

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>September 24, 2019</div> <div>10:24:59AM</div>			
COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR		FED-ID: 6281		BRIDGE: L0455	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: MO162E</div> <div>FEATURE: DRAIN DTCH #251</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 8.457</div> <div>DETOUR: 26.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1952</div> <div>REHAB:</div> <div>LOCATION: S 26 T 21 R 11 E</div> <div>LATITUDE: 36 26 6.23 (DMS)</div> <div>LONGITUDE: 89 50 21.55 (DMS)</div>		<div># SPANS: 5</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-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: NEW MADRID</div> <div>SUB AREA: 7H22</div>		<div>PLACE CODE: 59132 PORTAGE</div> <div>LENGTH: 241 FT 0 IN</div> <div>MAXIMUM SPAN: 51 FT 1 IN</div> <div>APPROACH ROADWAY: 22 FT 0 IN</div> <div>CURB TO CURB: 22 FT 0 IN</div> <div>OUT TO OUT: 26 FT 2 IN</div> <div>AADT: 1013</div> <div>AADT YEAR: 2018</div> <div>AADT TRUCK: 17.8%</div> <div>FUTURE AADT: 1570</div> <div>FUTURE AADT YEAR: 2038</div>		<div>DATE: 11/14/2017</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 25</div> <div>TEAM LEADER: TERRY L SHUNAMON</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2: JOSEPH RIDENHOUR (NTLQ)</div> <div>INSPECTOR 4:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						<div>GENERAL INSPECTION COMMENTS</div>			
						<div>(MADSEJ, 11/17/2017)--THE STRUCTURE WAS INSPECTED IN THE 25TH MONTH DUE TO SCHEDULING AND STAFFING PROBLEMS.</div>			
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: 05/11/2017</div> <div>FREQUENCY: 999</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2: TRAVIS WOMBWELL</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: AARON HUGENBERG</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DAMAGE POST INCIDENT</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div> <div>10/29/2013</div> <div>120</div> <div>CHANNEL CROSS SECTIONS</div> <div>NO</div> <div>BRIDGEDIV</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>				

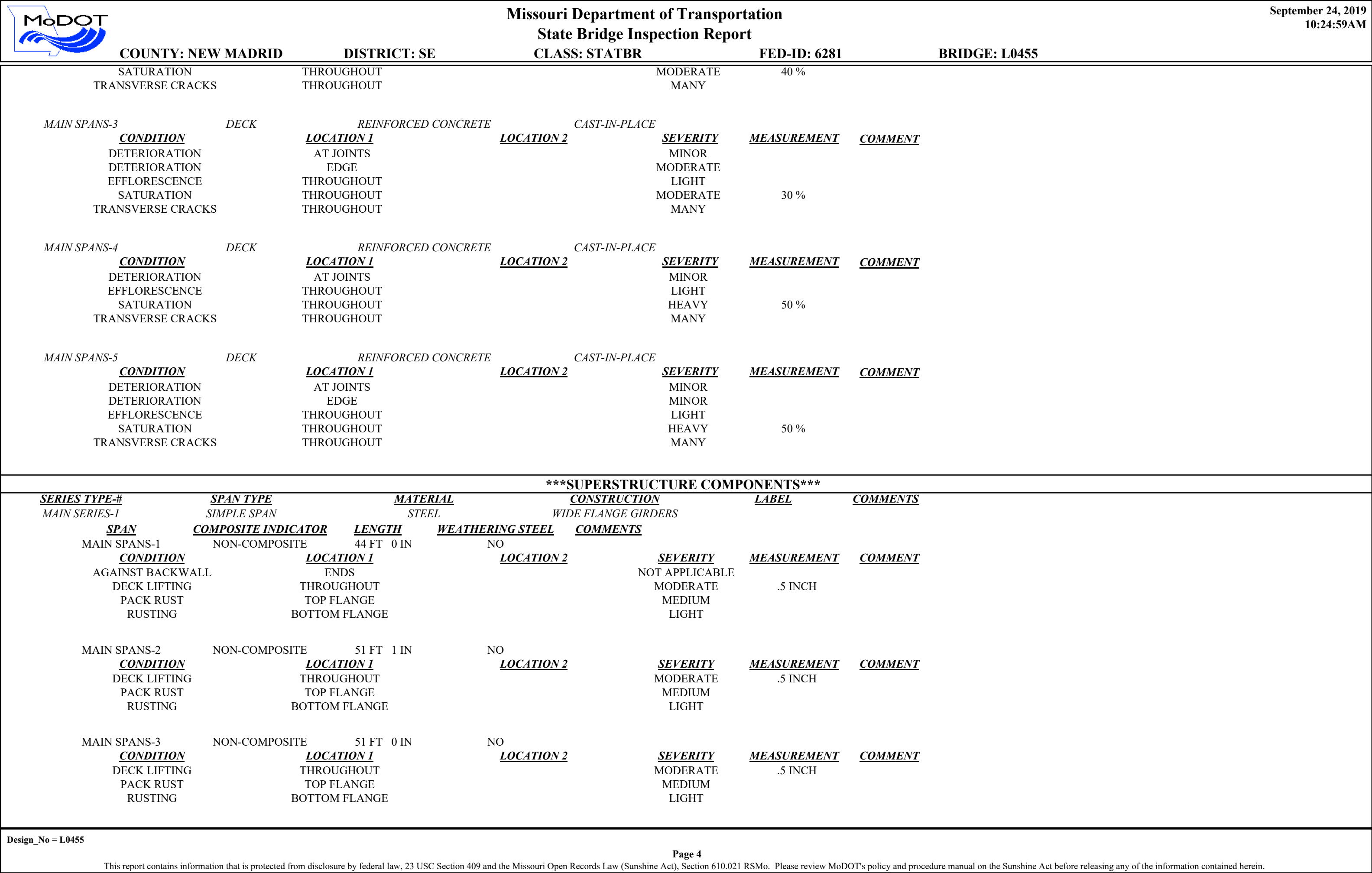
Design_No = L0455

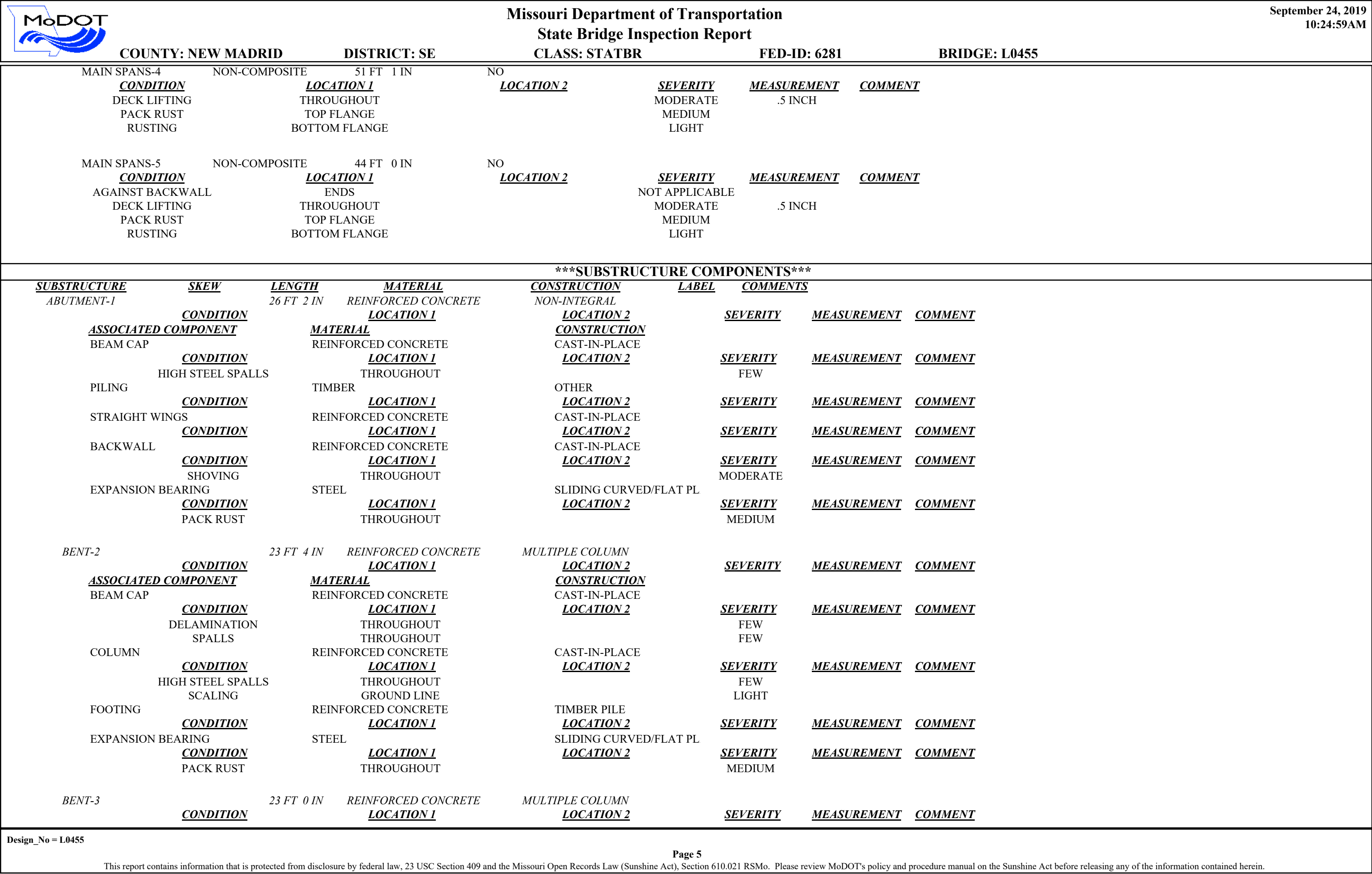
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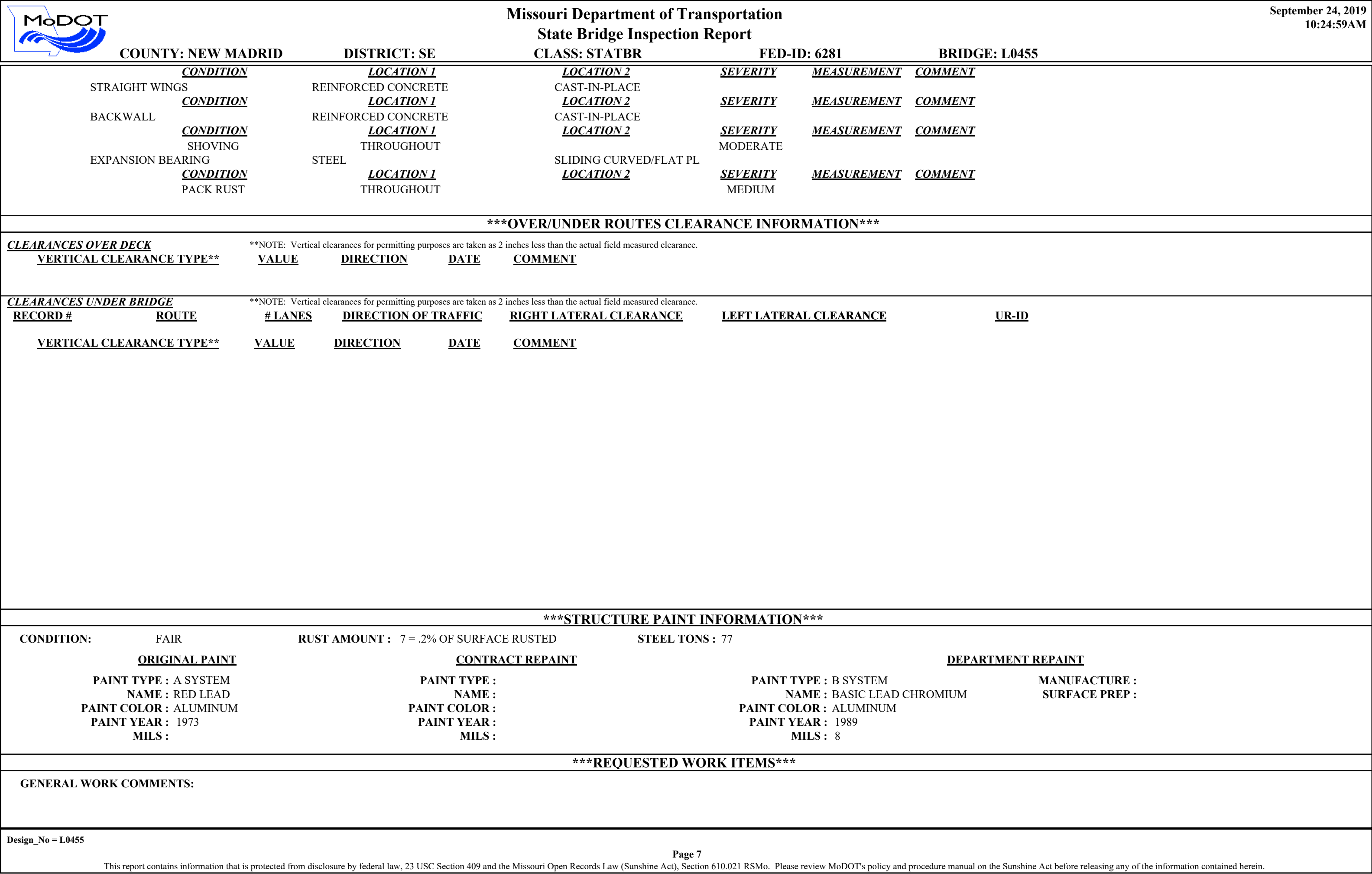
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		State Bridge Inspection Report		10:24:59AM	
COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR	FED-ID: 6281
				BRIDGE: L0455	
STRUCTURE POSTING					
APPROVED CATEGORY: S-7		TRUCKS OVER 21 TONS 15 MPH ON BRIDGE.			
Ton 1: 21		Ton 2:		Ton 3:	
COMMENTS:					
FIELD CATEGORY: S-7		TRUCKS OVER 21 TONS 15 MPH ON BRIDGE.			
Ton 1: 21		Ton 2:		Ton 3:	PROBLEM:
COMMENTS:					PROBLEM DIRECTION:
GENERAL COMMENTS/MAJOR RATED ITEMS					
GENERAL COMMENTS: (BOWDEJ1, 04/09/2008)--(44'-51'-51'-51'-44') SMP WF GDR SPANS					
[ITEM 58] DECK: 4-POOR CONDITION		COMMENTS: (MADSEJ, 11/17/2017)--APPROXIMATELY 50% SATURATION, SPALLS, DELAMINATIONS, AND PATCHES THROUGHOUT SPANS 4 AND 5.			
RATING : 05/18/2001					
[ITEM 59] SUPER: 6-SATISFACTORY CONDITION		COMMENTS: (MADSEJ, 11/17/2017)--LIGHT TO MEDIUM PACKRUST AND MINOR SECTION LOSS THROUGHOUT THE GIRDER TOP FLANGES.			
RATING : 11/04/2011					
[ITEM 60] SUB: 6-SATISFACTORY CONDITION		COMMENTS: (MADSEJ, 11/17/2017)--MINOR TO MODERATE SPALLING AND DELAMINATIONS THROUGHOUT A FEW BEAMCAPS AND COLUMNS.			
RATING : 11/17/2017					
[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE		COMMENTS: (MADSEJ, 11/17/2017)--DEBRIS IN THE UPSTREAM CHANNEL IS SLIGHTLY RESTRICTING FLOW. THERE IS A SMALL ISLAND/DEBRIS PILE ON THE BENT 4			
RATING : 11/17/2017		COLUMN.			
[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: 8-VERYGOOD		COMMENTS:			
RATING : 05/18/2001					
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS					
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 02/17/2004		COMMENTS:	
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>		
REINFORCED CONCRETE	CURB	BOTH			
STEEL	CHANNEL-DOUBLE	LEFT			
STEEL	CHANNEL-DOUBLE	RIGHT			
[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:	
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[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0							
RATING : 05/18/2001							
COMMENTS:							
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		GOOD	
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<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 IN			
<u>COMMENT:</u>						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
						FAIR	
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		DRAINAGE		REINFORCED CONCRETE		CURB OUTLET	
				<u>DIRECTION</u>		<u>COMMENTS</u>	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<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>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
						<u>DIRECTION</u>	
						<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>	
DETERIORATION		AT JOINTS				MINOR	
DETERIORATION		EDGE				MODERATE	
EFFLORESCENCE		THROUGHOUT				LIGHT	
SATURATION		THROUGHOUT				HEAVY	
TRANSVERSE CRACKS		THROUGHOUT				60 %	
						MANY	
MAIN SPANS-2		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DETERIORATION		AT JOINTS				MINOR	
DETERIORATION		EDGE				MODERATE	
EFFLORESCENCE		THROUGHOUT				LIGHT	
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<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	DELAMINATION		THROUGHOUT			FEW	
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	DELAMINATION		THROUGHOUT			FEW	
	SCALING		WATERLINE			LIGHT	
FOOTING		REINFORCED CONCRETE		TIMBER PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	PACK RUST		THROUGHOUT			MEDIUM	
BENT-4		23 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	DELAMINATION		THROUGHOUT			FEW	
	SCALING		WATERLINE			LIGHT	
FOOTING		REINFORCED CONCRETE		TIMBER PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	PACK RUST		THROUGHOUT			HEAVY	
BENT-5		23 FT 4 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	SCALING		GROUND LINE			LIGHT	
FOOTING		REINFORCED CONCRETE		TIMBER PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	PACK RUST		THROUGHOUT			HEAVY	
ABUTMENT-6		26 FT 2 IN	REINFORCED CONCRETE	NON-INTEGRAL			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	UNIFORM SETTLEMENT		GROUND LINE			MINOR	
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	DELAMINATION		THROUGHOUT			FEW	
PILING		TIMBER		OTHER			





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<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>
DISTRICT SPECIAL	AT JOINTS	REPAIR CONCRETE > 50 SF	DECK	3	10/21/2015	
CONTRACT	ENTIRE BRIDGE	SHOTBLAST AND PAINT	PAINT	3	11/17/2017	
DISTRICT SPECIAL	ALL BRG'S	CLEAN, PAINT, AND RESET	SUBSTRUCTURE	3	11/17/2017	

*****UTILITY ATTACHMENTS*****

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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*****PROGRAM NOTES INFORMATION*****

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
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*****COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS*****

ADVANCED SIGN INFORMATION

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.

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.		
<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>
[Item 67] Structure Evaluation Rating:	4-MEETS MINIMUM TOLERABLE	5/18/2001
[Item 68] Deck Geometry Rating:	3-BASICALLY INTOL CORRECT	2/8/2017
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	47.5%	5/24/2019
Deficiency:	STRUCTURAL	5/18/2001
Funding Eligibility:	FULL	----
Estimated New Structure Length:	276 FT.	----
Estimated Structure Cost:	\$960,314	----
Estimated Total Project Cost:	\$1,440,471	----
Year of Cost Estimate:	2019	----

REVENUE SIGN INFORMATION			
SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

*****OUTFALL INSPECTION INFORMATION*****

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	

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 size and cost may vary significantly from these numbers once site specific engineering is done.

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