

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>September 24, 2019</div> <div>8:58:56AM</div>			
COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR		FED-ID: 5550		BRIDGE: J0842	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: MO153S</div> <div>FEATURE: TAYLOR SLU</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 46.168</div> <div>DETOUR: 11.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1931</div> <div>REHAB:</div> <div>LOCATION: S 31 T 20 R 10 E</div> <div>LATITUDE: 36 19 27.10 (DMS)</div> <div>LONGITUDE: 90 1 5.87 (DMS)</div>		<div># SPANS: 1</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: DUNKLIN</div> <div>SUB AREA: 7H25</div>		<div>PLACE CODE: 32554 HOLCOMB</div> <div>LENGTH: 33 FT 0 IN</div> <div>MAXIMUM SPAN: 30 FT 3 IN</div> <div>APPROACH ROADWAY: 18 FT 0 IN</div> <div>CURB TO CURB: 22 FT 0 IN</div> <div>OUT TO OUT: 23 FT 7 IN</div> <div>AADT: 488</div> <div>AADT YEAR: 2018</div> <div>AADT TRUCK: 5.4%</div> <div>FUTURE AADT: 683</div> <div>FUTURE AADT YEAR: 2038</div>		<div>DATE: 11/08/2018</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: STEVE RIGHTNOWAR</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						<div>GENERAL INSPECTION COMMENTS</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>				
<div>FRACTURE CRITICAL INSPECTION COMMENTS</div>					<div>INDEPTH INSPECTION COMMENTS</div>				
SPECIAL INSPECTION INFORMATION					***UNDERWATER INSPECTION INFORMATION***				
<div>DATE: 02/01/2017</div> <div>FREQUENCY: 999</div> <div>TEAM LEADER: JESSE ELSEMAN</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: BRIDGEDIV</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: QUALITY ASSURANCE</div> <div>NBI: NO</div> <div>METHOD:</div>				
<div>SPECIAL INSPECTION COMMENTS</div>					<div>UNDERWATER INSPECTION COMMENTS</div>				
<div>(ELSEMJ, 04/24/2017)--USING THE FIELD VERIFICATION MODEL (FVM) - AS A THRID PARTY INSPECTOR, I TOOK TH PREVIOUS INSP REPORT INTO THE FIELD AND VERIFIED THOUROUGHNESS OF REPORT WITH ASSIGNED CONDITION AND APPRAISAL RATINGS</div>									
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>05/28/2014</div> <div>72</div> <div>CHANNEL CROSS SECTIONS</div> <div>NO</div> <div>DISTRICT</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>				

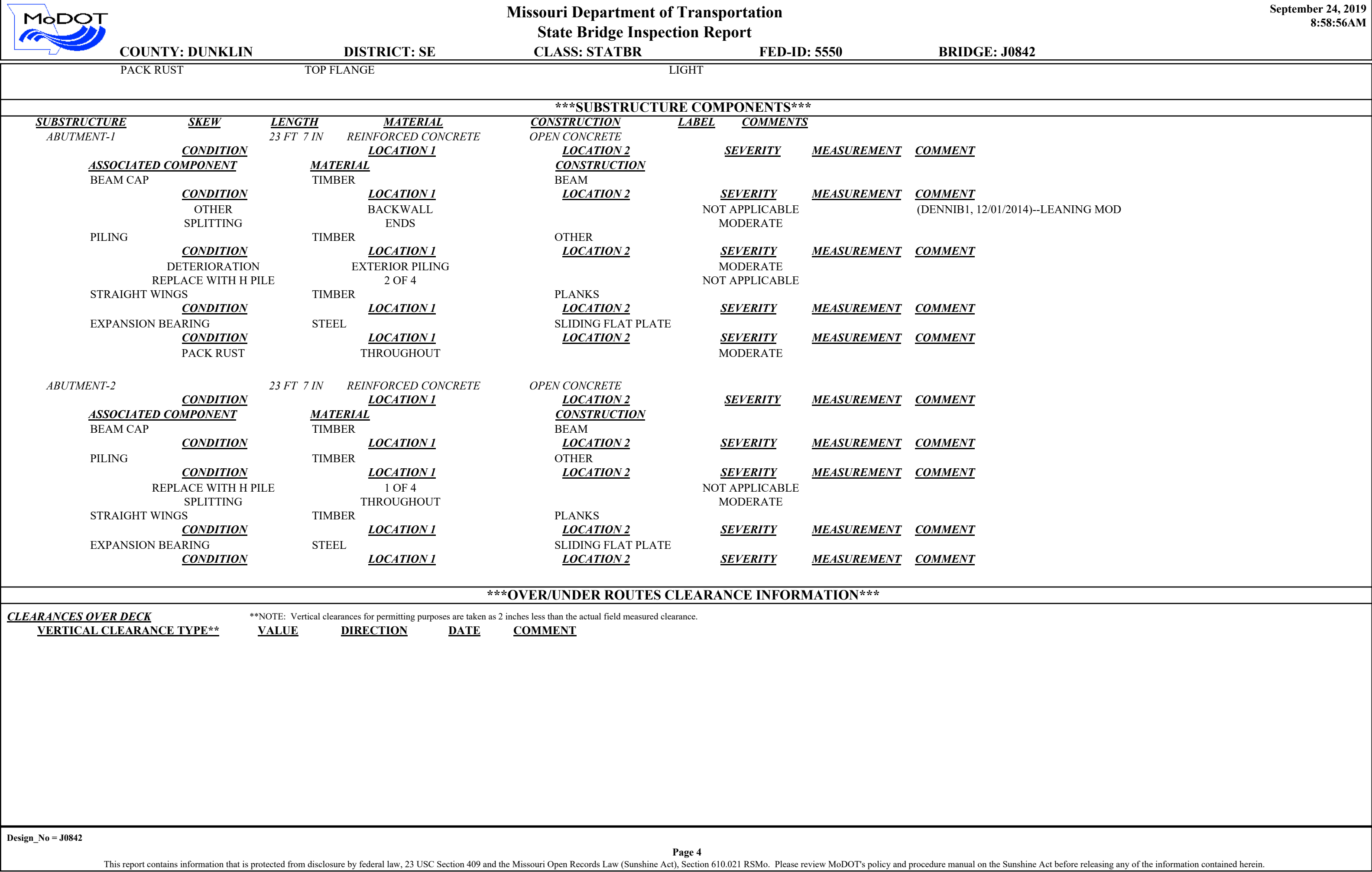
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COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR	FED-ID: 5550	BRIDGE: J0842
STRUCTURE POSTING						
APPROVED CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:		PROBLEM:
COMMENTS:		PROBLEM DIRECTION:				
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (BOWDEJ1, 09/05/2008)--(30') SMP WF GDR SPAN						
[ITEM 58] DECK: 5-FAIR CONDITION		COMMENTS: (DENNIB1, 11/19/2013)--DELAMINATIONS				
RATING : 04/24/2017						
[ITEM 59] SUPER: 6-SATISFACTORY CONDITION		COMMENTS: (DENNIB1, 11/19/2013)--RUSTING TOP FLANGE				
RATING : 05/18/2001						
[ITEM 60] SUB: 4-POOR CONDITION		COMMENTS: (DENNIB1, 12/01/2014)--PILE DETERIORATION & BACKWALL LEANING				
RATING : 12/01/2014						
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE		COMMENTS: (DENNIB1, 11/14/2018)--MOD EROSION ON SLOPES				
RATING : 11/14/2018						
[ITEM 113] SCOUR: 5-FOUNDATION STABLE		COMMENTS:				
RATING : 06/05/2002						
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGT		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 : 02/18/2004		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	CURB	BOTH				
STEEL	PIPE-DOUBLE	BOTH				
[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:		
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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			
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>	
						1 IN	
						<u>YEAR APPLIED</u>	
						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
						FAIR	
<u>COMMENT:</u> (WILSOJ, 02/12/2004)--APPLIED IN 2000							
		<u>DECK PROTECTION</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>	
<u>COMMENT:</u>							
		<u>MEMBRANE</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>	
<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>	
		BANK PROTECTION		ROCK		GROUTED	
						<u>DIRECTION</u>	
						EAST	
						<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>COMMENTS</u>	
		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
		DELAMINATION		BOTTOM		<u>SEVERITY</u>	
		HIGH STEEL SPALLS		BOTTOM		MODERATE	
		LONGITUDINAL CRACKS		THROUGHOUT		MANY	
		REBAR EXPOSED		BOTTOM		MINOR	
		TRANSVERSE CRACKS		THROUGHOUT		MANY	
						FEW	
						(ROBINC3, 11/30/2017)--W/EFFLO	
						(ROBINC3, 11/30/2017)--W/EFFLO	
SUPERSTRUCTURE COMPONENTS							
<u>SERIES TYPE-#</u>		<u>SPAN TYPE</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		SIMPLE SPAN		STEEL		WIDE FLANGE GIRDERS	
						<u>LABEL</u>	
						<u>COMMENTS</u>	
<u>SPAN</u>		<u>COMPOSITE INDICATOR</u>		<u>LENGTH</u>		<u>WEATHERING STEEL</u>	
MAIN SPANS-1		NON-COMPOSITE		30 FT 3 IN		NO	
						<u>COMMENTS</u>	
		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
						<u>SEVERITY</u>	
						<u>MEASUREMENT</u>	
						<u>COMMENT</u>	
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<div><div><div>CLEARANCES UNDER BRIDGE</div><div><div>RECORD #</div><div>ROUTE</div><div># LANES</div><div>DIRECTION OF TRAFFIC</div><div>RIGHT LATERAL CLEARANCE</div><div>LEFT LATERAL CLEARANCE</div><div>UR-ID</div></div></div><div><div>VERTICAL CLEARANCE TYPE**</div><div>VALUE</div><div>DIRECTION</div><div>DATE</div><div>COMMENT</div></div></div> <div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div>													
STRUCTURE PAINT INFORMATION													
CONDITION: GOOD		RUST AMOUNT : 8=.1% OF SURFACE RUSTED			STEEL TONS : 10								
<div>ORIGINAL PAINT</div> <div>PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : 1977 MILS :</div>		<div>CONTRACT REPAINT</div> <div>PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : MILS :</div>			<div>DEPARTMENT REPAINT</div> <div>PAINT TYPE : C SYSTEM NAME : INORGANIC ZINC/VINYL PAINT COLOR : ALUMINUM PAINT YEAR : 1993 MILS : 9</div>			<div>MANUFACTURE : SURFACE PREP :</div>					
REQUESTED WORK ITEMS													
GENERAL WORK COMMENTS:													
RESPONSIBILITY		LOCATION		ITEM		CATEGORY		PRIORITY		DATE		WORK ITEM COMMENT	
UTILITY ATTACHMENTS													
UTILITY		OWNER		METHOD		MEASUREMENT TYPE		VALUE		NUMBER		UTILITY ATTACHMENT COMMENT	
PROGRAM NOTES INFORMATION													
YEAR 2023		PROJECT # J9S3517		MONTH LET 11		YEAR LET 2022		ITEMS REPLACE BRIDGE		COMMENT			
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<div>Page 5</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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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.					SIGN #	
					SIGN TYPE	
					PROBLEM	
					PROBLEM DIRECTION	
<u>Rated Item</u>						
<u>Rating</u>						
<u>Rating Date</u>						
[Item 67] Structure Evaluation Rating: 4-MEETS MINIMUM TOLERABLE 6/5/2002						
[Item 68] Deck Geometry Rating: 4-MEETS MINIMUM TOLERABLE 6/5/2002						
[Item 69] Underclearance: N-NOT APPLICABLE 5/18/2001						
Sufficiency Rating: 35.4% 5/3/2017						
Deficiency: STRUCTURAL 1/14/2015						
Funding Eligibility: FULL ----						
Estimated New Structure Length: 56 FT. ----						
Estimated Structure Cost: \$194,846 ----						
Estimated Total Project Cost: \$292,269 ----						
Year of Cost Estimate: 2019 ----						
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.						
					OUTFALL INSPECTION INFORMATION	
					# OUTFALLS:	
					INSPECTOR:	
					STATUS:	
					DATE:	
					NOTES:	