITEM 60] SUB: 5-FAIR CONDITION		COMMENTS: (BLALOR1, 12/12/2012)--MINOR DELAMS & DECAY			
RATING : 12/10/2014					
[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE		COMMENTS: (STEGEC, 12/19/2013)--BRUSHY CHANNEL RESTRICTING FLOW CAUSING AGGRADATION UNDER BRIDGE - CHANNEL NOT WELL DEFINED			
RATING : 12/10/2015					
[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED		COMMENTS:			
RATING : 05/18/2001					
EVALUATION TYPE :					
[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV		COMMENTS:			
RATING : 05/18/2001					
[ITEM 72] APPRRDWY ALIGNMENT: 6-SATISFACTORY		COMMENTS:			
RATING : 05/18/2001					
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS					
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 01/12/2004		COMMENTS:	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
REINFORCED CONCRETE		CURB		BOTH	
STEEL		ANGLE-DOUBLE			
[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:	
[ITEM 36C] APPROACH RAILING RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:	
[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:	
Design_No = S0498					
Page 2					
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						BRIDGE: S0498	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>CONDITION*</u>	
ASPHALT		BITUMINOUS MAT		BOTH		FAIR	
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
DECK PROTECTIVE COMPONENTS:							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
				<u>THICKNESS</u>		<u>YEAR APPLIED</u>	
				1.5 IN		2015	
<u>COMMENT:</u>							
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
DRAINAGE COMPONENTS:							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		DRAINAGE		REINFORCED CONCRETE		CURB OUTLET	
EXPANSION DEVICE COMPONENTS:							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
						<u>CONSTRUCTION</u>	
						<u>GAP</u>	
						<u>YEAR APPLIED</u>	
						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
BANK/SLOPE PROTECTION COMPONENTS:							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		BANK PROTECTION		ROCK		GROUTED	
						<u>DIRECTION</u>	
						WEST	
						<u>COMMENTS</u>	
DECK COMPONENTS							
<u>SPAN TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SPANS-1		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DELAMINATION		RANDOM				MODERATE	
DETERIORATION		EDGE				MODERATE	
EFFLORESCENCE		THROUGHOUT				MODERATE	
FULL DEPTH PATCHES		ENDS				MEDIUM	
REBAR EXPOSED		THROUGHOUT				MANY	
SATURATION		THROUGHOUT				MINOR	
SPALLS		AT JOINTS				MODERATE	
TRANSVERSE CRACKS		THROUGHOUT				MANY	
MAIN SPANS-2		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DELAMINATION		RANDOM				MODERATE	
DETERIORATION		EDGE				MODERATE	
Design_No = S0498							
Page 3							
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COUNTY: WAYNE

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BRIDGE: S0498

<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>				
BACKWALL	TIMBER	PLANKS				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	ROTTEN	THROUGHOUT		MODERATE		
	SHOVING	THROUGHOUT		MODERATE		
BEAM CAP	TIMBER	BEAM				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING	TIMBER	OTHER				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DECAYING	THROUGHOUT		MODERATE		
STRAIGHT WINGS	TIMBER	PLANKS				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WING PILES	TIMBER	OTHER				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	STEEL	SLIDING FLAT PLATE				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>

*****OVER/UNDER ROUTES CLEARANCE INFORMATION*****

CLEARANCES OVER DECK

****NOTE:** Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>
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CLEARANCES UNDER BRIDGE

****NOTE:** Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

<u>RECORD #</u>	<u>ROUTE</u>	<u># LANES</u>	<u>DIRECTION OF TRAFFIC</u>	<u>RIGHT LATERAL CLEARANCE</u>	<u>LEFT LATERAL CLEARANCE</u>	<u>UR-ID</u>
<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>		

*****STRUCTURE PAINT INFORMATION*****

Design_No = S0498

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						BRIDGE: S0498																																		
CONDITION: FAIR		RUST AMOUNT : 7 = .2% OF SURFACE RUSTED		STEEL TONS : 14																																				
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>																																				
PAINT TYPE :		PAINT TYPE :		PAINT TYPE : S SYSTEM		MANUFACTURE :ARMOR SHIELD																																		
NAME :		NAME :		NAME : CAL SULPH/LEAD PAINT		SURFACE PREP :HAND CLEANED																																		
PAINT COLOR :		PAINT COLOR :		PAINT COLOR : GRAY																																				
PAINT YEAR :		PAINT YEAR :		PAINT YEAR : 2003																																				
MILS :		MILS :		MILS : 13																																				
REQUESTED WORK ITEMS																																								
GENERAL WORK COMMENTS:																																								
<div>RESPONSIBILITYLOCATIONITEMCATEGORYPRIORITYDATEWORK ITEM COMMENT</div>																																								
UTILITY ATTACHMENTS																																								
<div>UTILITYOWNERMETHODMEASUREMENT TYPEVALUENUMBERUTILITY ATTACHMENT COMMENT</div>																																								
PROGRAM NOTES INFORMATION																																								
<div>YEARPROJECT #MONTH LETYEAR LETITEMSCOMMENT</div> <div>2021J9S338312021REPLACE BRIDGE</div>																																								
COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS					***ADVANCED SIGN INFORMATION***																																			
<div>NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.</div> <table><tr><td><u>Rated Item</u></td><td><u>Rating</u></td><td><u>Rating Date</u></td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>2-BASICALLY INTOLRBLE REQ</td><td>4/2/2003</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>5/18/2001</td></tr><tr><td>[Item 69] Underclearance:</td><td>N-NOT APPLICABLE</td><td>5/18/2001</td></tr><tr><td>Sufficiency Rating:</td><td>6.0%</td><td>1/17/2018</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>4/2/2003</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>118 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$410,569</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$615,853</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2019</td><td>----</td></tr></table> <div>NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NB items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure siz and cost may vary significantly from these numbers once site specific engineering is done.</div>					<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>	[Item 67] Structure Evaluation Rating:	2-BASICALLY INTOLRBLE REQ	4/2/2003	[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	5/18/2001	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	6.0%	1/17/2018	Deficiency:	STRUCTURAL	4/2/2003	Funding Eligibility:	FULL	----	Estimated New Structure Length:	118 FT.	----	Estimated Structure Cost:	\$410,569	----	Estimated Total Project Cost:	\$615,853	----	Year of Cost Estimate:	2019	----	<div>SIGN #SIGN TYPEPROBLEMPROBLEM DIRECTION</div> <div>1</div>		
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