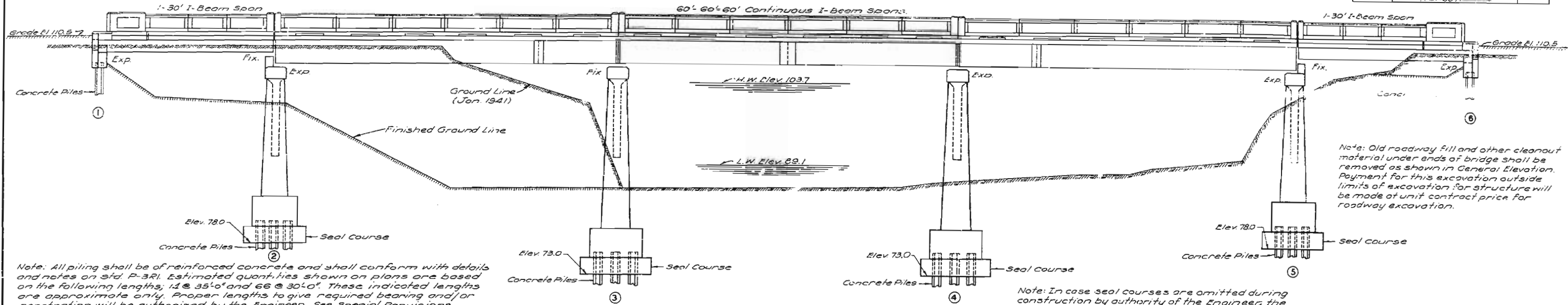


# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STAT.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NO.	F-118(4)	1945	1	1



GENERAL ELEVATION

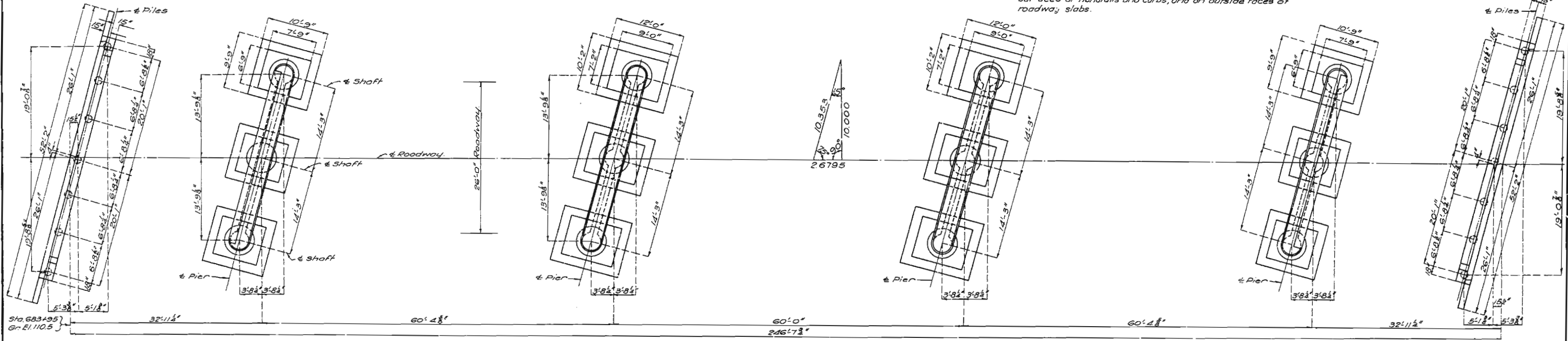
Note: All piling shall be of reinforced concrete and shall conform with details and notes on std. P-3R1. Estimated quantities shown on plans are based on the following lengths; 12 @ 35'-0" and 66 @ 30'-0". These indicated lengths are approximate only. Proper lengths to give required bearing and/or penetration will be authorized by the Engineer. See Special Provisions.

All piling shall be driven to sustain a load of at least 30 ton per pile and with tips to at least Elev. 58.0 for piers. Six concrete test piles shall be driven in permanent position, one each in Bents No. 1 & 6 and one in the center footing of Piers 2, 3, 4 and 5.

Note: In case seal courses are omitted during construction by authority of the Engineer, the bottoms of footings are to be lowered to elevations shown on these design plans for the bottom of seal courses.

A rubbed surface finish will be required on all exposed surfaces of handrails and curbs, and on outside faces of roadway slabs.

Note: Old roadway fill and other cleanout material under ends of bridge shall be removed as shown in General Elevation. Payment for this excavation outside limits of excavation for structure will be made of unit contract price for roadway excavation.



PLAN

**GENERAL NOTES:**  
 Design Specifications A.A.S.H.O.-1941.  
 Loading H-20 A.A.S.H.O.-1941.  
 Structural Steel Stress 18,000 #/sq.  
 Reinforcing Steel Stress 18,000 #/sq.  
 Class "B" Concrete Stress 1000 #/sq.  
 All concrete shall be class "B".  
 Rivets 3/4" except as noted. Holes 1/2" unless noted.  
 Paint: Shop, none. Field, surfaces inaccessible after erection three coats of red lead. No other paint to be applied by contractor. Red lead required shall be furnished by the contractor.  
 Payment for cleaning and painting such surfaces will be included in unit price bid for structural steel.  
 Where joint filler is specified on plans it shall conform with the requirements for Pre-moulded Material Filler as given in section 38-19A(1)h of the Standard Specifications.  
 Qualifications of all welding operators and electrodes will be required in accordance with specifications, except that a proper certification of electrodes previously qualified will be acceptable.

Item	ESTIMATED QUANTITIES		
	Substr.	Superstr.	Total
Class 1 Excavation for structures	cu. Yds. 480		480
Class 2 Excavation for structures	cu. Yds. 734		734
Class "B" Concrete (Handrail)	cu. Yds. 32.9		32.9
Class "B" Concrete (Except Handrail)	cu. Yds. 358.8	241.4	600.2
Class "B" Concrete in seal courses	cu. Yds. 151.2		151.2
Reinforcing steel	Lbs. 20,440	58,990	79,430
Fabricated structural steel (State furn.)	Lbs. 176,350		176,350
Cast steel (State furnished)	Lbs. 5,220		5,220
Concrete Piles in Place	Lin. Ft. 2049		2049
Concrete Pile Cut-offs (Pre-cast only)	Lin. Ft. 222		222
Concrete Test Piles (Pre-cast)	Lin. Ft. 300		300
Concrete Test Piles (Cast in Place)	Lin. Ft. 250		250

Note: Excavation made for bridge above Elev. 90.0 will be paid for as Class 1 Excavation for structures.  
 Excavation made for bridge below Elev. 90.0 will be paid for as Class 2 Excavation for structures.

B.M. Elev. 107.63 Brass Cap Stamped "Ditch" 175'-Rt.  
 Sta. 685+95.  
 Note: All elevations are on project datum which is 196.17' below U.S.G.S. datum.

**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**  
 STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
 ABOUT 2 MILES WEST OF MOREHOUSE  
 PROJECT NO. F-118(4)(US60) STA. 683+95.0  
 STODDARD COUNTY

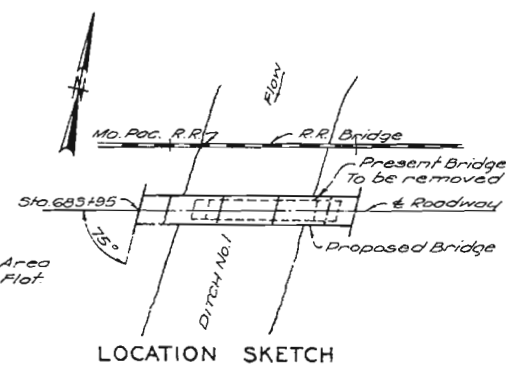
SUBMITTED BY *U. W. Enlow* DATE 10/20/45  
 APPROVED BY *C. W. Brown* DATE 10/20/1945  
BRIDGE ENGINEER  
CHIEF ENGINEER

STD. P-3R1  
 STD. C-110R2  
 F-565R

Sheet No. 1 of 7.

SEE FINAL PLANS FOR DIMENSIONS

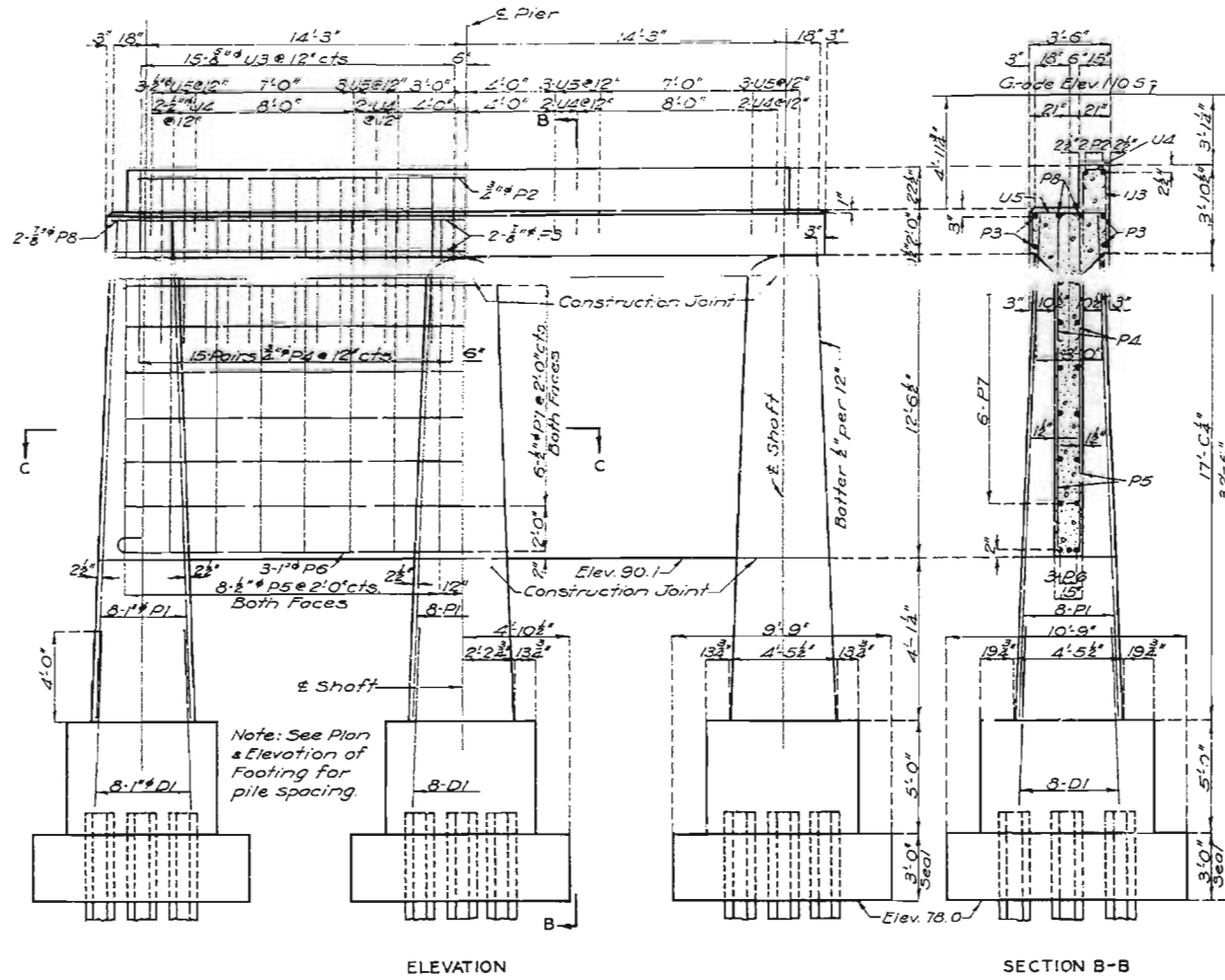
Designed April 1945 by J.B.J.  
 Drawn May 1945 by F.W.B.  
 Traced June 1945 by H.C.  
 Checked Aug 1945 by G.K.M.



LOCATION SKETCH

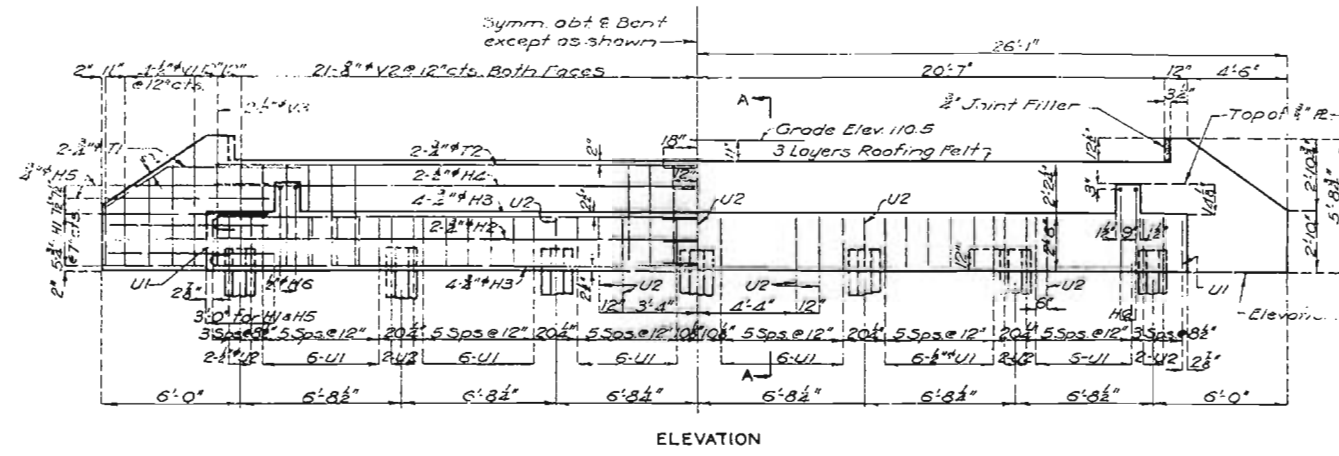
# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE NO.	FED. AID PROJ. NO. (US 60)	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	7107A	19		

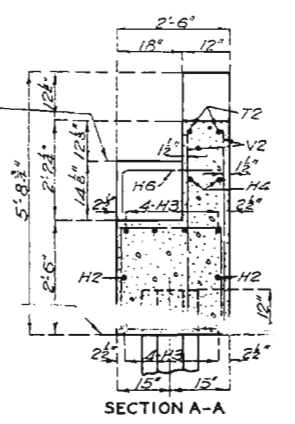


ELEVATION

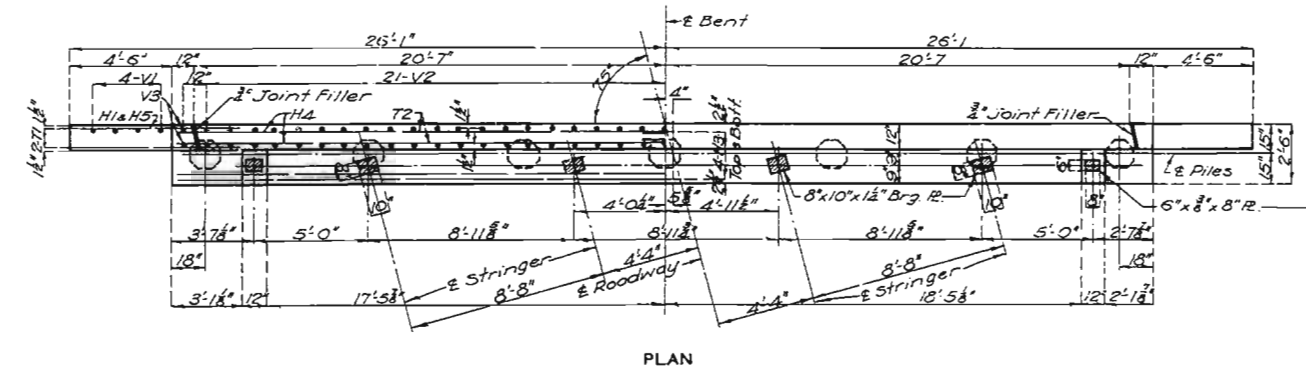
SECTION B-B



ELEVATION

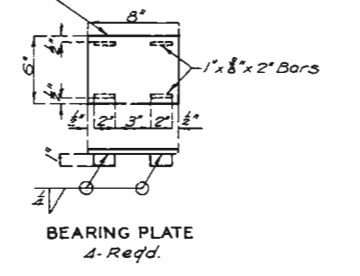


SECTION A-A



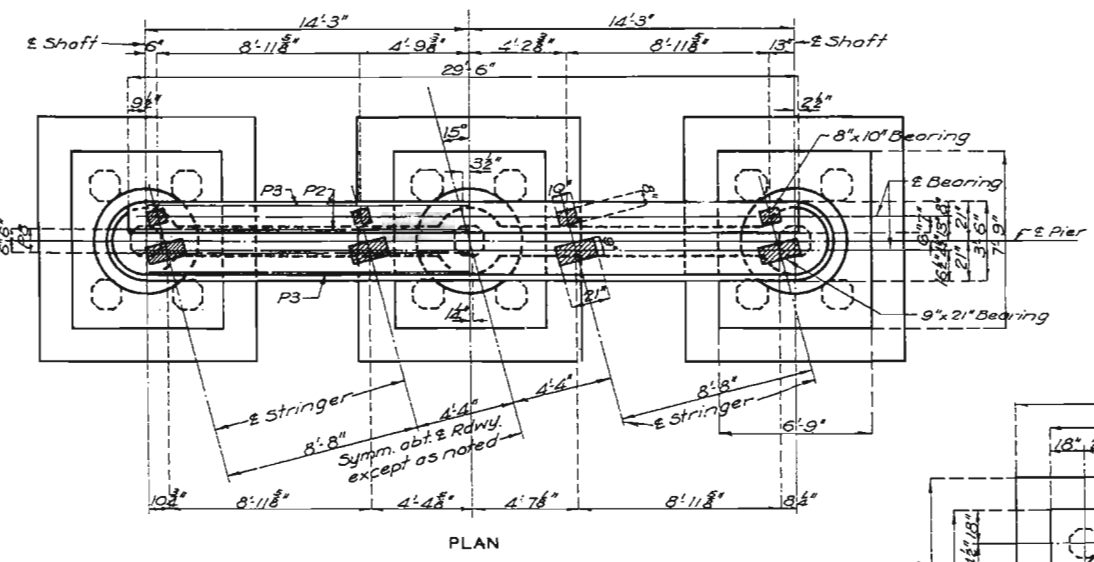
PLAN

DETAILS OF END BENTS NO. 1 & 6

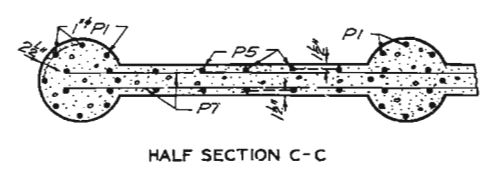


BEARING PLATE  
4-Reqd.

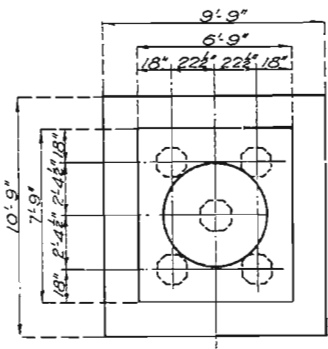
Note: Plates shall be straightened to plane surfaces after welding. Plates will be paid for as structural steel.



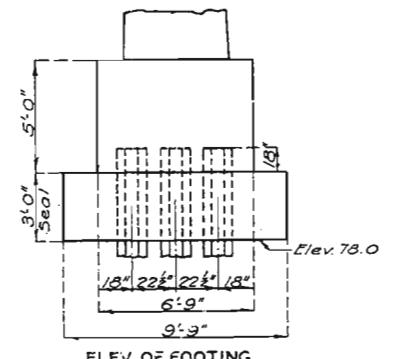
PLAN



HALF SECTION C-C



PLAN OF FOOTINGS



ELEV. OF FOOTING

DETAILS OF PIERS NO. 2 & 5

Note: This drawing is not to scale. Follow dimensions.

Designed April 1945 by J. B. J.  
Drawn May 1945 by F. W. B.  
Traced June 1945 by G. W.  
Checked Aug. 1945 by G. W.

**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**  
STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4) (US 60) STA. 683+95.0  
**STODDARD COUNTY**

Sheet No 2 of 7.

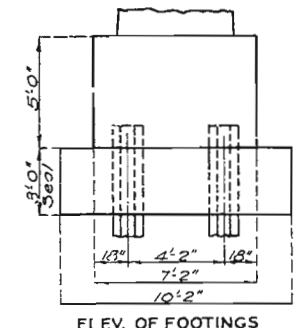
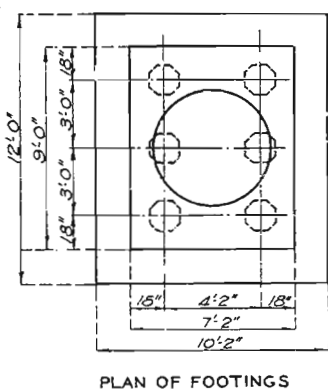
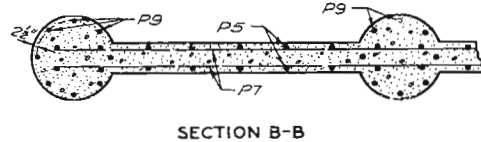
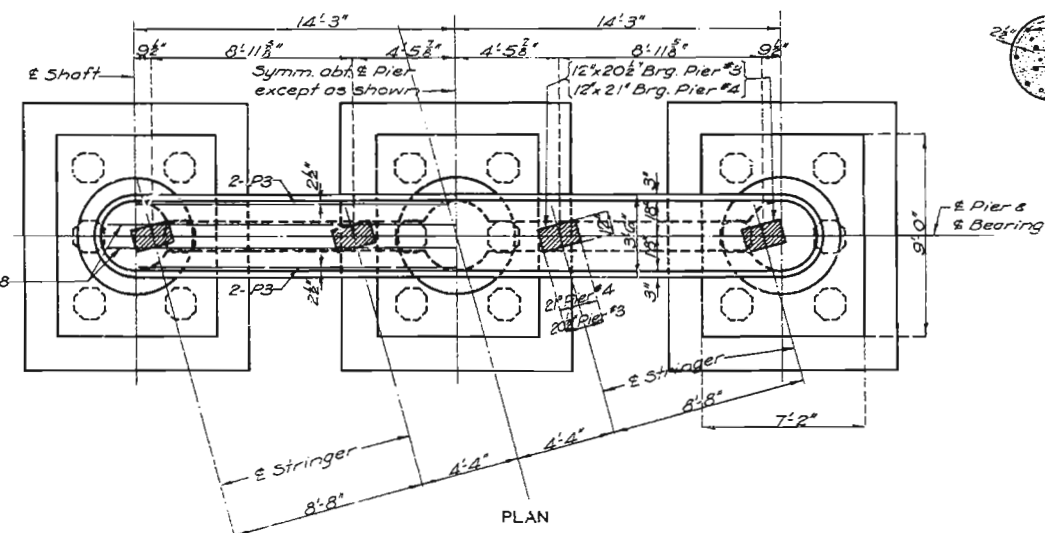
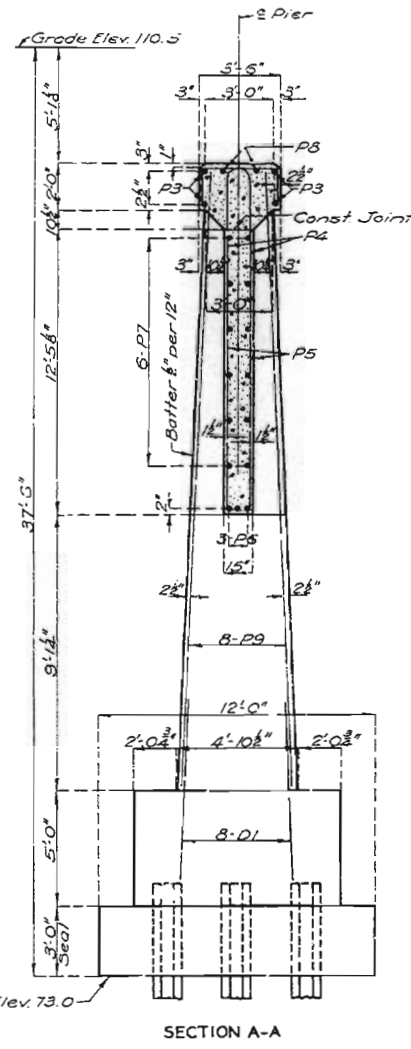
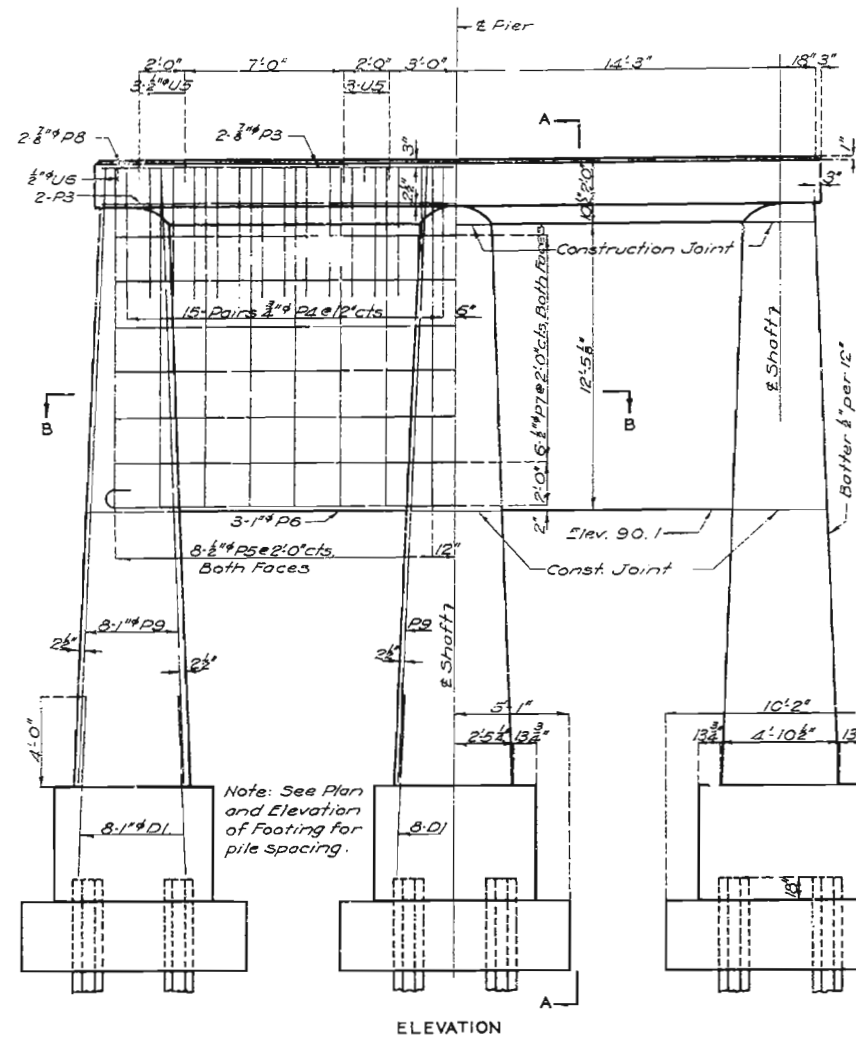
SEE FINAL PLANS BROWN LINES

FINISHED  
**F-565R**

6000

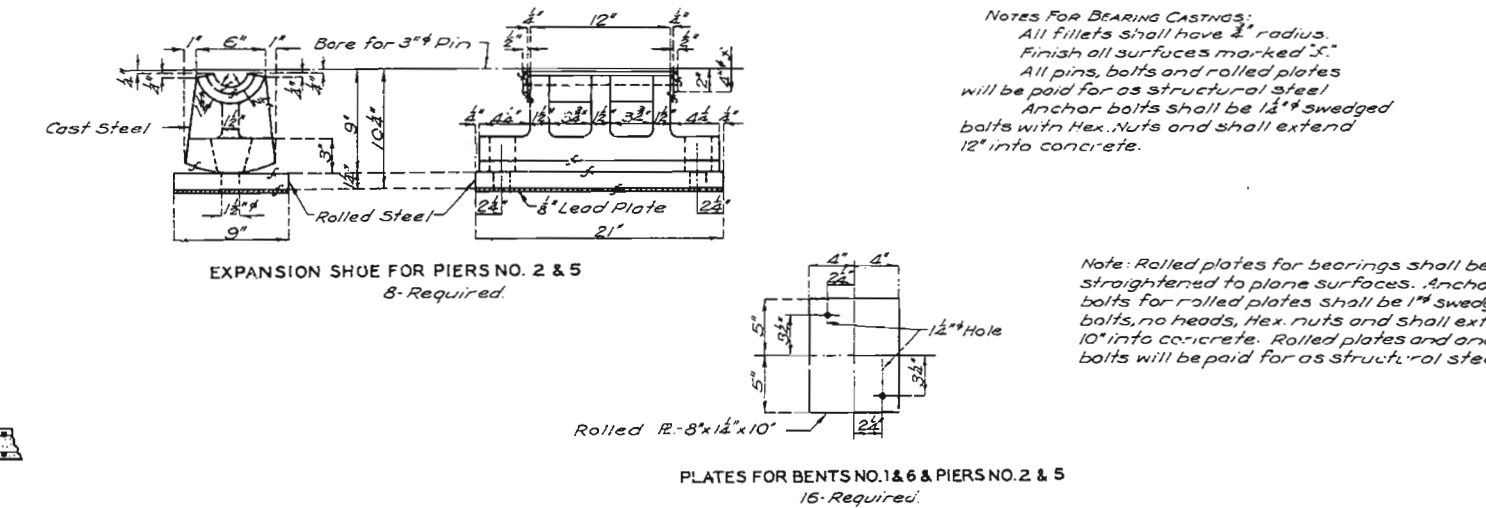
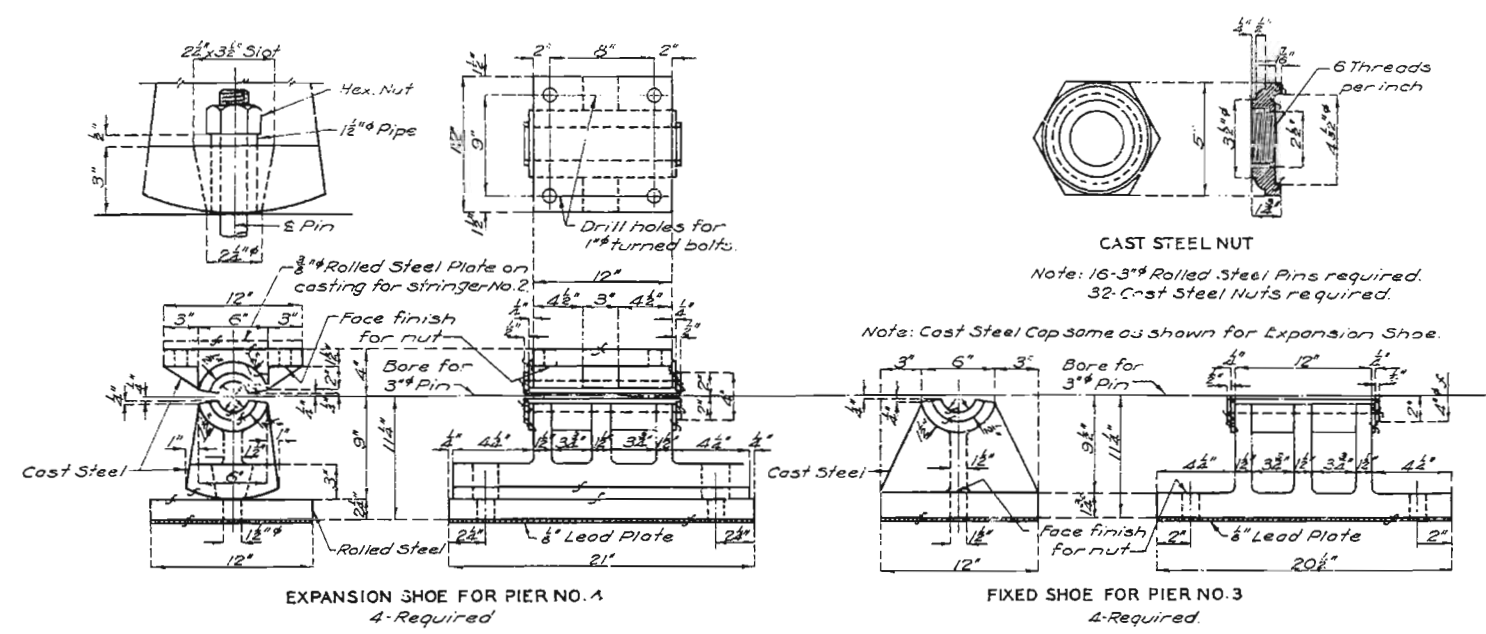
# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO	7-118(4) (U.S. 60)	19	3	7



**DETAILS OF PIERS NO. 3 & 4**

Note: This drawing is not to scale. Follow dimensions.



**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**

STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4) (U.S. 60) STA. 683+95.0

**STODDARD COUNTY**

Designed April 1945 by J.B.J.  
Drawn May 1945 by F.W.B.  
Traced June 1945 by G.W.  
Checked Aug 1945 by D.R.M.

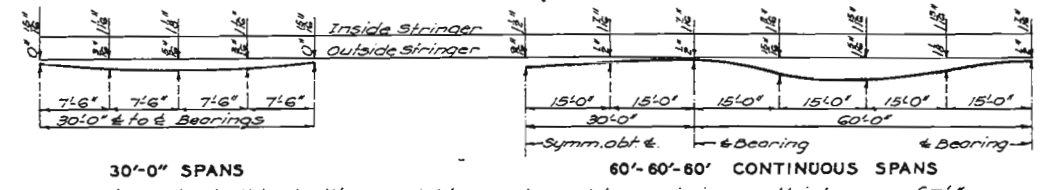
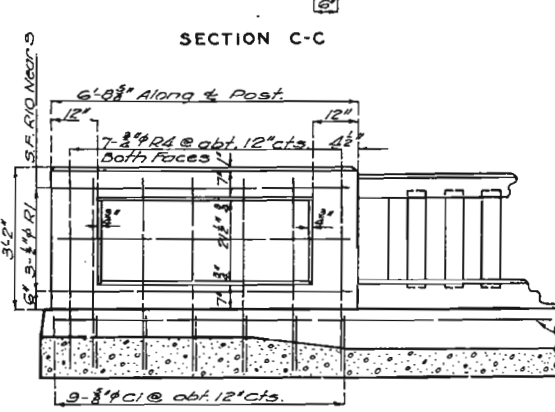
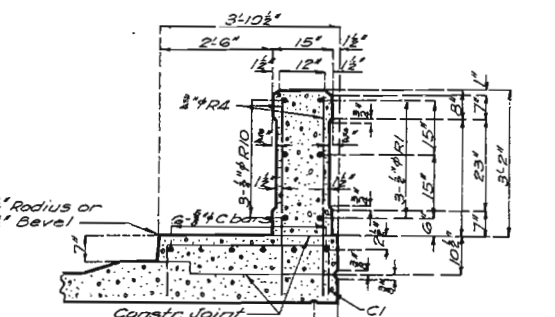
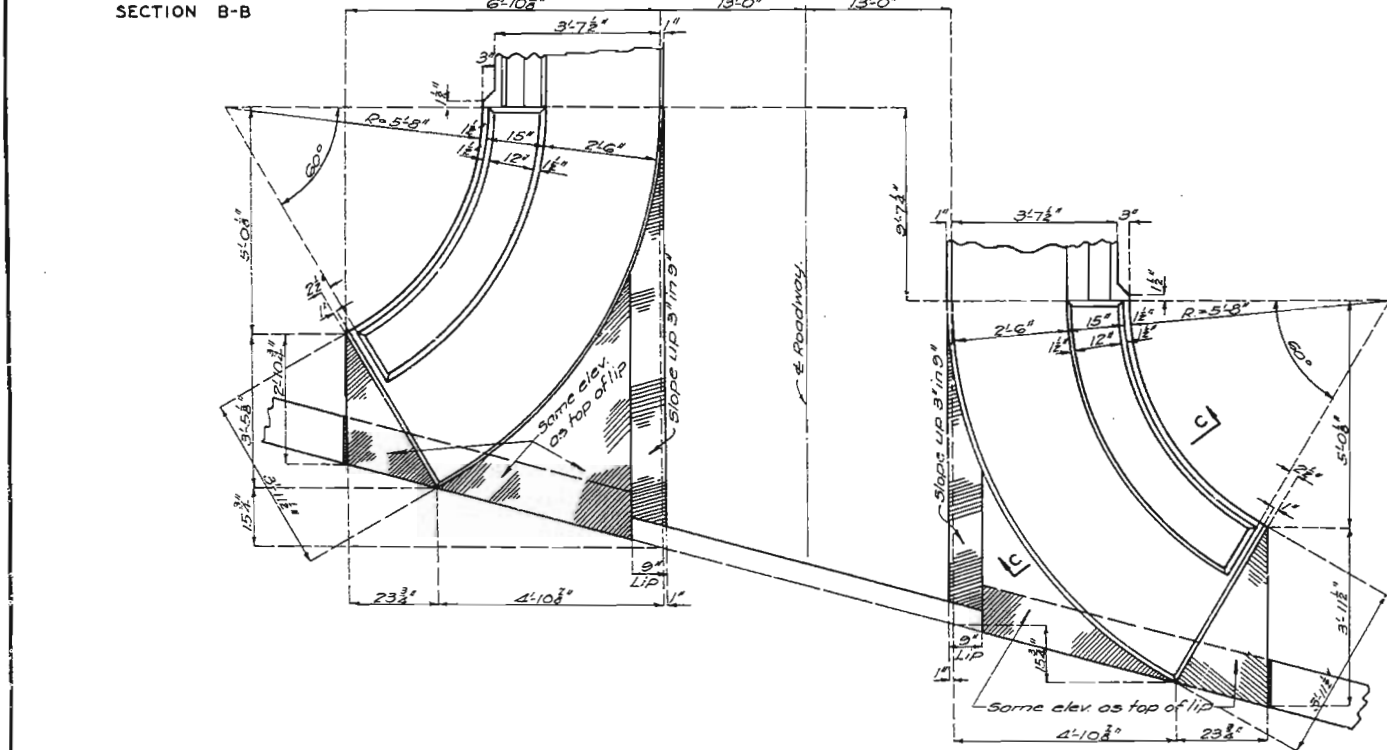
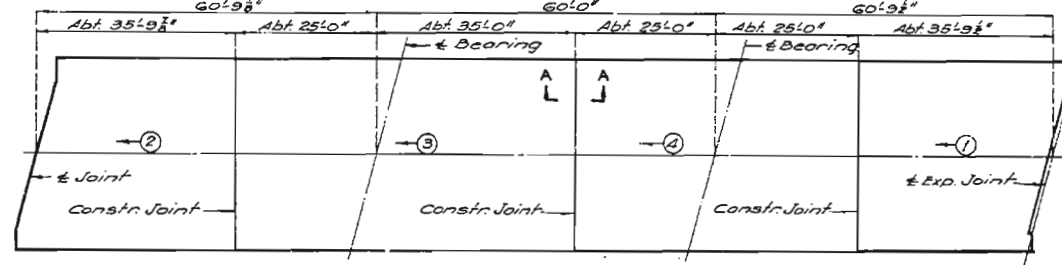
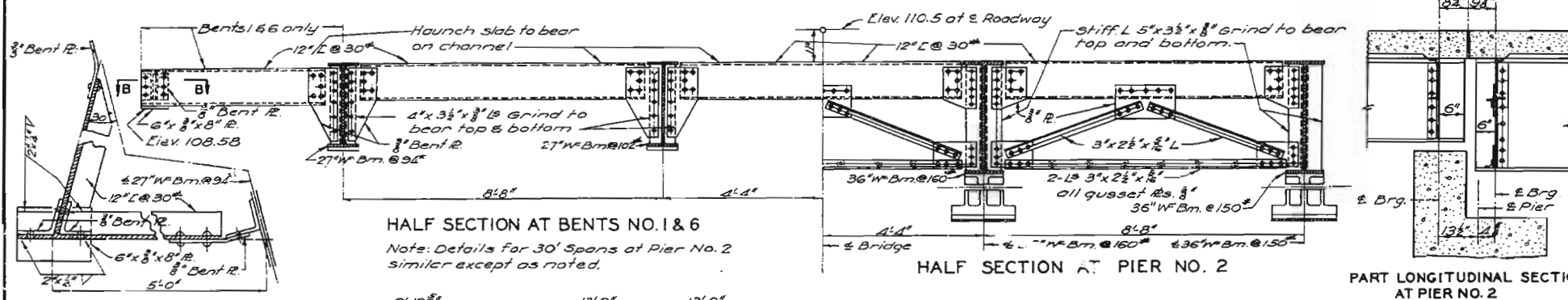
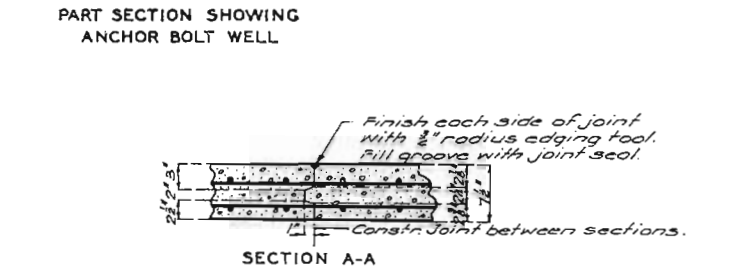
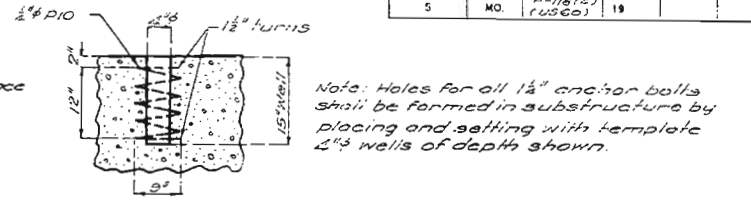
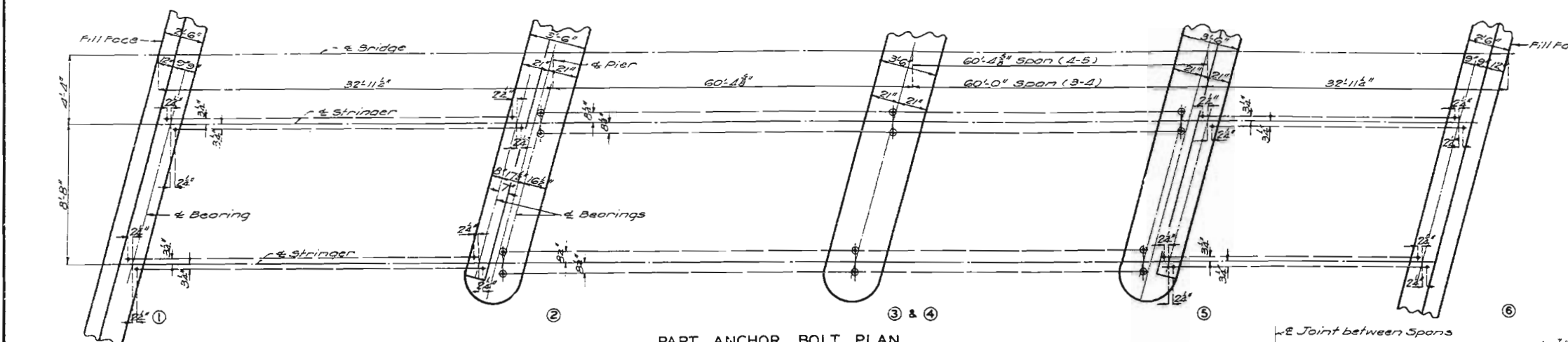
Sheet No. 3 of 7.

**F-565R**

SEE FINAL PLANS BROU...

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	F-118(4) (US60)	19	1	7



Note: Slab shall be built parallel to grade and to a minimum thickness of 7 1/2\"/>

SLAB HAUNCHING DIAGRAMS

PART PLAN OF END POSTS

DEVELOPED ELEVATION OF POST

## BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1

STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4)(US60) STA. 683 + 95.0

STODDARD COUNTY

Drawn June 1945 by F.W.B.  
Traced June 1945 by H.C.  
Checked Aug. 1945 by M.W.

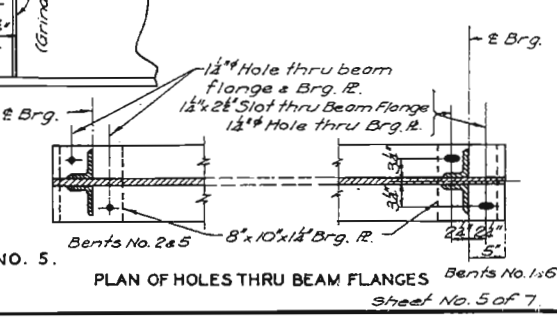
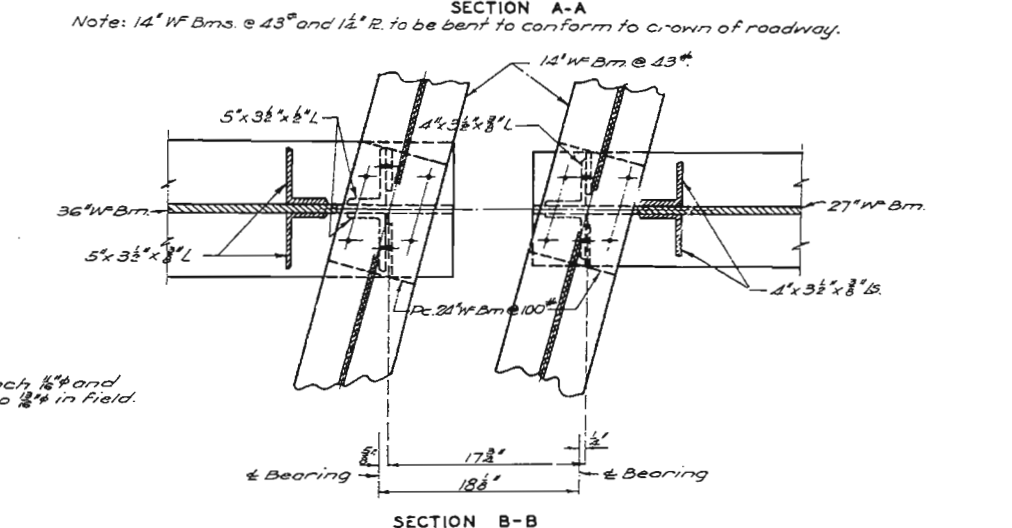
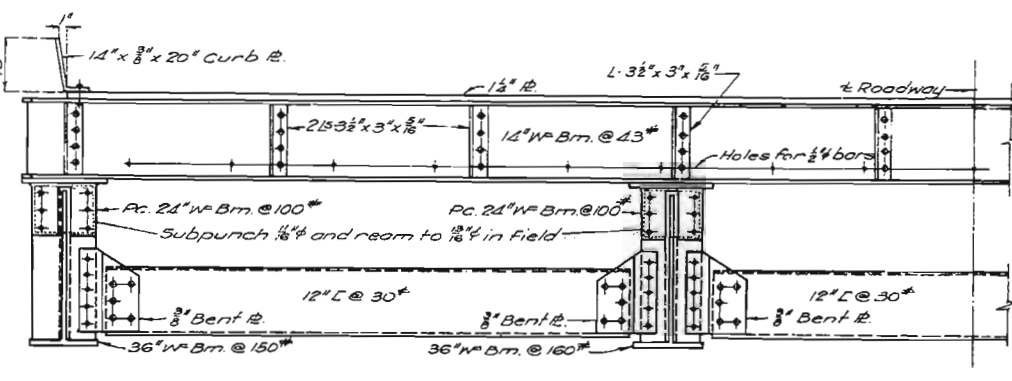
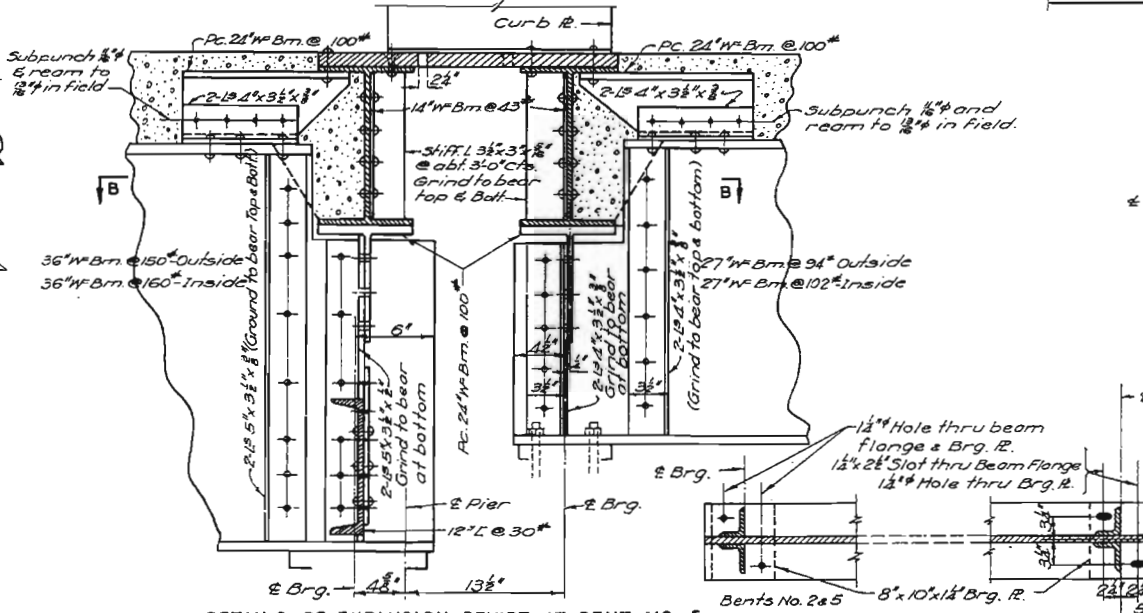
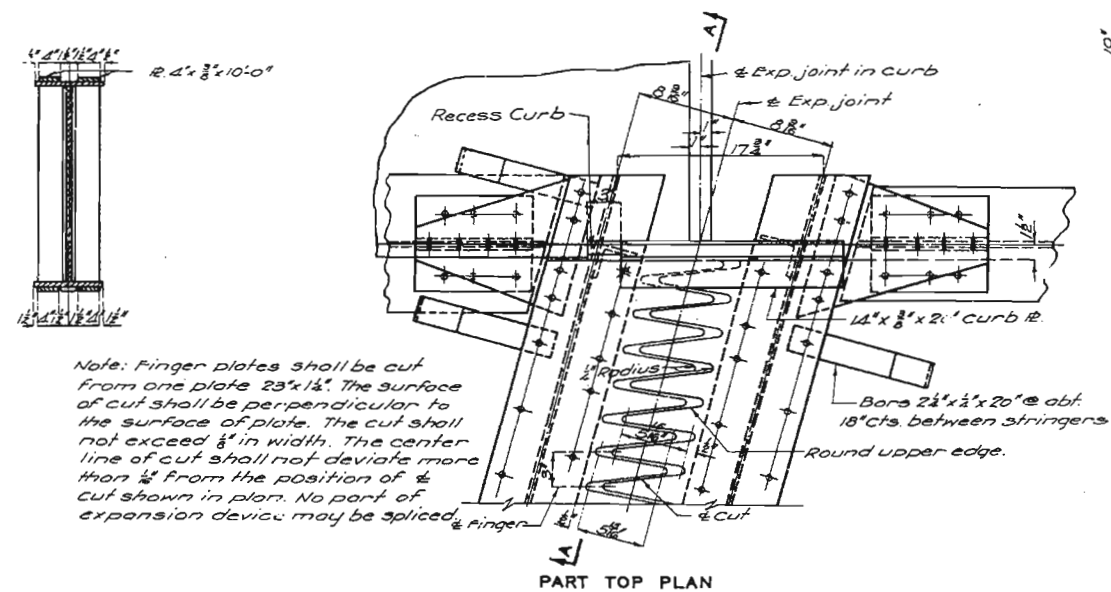
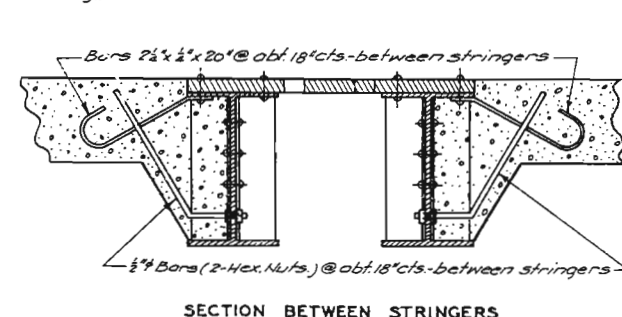
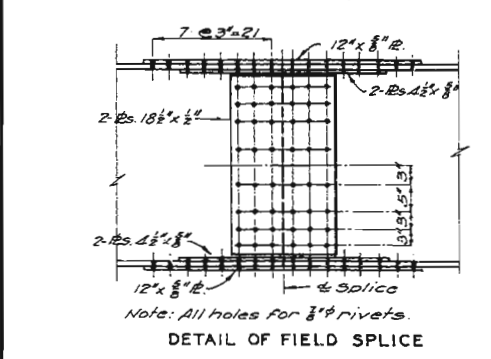
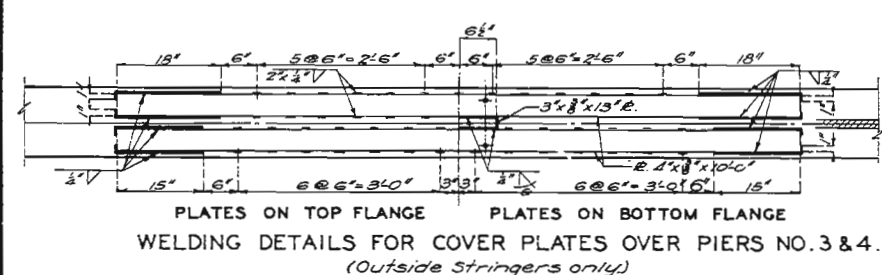
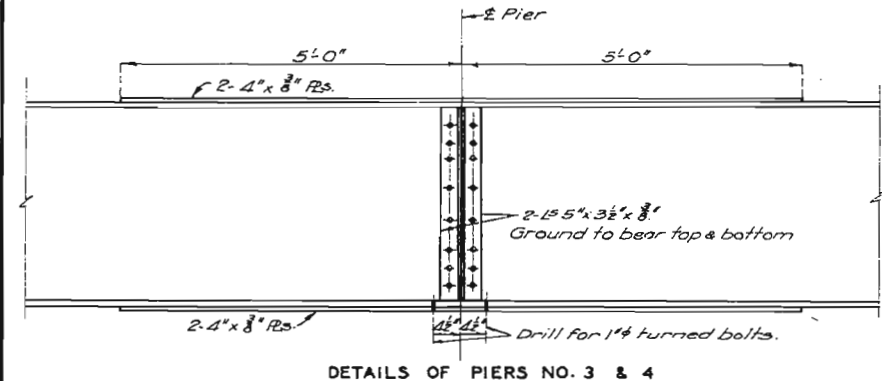
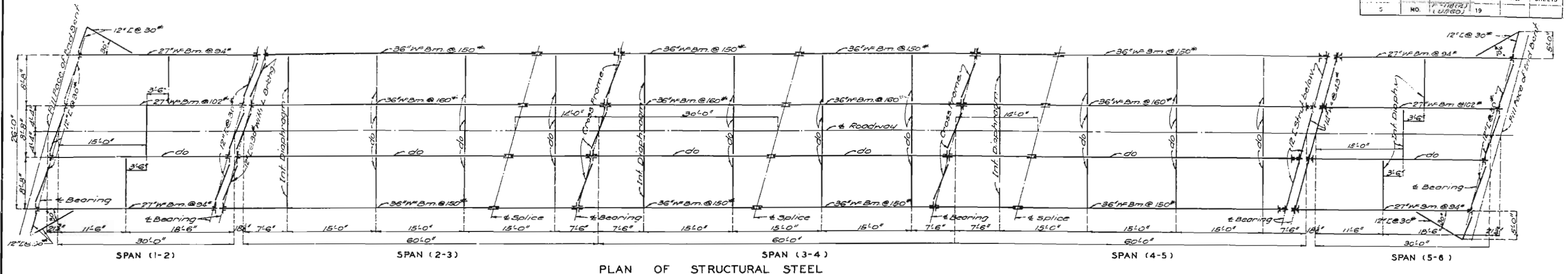
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 4 of 7.

F-565R

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	778(2) 1 U.S. 60	19		



**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**  
STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4) (US 60) STA. 683+95.0  
**STODDARD COUNTY**

Bents No. 2 & 5      Bents No. 1 & 6  
Sheet No. 5 of 7

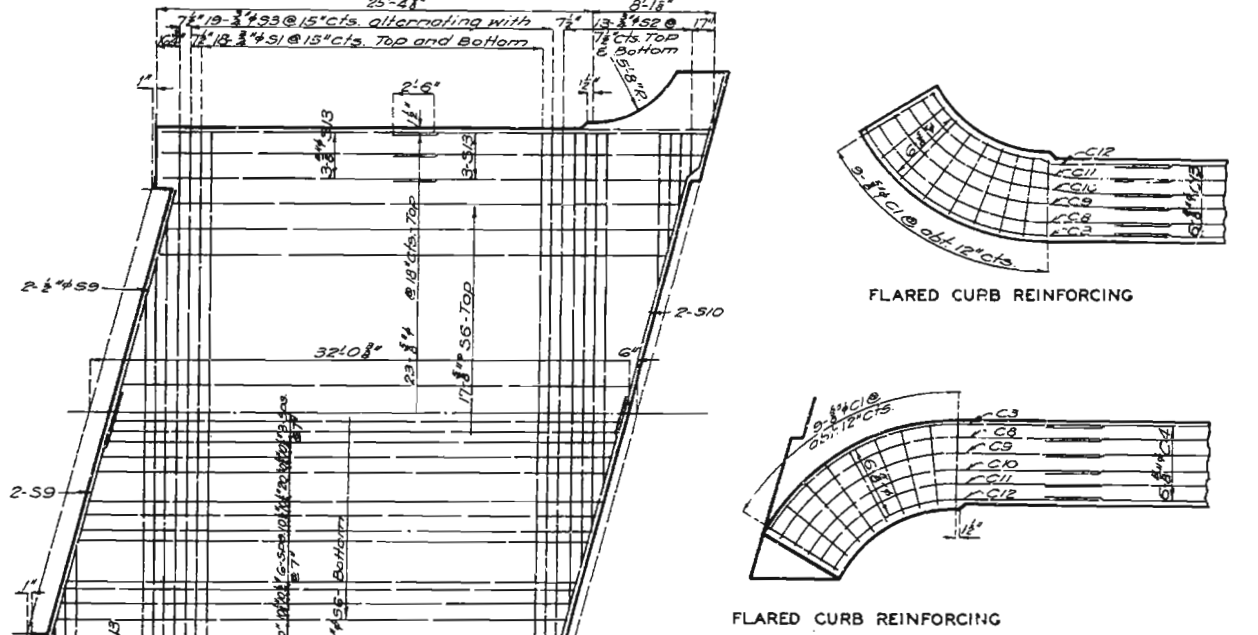
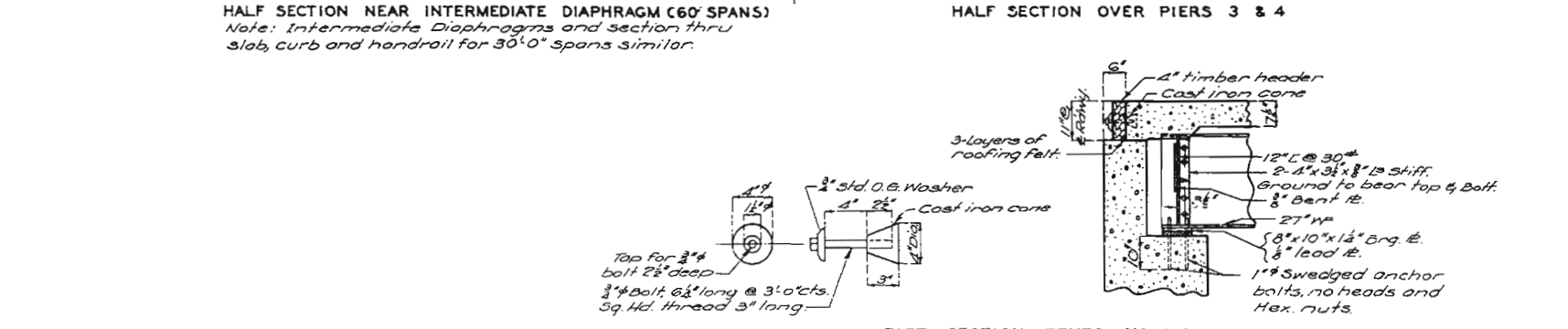
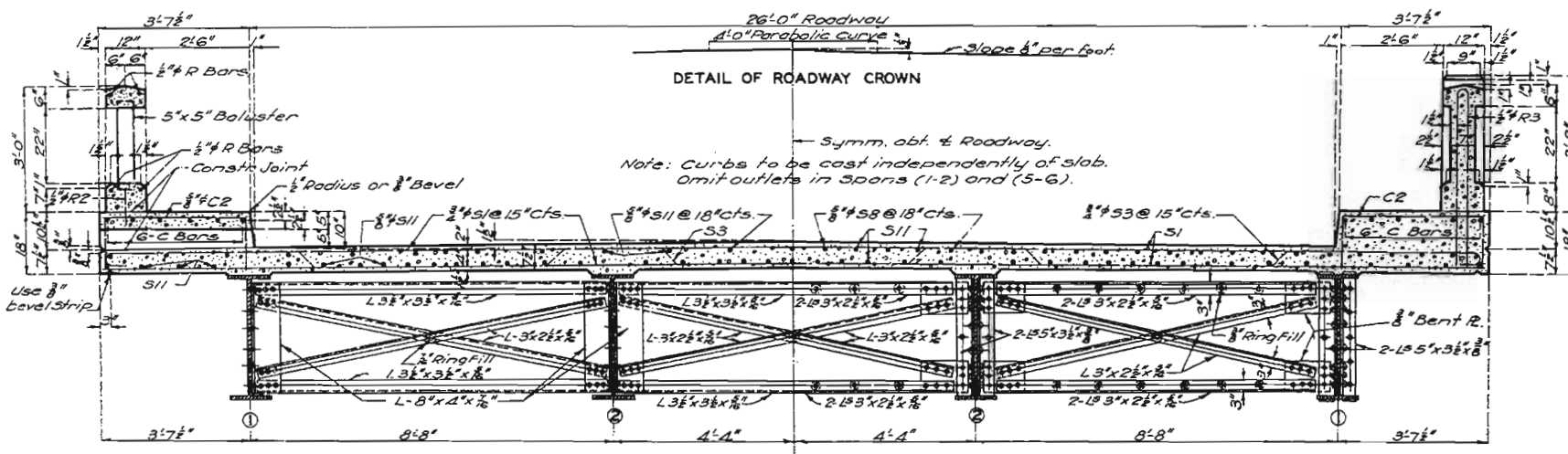
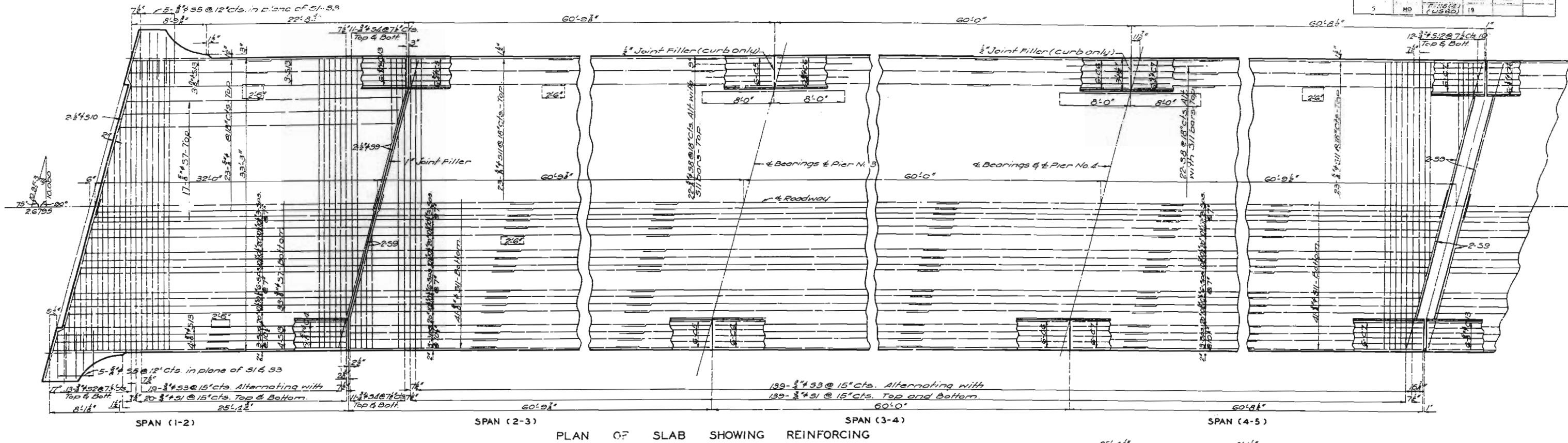
Designed April 1945 by J.B.J.  
Drawn April 1945 by F.W.D.  
Traced June 1945 by H.C.  
Checked Aug. 1945 by D.M.M.

Note: This drawing is not to scale. Follow dimensions.

F-565R

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	F-118(4) (US 60)	19		



**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**  
 STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
 ABOUT 2 MILES WEST OF MOREHOUSE  
 PROJECT NO. F-118(4) (US 60) STA. 683+95.0  
**STODDARD COUNTY**

Designed April 1945 by J. B. J.  
 Drawn May 1945 by F. W. B.  
 Traced June 1945 by H. C.  
 Checked Aug. 1945 by L. M. M.

**PART SECTION BENTS NO. 1 & 6.**  
 Note: Cast of timber headers complete in place to be included in price bid for concrete. An approved alternate may be substituted for cast iron cone shown.

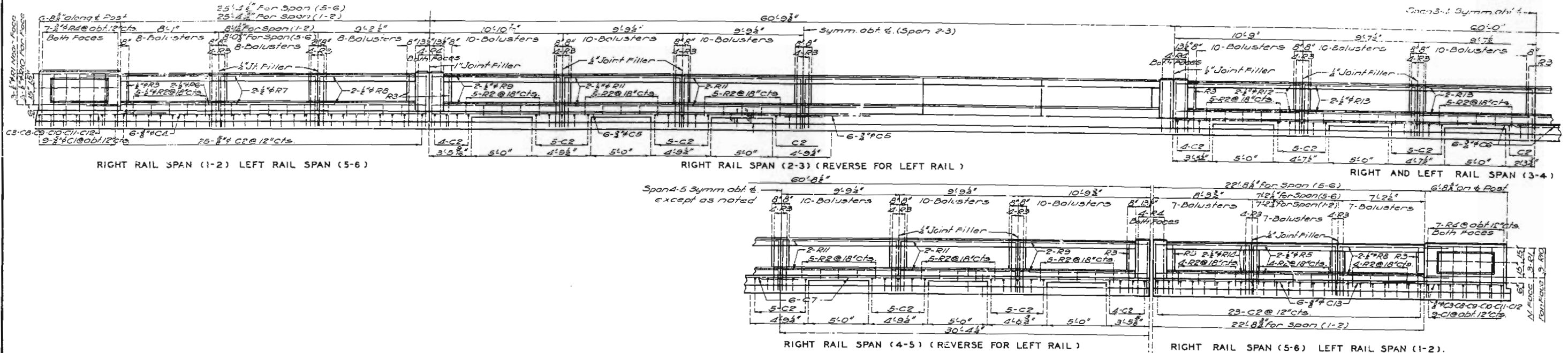
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Sheet No. 6 of 7.

F-565R

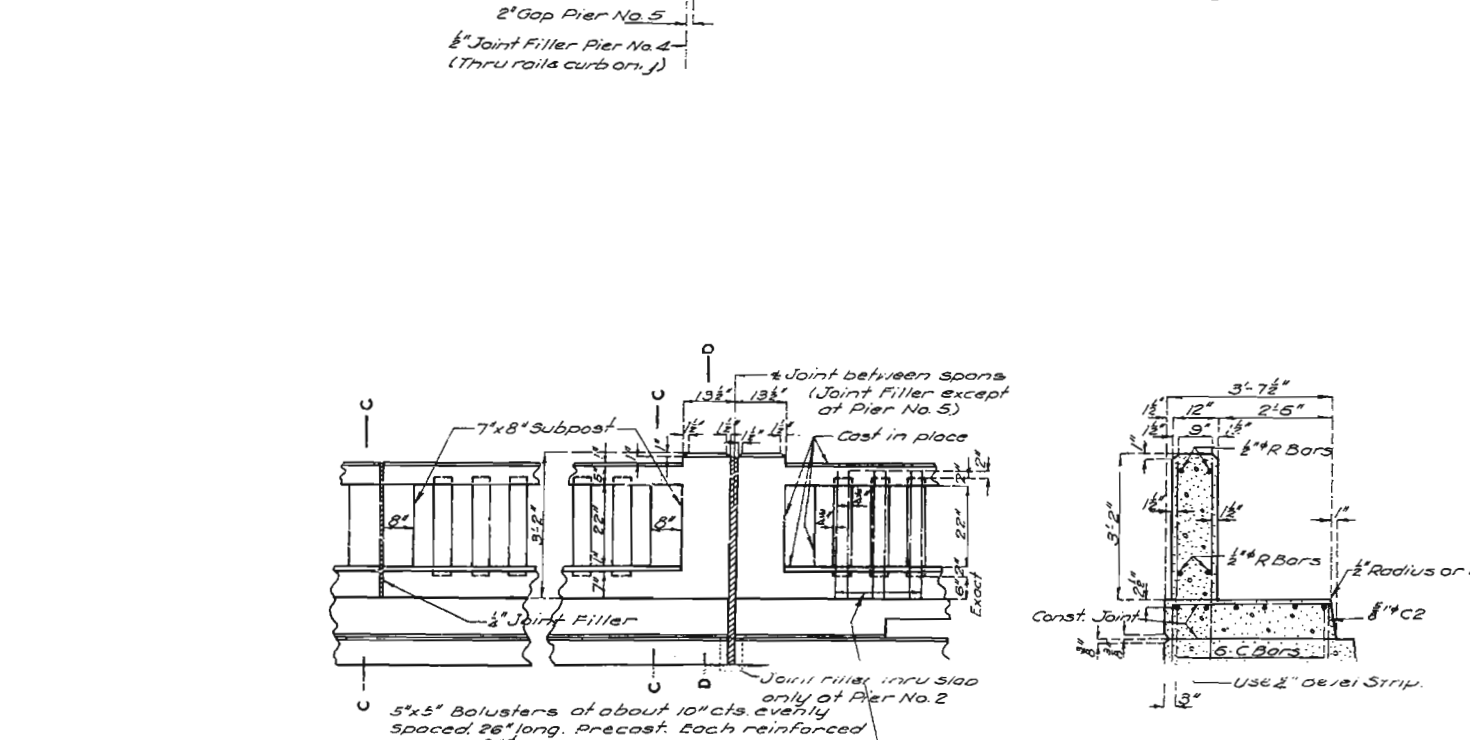
# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE NO.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	118(4)	19	7	11



### COMPLETE BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams	No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams
<b>End Bents No. 1 and 6</b>											
8	3/8"	11'-6"	T1	Wing		24	3/8"	3'-9"	C5	curb	
8	3/8"	23'-3"	T2	Backwall		24	3/8"	3'-13"	C6	"	
20	3/8"	7'-6"	H1	Wing		24	3/8"	3'-16"	C7	"	
8	3/8"	23'-0"	H2	Beam		4	3/8"	12'-0"	C8	"	
32	3/8"	24'-0"	H3	"		4	3/8"	11'-6"	C9	"	
8	3/8"	22'-6"	H4	Backwall		4	3/8"	10'-9"	C10	"	
8	3/8"	7'-3"	H5	Wing		4	3/8"	10'-0"	C11	"	
8	3/8"	5'-6"	H6	Haunch		4	3/8"	9'-3"	C12	"	
8	3/8"	8'-6"	V1	Wing		12	3/8"	22'-0"	C13	"	
164	3/8"	4'-3"	V2	Backwall							
76	3/8"	9'-9"	U1	Beam							
28	3/8"	6'-6"	U2	"							
8	3/8"	5'-6"	V3	Wing							
<b>Piers 265 and Piers 3 &amp; 4</b>											
96	1"	8'-0"	D1	Footings							
40	1"	19'-3"	P1	Shalls 265							
4	3/8"	29'-0"	D2	Bm. Pts 265							
16	3/8"	29'-6"	D3	Beam							
240	3/8"	9'-6"	P4	"							
128	3/8"	14'-6"	P5	Web							
12	1"	32'-6"	P6	"							
48	3/8"	30'-3"	P7	"							
8	3/8"	31'-6"	P8	Beam							
60	3/8"	8'-0"	U3	Bm. Pts 265							
16	3/8"	2'-0"	U4	"							
48	3/8"	4'-3"	U5	"							
48	1"	24'-0"	P9	Shall P. 364							
4	3/8"	3'-3"	U6	Bm. P. 364							
32	3/8"	19'-9"	P10	Wells							
<b>Superstructure</b>											
36	3/8"	6'-0"	C1	curb							
294	3/8"	5'-9"	C2	"							
4	3/8"	12'-9"	C3	"							
12	3/8"	24'-8"	C4	"							



BRIDGE OVER LITTLE RIVER DRAINAGE D NO. 1.  
STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4) (US 60) STA. 683+95.0  
STODDARD COUNTY

Drawn May 1945 by F.W.B.  
Traced June 1945 by H.C.  
Checked Aug. 1945 by J.M.M.

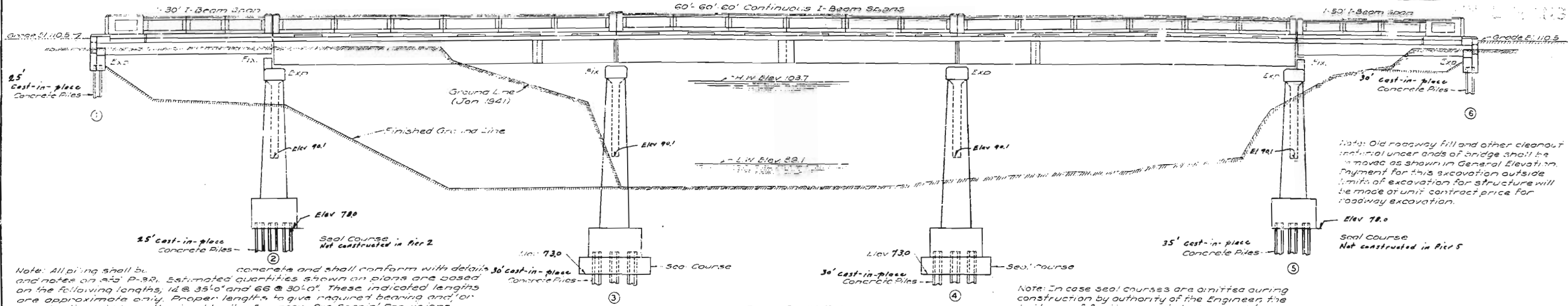
Note: This drawing is not to scale. Follow dimensions.

Sheet No. 7 of 7.

F-565R

# MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	M.	1-118(4)	1945	19	



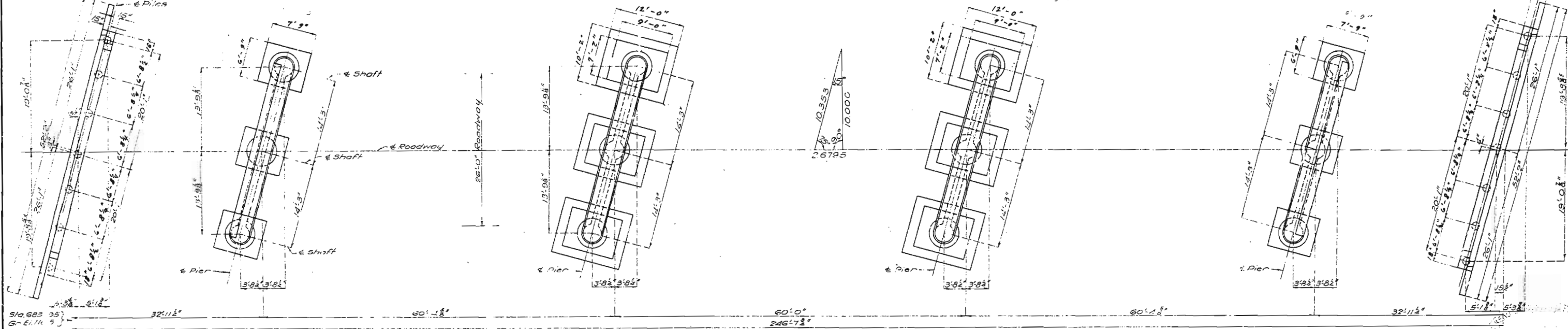
Note: All piling shall be concrete and shall conform with details and notes on S.D. P-3R. Estimated quantities shown on plans are based on the following lengths, 14 @ 35'-0" and 66 @ 30'-0". These indicated lengths are approximate only. Proper lengths to give required bearing and/or penetration will be authorized by the Engineer. See Special Provisions.

All piling shall be driven to sustain a load of at least 30 tons per pile and with tops to at least Elev 58.0 for piers. Piles shall be driven in permanent position, one each in Vents No. 2 and one in the cover footing of Piers 2, 3, 4 and 5.

Note: In case seal courses are omitted during construction by authority of the Engineer, the bottoms of footings are to be lowered to elevations shown on these design plans for the bottom of seal courses.

A rubbed surface finish will be required on all exposed surfaces of handrails and curbs, and on outside faces of roadway slabs.

GENERAL ELEVATION



PLAN

**GENERAL NOTES:**  
 Design Specifications, A.A.S.H.O., 1941.  
 Specifications for A.A.S.H.O., 1941.  
 Steel Stress 18,000 lbs.  
 Reinforcing Steel Stress 18,000 lbs.  
 Class "E" Concrete 10,000 lbs.  
 All concrete shall be class "B".  
 Rivets 3/8" except as noted. Holes 5/8" unless noted.  
 Paint: Shop prime. Field surfaces inaccessible after erection three coats of red lead. No other paint to be applied by contractor. Red lead required shall be furnished by the Contractor. Payment for cleaning and painting such as will be included in unit price bid for structural steel.  
 Where joint filler is specified on plans it shall conform with the requirements for premoiled material filler as given in section 33-13A(1)(h) of the Standard Specifications.  
 Qualifications of all welding operators and electricians will be required in accordance with specifications, except that a proper certification of electrodes previously qualified will be acceptable.

QUANTITIES			
Item	Substr.	Superstr.	Total
Class 1 Excavation for Structures	cu yds	490	490
Class 2 Excavation for Structures	cu yds	794.5	794.5
Class "B" Concrete (Handrail)	cu yds		32.9
Class "B" Concrete (Except Handrail)	cu yds	369.8	241.4
Class "B" Concrete in Seal Courses	cu yds	81.4	81.4
Reinforcing Steel	Lbs	21,340	58,990
Fabricated Structural Steel (Structural)	Lbs	176,350	176,350
Cast steel (Structural)	Lbs		5,220
Cast in place conc. piles in place	Lin. Ft.	2,062	2,062
Test piles (cast in place) in place	Lin. Ft.	219	219

Note: Excavation made for bridge above Elev 90.0 will be paid for as Class 1 Excavation for Structures.  
 Excavation made for bridge below Elev 90.0 will be paid for as Class 2 Excavation for Structures.  
 Note: This drawing is not to scale. Follow dimensions.

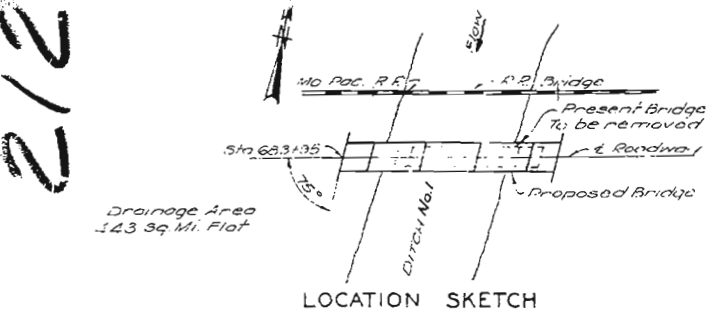
B.M. Elev 110.37 Brass Cap Marked "USGS Gaging Station" set in S.W. Cor. Bridge slab 13.8' RT. 683+91  
 Note: All elevations are on project datum which is 196.17' below U.S.G.S. datum.

**BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1**

STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
 ABOUT 2 MILES WEST OF MOREHOUSE  
 PROJECT NO. F-118(4)(US60) STA. 683+95.0  
 STODDARD COUNTY

SUBMITTED BY: *J. W. Enslow* DATE: 10/20/45  
 APPROVED BY: *C. W. Brown* DATE: 10/20/45  
BRIDGE ENGINEER CHIEF ENGINEER

STD. P-3R1  
 STD. C-110R3  
 F-565R



LOCATION SKETCH

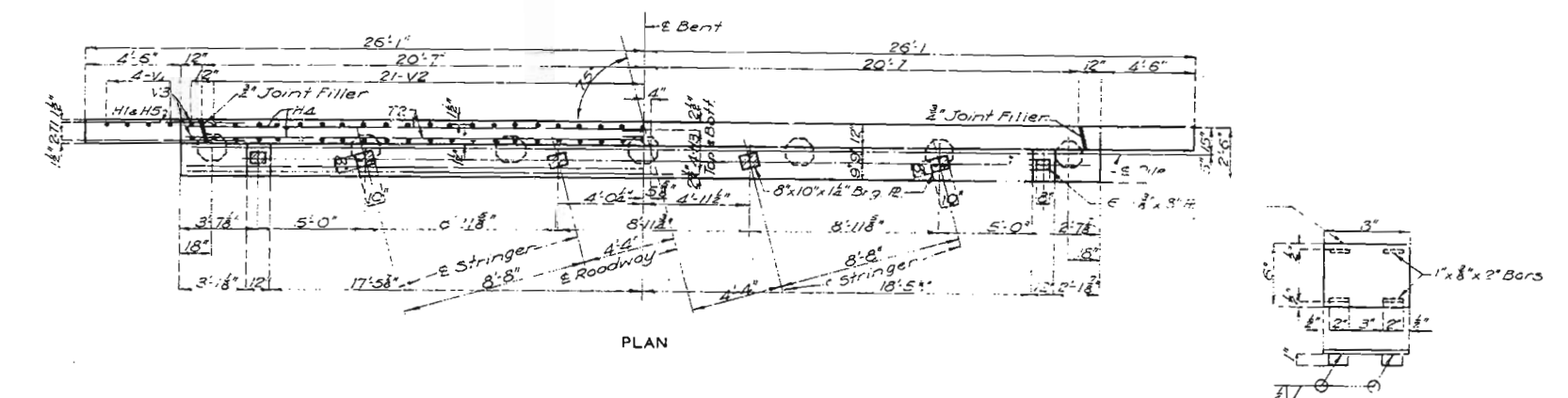
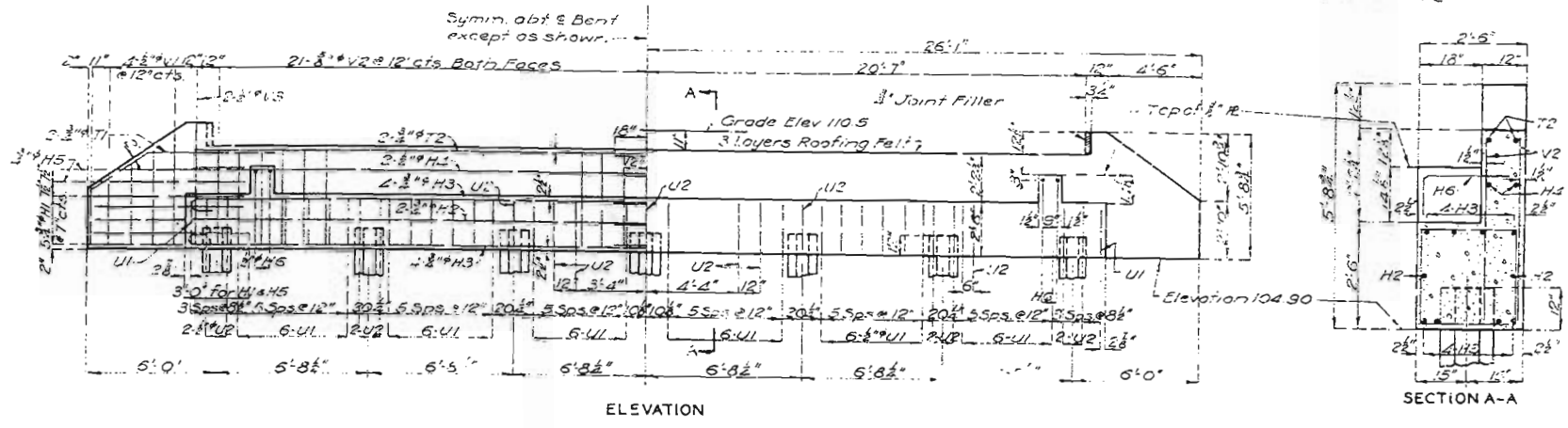
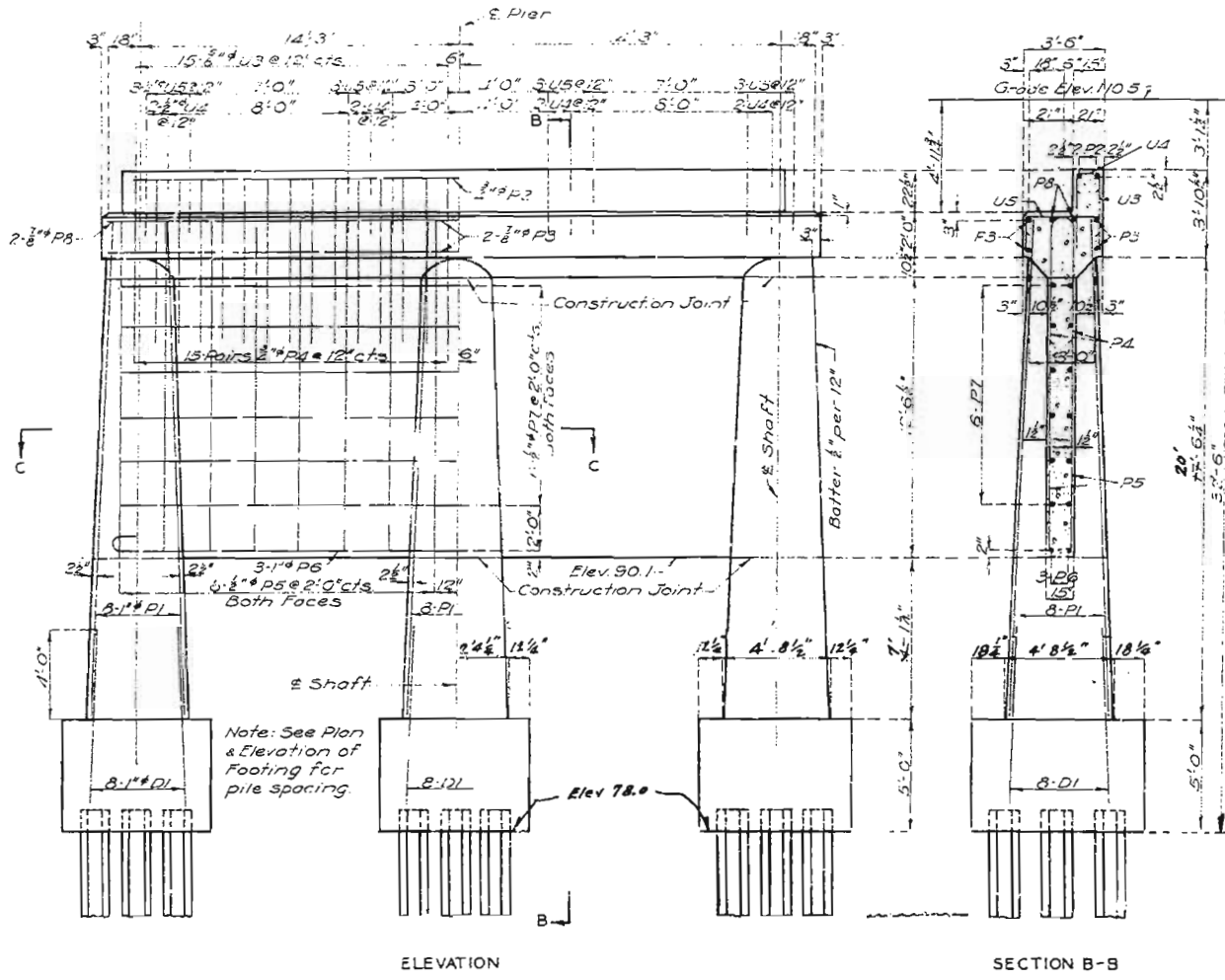
Designed Nov. 1941 by T.B.C.  
 Drawn May 1945 by F.W.B.  
 Traced June 1945 by H.C.  
 Checked Aug 1945 by J.M.M.

212



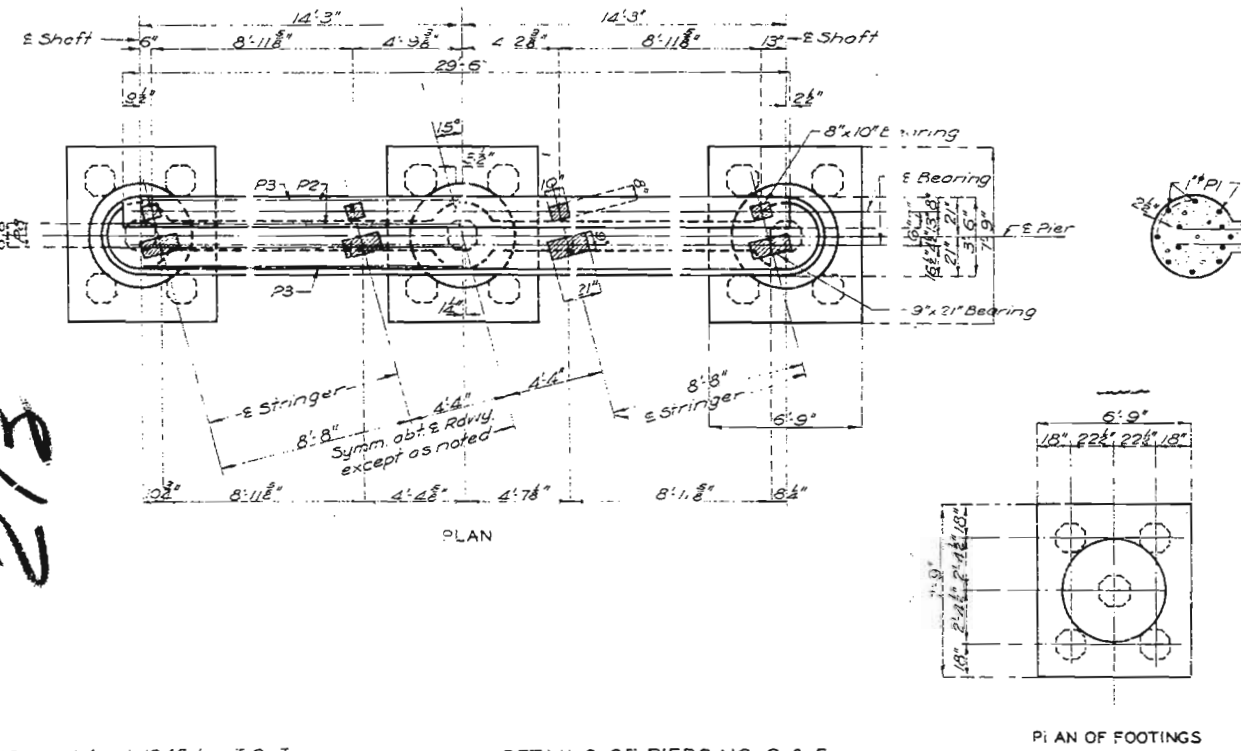
# MISSOURI STATE HIGHWAY DEPARTMENT

STATE ROAD NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
118(4)	MO.	683+95.0	15	100



DETAILS OF END BENTS NO. 1 & 6

Note: Plates shall be straightened to plane surfaces after welding. Plates will be paid for as structural steel.



DETAILS OF PIERS NO. 2 & 5  
Seal courses not constructed in Piers 2 and 5  
Note: This drawing is not to scale. Follow dimensions.

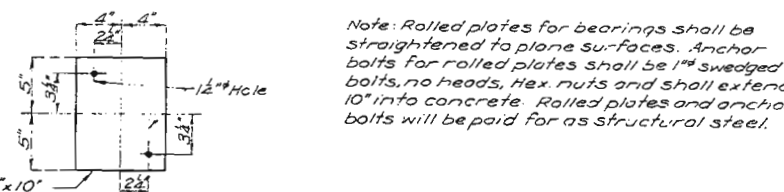
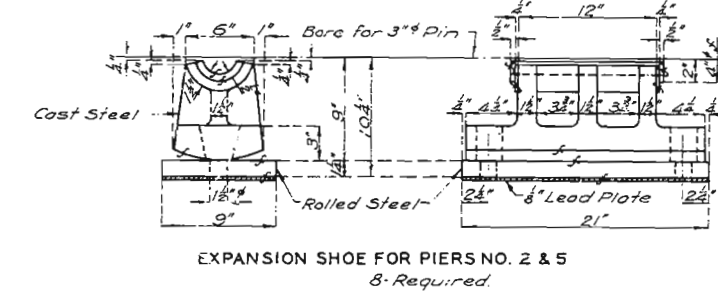
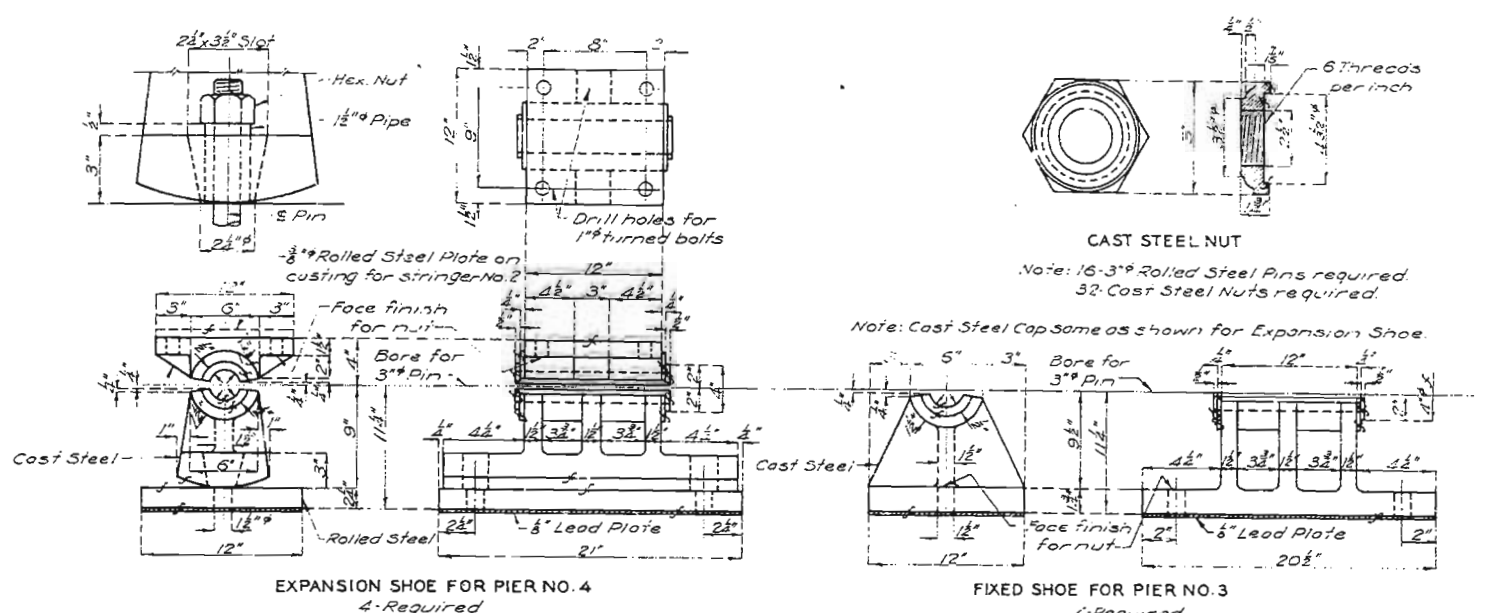
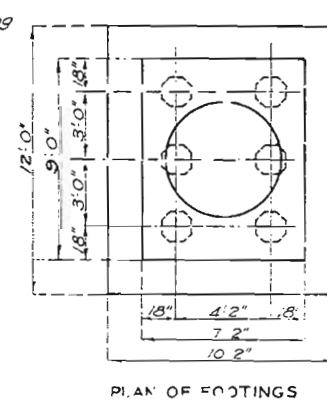
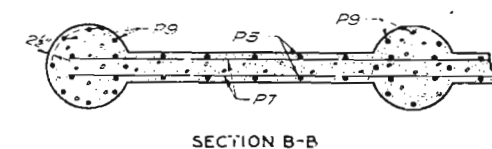
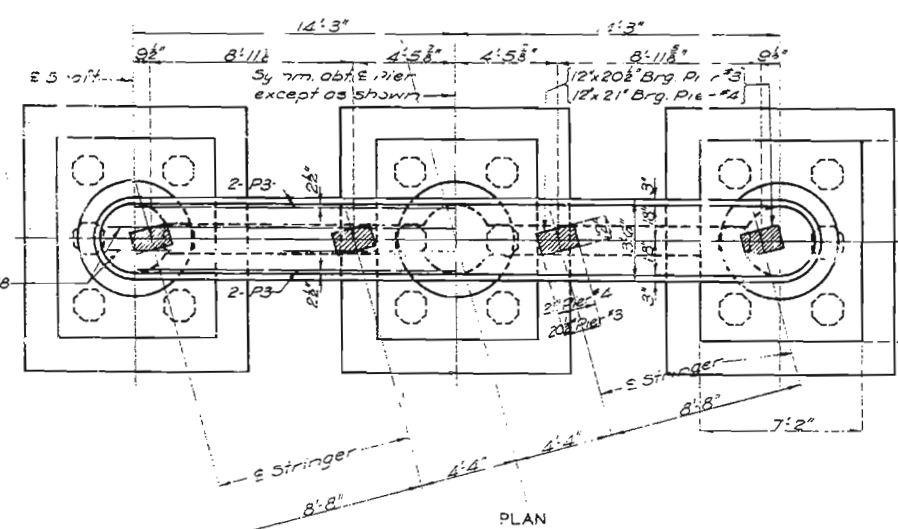
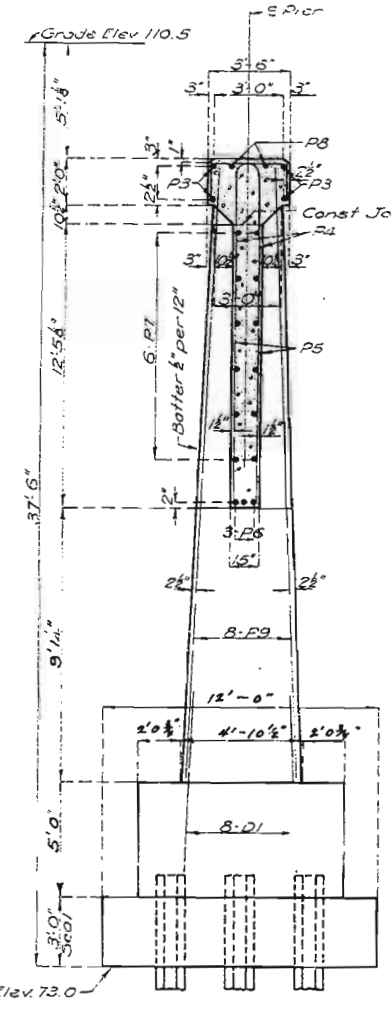
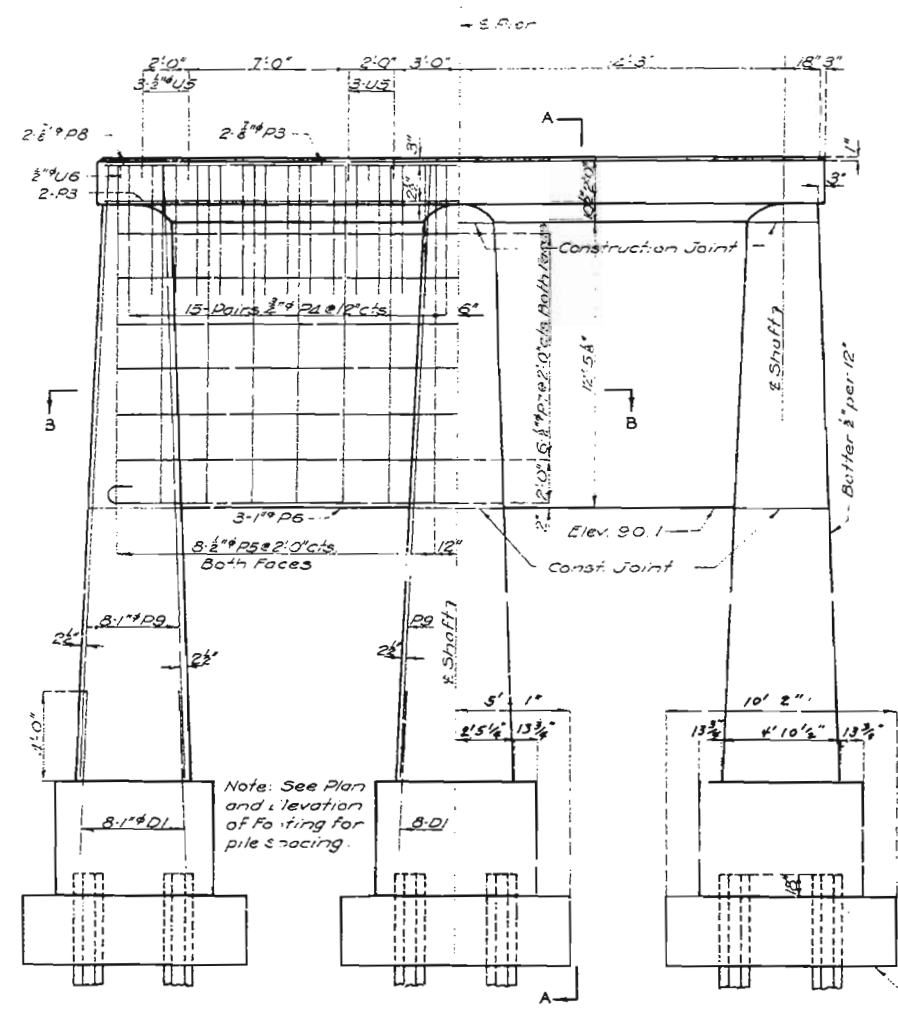
213

Designed April 1945 by J. B. J.  
Drawn May 1945 by F. W. B.  
Traced June 1945 by G. W.  
Checked Aug. 1945 by J. K. T.

BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1  
STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
ABOUT 2 MILES WEST OF MOREHOUSE  
PROJECT NO. F-118(4) (US 60) STA 683+95.0  
STODDARD COUNTY

MISSOURI STATE HIGHWAY DEPARTMENT

DESIGNED	DRAWN	CHECKED	DATE
PROJECT NO.	SHEET NO.	TOTAL SHEETS	
118(4)	3A	3	



DETAILS OF BEARINGS  
 Note: Cost of lead plates for both bearing castings and rolled plates shall be included in unit price bid for other items.

DETAILS OF PIERS NO. 3 & 4  
 (No changes during construction)

Note: This drawing is not to scale. Follow dimensions.

BRIDGE OVER LITTLE RIVER DRAINAGE D. NO. 1  
 STATE ROAD FROM BUFFINGTON TO MOREHOUSE  
 ABOUT 2 MILES WEST OF MOREHOUSE  
 PROJECT NO. F-118(4) (U.S. 60) STA 683+95.0  
 STODDARD COUNTY

Designed April 1945 by J.B.J.  
 Drawn May 1945 by F.W.B.  
 Traced June 1945 by G.W.  
 Checked Aug. 1945 by J.T.M.

Sheet No. 3A of 3.

F-565R

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TRIAL PLANS



**Missouri Department of Transportation  
State Bridge Inspection Report**

March 05, 2024  
6:59:05AM

COUNTY: STODDARD

DISTRICT: SE

CLASS: STATBR

FED-ID: 4489

BRIDGE: F0565

**\*\*\*GENERAL STRUCTURE INFORMATION\*\*\***

**\*\*\*BRIDGE INSPECTION INFORMATION\*\*\***

ROUTE: MO114E  
FEATURE: LIT RVR DRAIN DTCH  
STATUS: A-OPEN  
LOG MILE: 13.946  
DETOUR: 8.00 MILES  
NHS: NO  
BUILT: 1949  
REHAB:  
LOCATION: S 2 T 25 R 12 E  
LATITUDE: 36 50 3.98 (DMS)  
LONGITUDE: 89 43 48.78 (DMS)

# SPANS: 5  
LANES ON: 2  
LANES UNDER: 0  
COMPASS DIRECTION: WEST to EAST  
DIRECTION OF TRAFFIC: 2-WAY TRAF  
FUNCTIONAL CLASS: RL-MAJOR COLLECTOR  
NBI OWNER: MODOT  
NBI MAINTAINED: MODOT  
MAINTENANCE DISTRICT: SE  
MAINTENANCE COUNTY: STODDARD  
SUB AREA: 7H11

PLACE CODE: 61616 RICHLAND  
LENGTH: 247 FT 0 IN  
MAXIMUM SPAN: 60 FT 5 IN  
APPROACH ROADWAY: 26 FT 0 IN  
CURB TO CURB: 26 FT 0 IN  
OUT TO OUT: 33 FT 0 IN  
AADT: 812  
AADT YEAR: 2023  
AADT TRUCK: 13.6%  
FUTURE AADT: 1137  
FUTURE AADT YEAR: 2043

DATE: 10/16/2023      RESPONSIBILITY: DISTRICT  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
TEAM LEADER: JERROD JERNIGAN      ELEMENT: NO  
INSPECTOR 2:      INSPECTOR 4:  
INSPECTOR 3:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**GENERAL INSPECTION COMMENTS**

**\*\*\*FRACTURE CRITICAL INSPECTION INFORMATION\*\*\***

**\*\*\*INDEPTH INSPECTION INFORMATION\*\*\***

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
NBI:      METHOD:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
NBI:      METHOD:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**FRACTURE CRITICAL INSPECTION COMMENTS**

**INDEPTH INSPECTION COMMENTS**

**\*\*\*SPECIAL INSPECTION INFORMATION\*\*\***

**\*\*\*UNDERWATER INSPECTION INFORMATION\*\*\***

DATE: 06/27/2022      RESPONSIBILITY: DISTRICT      CATEGORY: CHANNEL CROSS SEC'  
FREQUENCY: 120      CALCULATED INTERVAL\*\*: 119      NBI: NO  
TEAM LEADER:      INSPECTOR 3:      METHOD: WT TAPE  
INSPECTOR 2: JERROD JERNIGAN      INSPECTOR 4:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: 06/29/2022      RESPONSIBILITY: DIVETEAM      CATEGORY: SHALLOW-WADE  
FREQUENCY: 60      CALCULATED INTERVAL\*\*: 59      NBI: NO  
TEAM LEADER: TERRY L SHUNAMON      INSPECTOR 3: MATT TALKEN      METHOD:  
INSPECTOR 2: ADAM ZENTZ      INSPECTOR 4:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**SPECIAL INSPECTION COMMENTS**

**UNDERWATER INSPECTION COMMENTS**

**OTHER SPECIAL INSPECTIONS**

**OTHER UNDERWATER INSPECTIONS**

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
05/09/2017	999	DAMAGE POST INCIDENT	NO		DISTRICT	VISUAL

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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**Missouri Department of Transportation  
State Bridge Inspection Report**

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COUNTY: STODDARD

DISTRICT: SE

CLASS: STATBR

FED-ID: 4489

BRIDGE: F0565

**\*\*\*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: PROBLEM DIRECTION:  
 COMMENTS:

**\*\*\*GENERAL COMMENTS/MAJOR RATED ITEMS\*\*\***

GENERAL COMMENTS: (BOWDEJ1, 09/12/2008)--(32'-60'-60'-60'-32') CONT WF GDR SPANS

[ITEM 58] DECK: 4-POOR CONDITION COMMENTS: (MADSEJ, 11/16/2017)--APPROXIMATELY 45% SATURATION, SPALLS, PATCHES, AND DELAMINATIONS THROUGHOUT THE SPAN 2 DECK.  
 RATING : 11/16/2017

[ITEM 59] SUPER: 6-SATISFACTORY CONDITION COMMENTS: (MADSEJ, 11/16/2017)--MODERATE TO HEAVY PACKRUST THROUGHOUT THE GIRDER TOP FLANGE IS LIFTING THE DECK APPROXIMATELY 1/2".  
 RATING : 05/18/2001

[ITEM 60] SUB: 6-SATISFACTORY CONDITION COMMENTS: (PICKEJ1, 11/04/2019)--MINOR SPALLS IN COLUMNS AND CAPS; MULTIPLE EXPOSED PILES @ ABUTMENTS  
 RATING : 10/30/2013

[ITEM 61] BANK/CHANNEL: 7-MINOR DAMAGE COMMENTS: (WILSOT2, 07/24/2017)--MINOR BANK EROSION  
 RATING : 11/16/2017

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED COMMENTS:  
 RATING : 05/18/2001  
 EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGT 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 : 07/17/2003 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
REINFORCED CONCRETE	BALUSTER	BOTH	
REINFORCED CONCRETE	CURB	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>	<u>COMMENTS</u>
REINFORCED CONCRETE	SLAB	BOTH	POOR	
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
SETTLEMENT		THROUGHOUT		MODERATE

\*\*\*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>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	.4 IN	2014		GOOD
<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>	<u>DIRECTION</u>	<u>COMMENTS</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>
PIER-5		OPEN EXPANSION JOINT	STEEL	FINGER PLATE				FAIR
<u>COMMENT:</u>								
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>			
OTHER PACK RUST		DRIVING SURFACE THROUGHOUT		NOT APPLICABLE MODERATE	(GOODMJ1, 10/25/2007)--CLOSE TIGHT			

**BANK/SLOPE PROTECTION COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
SLOPE PROTECTION	ROCK	BLANKET	BOTH	

\*\*\*DECK COMPONENTS\*\*\*

<u>SPAN TYPE-#</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>COMMENTS</u>
MAIN SPANS-1	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
SATURATION TRANSVERSE CRACKS		THROUGHOUT THROUGHOUT		MINOR FEW
				<u>MEASUREMENT</u>
				20 %
<u>COMMENT</u>				
MAIN SPANS-2	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
DELAMINATION DETERIORATION PATCHES		THROUGHOUT EDGE RANDOM		MODERATE MINOR FEW
				<u>MEASUREMENT</u>
<u>COMMENT</u>				



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SATURATION	THROUGHOUT	HEAVY	45 %
SPALLS	BOTTOM	FEW	
SPALLS	THROUGHOUT	MEDIUM	
TRANSVERSE CRACKS	THROUGHOUT	FEW	

<i>MAIN SPANS-3</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DELAMINATION		THROUGHOUT		MODERATE		
DETERIORATION		EDGE		MINOR		
PATCHES		RANDOM		FEW		
SATURATION		THROUGHOUT		MINOR	20 %	
SPALLS		THROUGHOUT		MEDIUM		
TRANSVERSE CRACKS		THROUGHOUT		FEW		

<i>MAIN SPANS-4</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DELAMINATION		THROUGHOUT		MODERATE		
DETERIORATION		EDGE		MINOR		
PATCHES		RANDOM		FEW		
SATURATION		THROUGHOUT		MINOR	20 %	
SPALLS		THROUGHOUT		MEDIUM		
TRANSVERSE CRACKS		THROUGHOUT		FEW		

<i>MAIN SPANS-5</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DELAMINATION		THROUGHOUT		MODERATE		
DETERIORATION		EDGE		MINOR		
PATCHES		RANDOM		FEW		
SATURATION		THROUGHOUT		MINOR	20 %	
TRANSVERSE CRACKS		THROUGHOUT		FEW		

\*\*\*SUPERSTRUCTURE COMPONENTS\*\*\*

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
MAIN SERIES-1	CONTINUOUS SPAN	STEEL	WIDE FLANGE GIRDERS			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	32 FT 11 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		THROUGHOUT		MINOR	.25 INCH	
PACK RUST		ENDS	EAST	MEDIUM		
MAIN SPANS-2	NON-COMPOSITE	60 FT 5 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		AT INTERMEDIATE BENT		MODERATE	.5 INCH	
PACK RUST		ENDS	WEST	MEDIUM		
MAIN SPANS-3	NON-COMPOSITE	60 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		THROUGHOUT		MINOR	.25 INCH	
PACK RUST		EXTERIOR GIRDERS	TOP FLANGE	MEDIUM		



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FED-ID: 4489

BRIDGE: F0565

MAIN SPANS-4	NON-COMPOSITE	60 FT 5 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING	THROUGHOUT			MINOR	.25 INCH	
PACK RUST	EXTERIOR GIRDERS		TOP FLANGE	MEDIUM		
MAIN SPANS-5	NON-COMPOSITE	32 FT 11 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING	THROUGHOUT			MINOR	.25 INCH	
PACK RUST	EXTERIOR GIRDERS		TOP FLANGE	MEDIUM		

\*\*\*SUBSTRUCTURE COMPONENTS\*\*\*

<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
ABUTMENT-1	LA-15 DEGREES	41 FT 2 IN	REINFORCED CONCRETE	NON-INTEGRAL		
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BACKWALL	LEACHING		REINFORCED CONCRETE	CAST-IN-PLACE	MINOR	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BEAM CAP	EROSION		REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
PILING	EXPOSED		REINFORCED CONCRETE	THROUGHOUT	PILE EXPOSED	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
STRAIGHT WINGS			REINFORCED CONCRETE	CAST-IN-PLACE	1 FT	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FIXED BEARING	RUSTING		STEEL	FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
			THROUGHOUT		LIGHT	
PIER-2	LA-15 DEGREES	32 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN		
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BEAM CAP	SPALLS		REINFORCED CONCRETE	CAST-IN-PLACE	FEW	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
COLUMN	DELAMINATION		REINFORCED CONCRETE	CAST-IN-PLACE	SMALL	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	SPALLS		REINFORCED CONCRETE	CAST IN PLACE PILE	SMALL	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FOOTING			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
WEB BEAM	SPALLS		REINFORCED CONCRETE	CAST-IN-PLACE	MINOR	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FIXED BEARING	PACK RUST		STEEL	FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
EXPANSION BEARING			STEEL	ROCKER	MEDIUM	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>



Missouri Department of Transportation  
State Bridge Inspection Report

March 05, 2024  
6:59:05AM

COUNTY: STODDARD

DISTRICT: SE

CLASS: STATBR

FED-ID: 4489

BRIDGE: F0565

PACK RUST  
TIPPED

THROUGHOUT  
THROUGHOUT

HEAVY  
MINOR

(RACKEM, 10/13/2010)--WEST

PIER-3	LA-15 DEGREES <u>CONDITION</u>	32 FT 0 IN	REINFORCED CONCRETE <u>LOCATION 1</u>	MULTIPLE COLUMN <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
BEAM CAP			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
COLUMN			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
FOOTING	SCALING <u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>	CAST IN PLACE PILE <u>LOCATION 2</u>	LIGHT <u>SEVERITY</u>		
WEB BEAM			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
FIXED BEARING	SPALLS <u>CONDITION</u>		STEEL <u>LOCATION 1</u>	PEDESTAL(ROTATING) <u>LOCATION 2</u>	MINOR <u>SEVERITY</u>		
	RUSTING		THROUGHOUT		LIGHT		
PIER-4	LA-15 DEGREES <u>CONDITION</u>	32 FT 0 IN	REINFORCED CONCRETE <u>LOCATION 1</u>	MULTIPLE COLUMN <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
BEAM CAP			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
COLUMN			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
FOOTING	HIGH STEEL SPALLS SCALING <u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>	CAST IN PLACE PILE <u>LOCATION 2</u>	FEW LIGHT <u>SEVERITY</u>		
WEB BEAM			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
EXPANSION BEARING			STEEL <u>LOCATION 1</u>	ROCKER <u>LOCATION 2</u>			
	PACK RUST		THROUGHOUT		LIGHT		
PIER-5	LA-15 DEGREES <u>CONDITION</u>	32 FT 0 IN	REINFORCED CONCRETE <u>LOCATION 1</u>	MULTIPLE COLUMN <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
BEAM CAP			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
COLUMN	SPALLS <u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>	FEW <u>SEVERITY</u>		
FOOTING	PATCHES <u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>	CAST IN PLACE PILE <u>LOCATION 2</u>	FEW <u>SEVERITY</u>		
WEB BEAM			REINFORCED CONCRETE <u>LOCATION 1</u>	CAST-IN-PLACE <u>LOCATION 2</u>			
FIXED BEARING			STEEL	FLAT PLATE			





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<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	PACK RUST	THROUGHOUT	ROCKER	HEAVY		
	TIPPED	THROUGHOUT		MEDIUM		
				MODERATE		(RACKEM, 10/13/2010)--EAST
<i>ABUTMENT-6</i>	<i>LA-15 DEGREES</i>	<i>41 FT 2 IN</i>	<i>REINFORCED CONCRETE</i>	<i>NON-INTEGRAL</i>		
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL	LEACHING	REINFORCED CONCRETE	CAST-IN-PLACE	MODERATE		
BEAM CAP	EROSION	REINFORCED CONCRETE	CAST-IN-PLACE	MINOR		
	SPALLS	REINFORCED CONCRETE	CAST-IN-PLACE	MINOR		
PILING		REINFORCED CONCRETE	CAST-IN-PLACE			
STRAIGHT WINGS		REINFORCED CONCRETE	CAST-IN-PLACE			
FIXED BEARING	EROSION	STEEL	FLAT PLATE	MODERATE		
	PACK RUST	THROUGHOUT		LIGHT		

**\*\*\*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***						

CONDITION: FAIR      RUST AMOUNT : 9=.03% OF SURFACE RUSTED      STEEL TONS : 88

<u>ORIGINAL PAINT</u>	<u>CONTRACT REPAINT</u>	<u>DEPARTMENT REPAINT</u>
PAINT TYPE :	PAINT TYPE :	PAINT TYPE : S SYSTEM
NAME :	NAME :	NAME : CAL SULPH/LEAD PAINT
PAINT COLOR :	PAINT COLOR :	PAINT COLOR : GRAY
PAINT YEAR :	PAINT YEAR :	PAINT YEAR : 2001
MILS :	MILS :	MILS : 12
		MANUFACTURE :
		SURFACE PREP :

**\*\*\*REQUESTED WORK ITEMS\*\*\***

**GENERAL WORK COMMENTS:**

<u>RESPONSIBILITY</u>	<u>LOCATION</u>	<u>ITEM</u>	<u>CATEGORY</u>	<u>PRIORITY</u>	<u>DATE</u>	<u>WORK ITEM COMMENT</u>
DISTRICT ROUTINE	NORTH	BACKFILL ABUTMENT-SLOPE	SLOPE	3	07/18/2017	
DISTRICT ROUTINE	BOTH	LEVEL APPROACH ROADWAY	APPROACH	3	11/07/2017	

**\*\*\*UTILITY ATTACHMENTS\*\*\***

<u>UTILITY</u>	<u>OWNER</u>	<u>METHOD</u>	<u>MEASUREMENT TYPE</u>	<u>VALUE</u>	<u>NUMBER</u>	<u>UTILITY ATTACHMENT COMMENT</u>
STREAM GAUGE		STRAP	DIAMETER	18 IN	1	(BOWDEJ1, 05/02/2006)--S. SIDE

**\*\*\*PROGRAM NOTES INFORMATION\*\*\***

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
2025	9S3725	0	2025	REPLACE BRIDGE	

Design\_No = F0565



**Missouri Department of Transportation  
State Bridge Inspection Report**

March 05, 2024  
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**\*\*\*COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS\*\*\***

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:	5-BETTER THAN MINIMUM	4/17/2002
[Item 68] Deck Geometry Rating:	5-BETTER THAN MINIMUM	1/20/2006
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	63.8%	3/8/2022
Deficiency:	STRUCTURAL	11/29/2017
Funding Eligibility:	PARTIAL	----
Estimated New Structure Length:	279 FT.	----
Estimated Structure Cost:	\$1,100,186	----
Estimated Total Project Cost:	\$1,650,279	----
Year of Cost Estimate:	2024	----

NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NBI 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.

**\*\*\*ADVANCED SIGN INFORMATION\*\*\***

<u>SIGN #</u>	<u>SIGN TYPE</u>	<u>PROBLEM</u>	<u>PROBLEM DIRECTION</u>
1	DELINEATOR	MISSING SIGN	BOTH

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	



COUNTY: STODDARD

DISTRICT: SE

**Missouri Department of Transportation  
State Bridge Inspection Report**

CLASS: STATBR

FED-ID: 4489

BRIDGE: F0565

March 05, 2024  
6:59:05AM



**Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet**

March 5, 2024  
7:00:28am

<b>COUNTY :</b> STODDARD	<b>BRIDGE :</b> F0565 R	<b>REVIEW STATUS :</b> APPROVED	<b>NBI STATUS :</b> T
<b>RECORD TYPE :</b> ROUTE CARRIED 'ON' STRUCT	<b>RUN DATE :</b> 1/17/2024	<b>SUBMITTAL YEAR :</b> 2023	

GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION
1 State MISSOURI	5A Record Type ROUTE CARRIED 'ON' STRUCT
2 District SE	5B Route Signing Prefix MO
3 County STODDARD	5C Designated Level of Service MAINLINE
8 Federal ID No. 4489	5D Route Number 00114
27 Year Built 1949	5E Directional Suffix NOT APPLICABLE
106 Year Reconstructed 0	7 Facility Carried MO 114 E
42A Type of Service On HIGHWAY	12 Base Hwy. Network NO
21 Structure Maintenance STATE HIGHWAY AGENCY	13A LRS Inventory Route No.
22 Structure Owner STATE HIGHWAY AGENCY	13B Subroute No.
33 Br. Median Code NO MEDIAN	20 Toll Status ON FREE ROAD
37 Historical Significance NOT ELIGIBLE FOR NR OF HP	26 Functional Classification 07-RURAL MAJOR COLLECTOR
101 Parallel Struc Desg NONE EXISTS	28A Lanes on Structure 02
103 Temporary Structure NOT TEMPORARY	100 STRAHNET Designation RTE NOT A DEFENSE HWY
112 NBIS Bridge Length YES	104 National Highway System NOT ON NHS
	105 Federal Lands Highway NOT APPLICABLE
	110 Designated Nat. Network NO

STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION
4 Place RICHLAND	29 AADT 804
Code 61616	30 AADT Year 2022
9 Location S 2 T 25 N R 12 E	102 Direction of Traffic 2-WAY TRAFFIC
11 Milepoint 14.03 miles	109 AADT Truck Percent 14%
16 Latitude 36 D 50 M 4 S	114 Future AADT 1126
17 Longitude 89 D 43 M 49 S	115 Future AADT Year 2042

UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION
6 Features Intersected LIT RVR DRAIN DTCH	10 Inventory Rte. Vert. Clear 99 Ft. 99 In.
42B Type of Service Under WATERWAY	19 By pass Detour Length 8.13 miles
28B Lanes Under Structure 00	32 Approach Roadway Width 25 Ft. 11 In.
54A Vert. Clearance Ref. N/A	34 Skew 15.00 Degrees
54B Vert. Clearance 0 Ft. 0 In.	35 Struct. Flared NO
55A Rt. Lat Clear Ref. N/A	47 Total Horiz. Clear 25 Ft. 11 In.
55B Rt. Lat Clearance 0 Ft. 0 In.	48 Maximum Span Length 60 Ft. 4 In.
56 Left Lat Clearance 0 Ft. 0 In.	49 Structure Length 247 Ft. 1 In.
38 Navigation Control PERMIT NOT REQ	50A Left Curb/Sidewalk Width 0 Ft. 0 In.
39 Nav Vertical Clear 0 Ft. 0 In.	50B Right Curb/Sidewalk Width 0 Ft. 0 In.
40 Nav Horizontal Clear 0 Ft. 0 In.	51 Curb to Curb Br. Width 25 Ft. 11 In.
111 Nav. Pier Protection	52 Deck Width (Out-Out) 33 Ft. 2 In.
116 Nav. Cl. Vert. Clear	53 Vert. Clearance Over Deck 99 Ft. 99 In.

Design\_No = F0565 and Inventory\_Appraisal\_Submittal\_Year = 2023



**Missouri Department of Transportation  
Bridge Inventory and Inspection System  
Structural Inventory & Appraisal Sheet**

March 5, 2024  
7:00:28am

<b>COUNTY :</b> STODDARD	<b>BRIDGE :</b> F0565 R	<b>REVIEW STATUS :</b> APPROVED	<b>NBI STATUS :</b> T
<b>RECORD TYPE :</b> ROUTE CARRIED 'ON' STRUCT	<b>RUN DATE :</b> 1/17/2024	<b>SUBMITTAL YEAR :</b> 2023	

LOAD RATING AND POSTING INFORMATION	MATERIAL/CONSTRUCTION INFORMATION																																																						
<table border="0" style="width:100%"> <tr><td>31</td><td>Design Load</td><td>H 20</td></tr> <tr><td>41</td><td>Structure Status</td><td>OPEN NO RESTRICTIONS</td></tr> <tr><td>63</td><td>Oper. Rating Meth.</td><td>ALLOWABLE STRESS</td></tr> <tr><td>64</td><td>Operating Rating</td><td>37 Tons.</td></tr> <tr><td>65</td><td>Inventory Rating Meth</td><td>ALLOWABLE STRESS</td></tr> <tr><td>66</td><td>Inventory Rating</td><td>21 Tons.</td></tr> <tr><td>70</td><td>Bridge Posting Code</td><td>=&gt;LEGAL LOADS</td></tr> </table>	31	Design Load	H 20	41	Structure Status	OPEN NO RESTRICTIONS	63	Oper. Rating Meth.	ALLOWABLE STRESS	64	Operating Rating	37 Tons.	65	Inventory Rating Meth	ALLOWABLE STRESS	66	Inventory Rating	21 Tons.	70	Bridge Posting Code	=>LEGAL LOADS	<table border="0" style="width:100%"> <tr><td>43A</td><td>Main Struc. Mat type</td><td>STEEL CONTINUOUS</td></tr> <tr><td>43B</td><td>Main struc Constr. Type</td><td>STRINGER/MULTIBEAM - GRD</td></tr> <tr><td>45</td><td># of Main Spans</td><td>5</td></tr> <tr><td>44A</td><td>Appr Struc. Mat type</td><td>000</td></tr> <tr><td>44B</td><td>Appr Struc. Cnstr. type</td><td>000</td></tr> <tr><td>46</td><td># of Approach Span</td><td>0</td></tr> <tr><td>107</td><td>Deck Mat/Constr.</td><td>1 CONCRETE CIP</td></tr> <tr><td>108A</td><td>Wear Surf Mat/Constr.</td><td>6 BITUMINOUS</td></tr> <tr><td>108B</td><td>Membrane Mat/Constr.</td><td>0 NONE</td></tr> <tr><td>108C</td><td>Deck Protect Mat/Constr.</td><td>0 NONE</td></tr> </table>	43A	Main Struc. Mat type	STEEL CONTINUOUS	43B	Main struc Constr. Type	STRINGER/MULTIBEAM - GRD	45	# of Main Spans	5	44A	Appr Struc. Mat type	000	44B	Appr Struc. Cnstr. type	000	46	# of Approach Span	0	107	Deck Mat/Constr.	1 CONCRETE CIP	108A	Wear Surf Mat/Constr.	6 BITUMINOUS	108B	Membrane Mat/Constr.	0 NONE	108C	Deck Protect Mat/Constr.	0 NONE			
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