



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

December 07, 2022
6:21:57AM

COUNTY: DUNKLIN

DISTRICT: SE

CLASS: STATBR

FED-ID: 5173

BRIDGE: H0927

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

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

ROUTE: US62E
FEATURE: ST FRANCIS RVR
STATUS: P-POSTLOAD
LOG MILE: 0.000
DETOUR: 27.00 MILES
NHS: NO
BUILT: 1953
REHAB:
LOCATION: S 18 T 21 R 9 E
LATITUDE: 36 27 22.46 (DMS)
LONGITUDE: 90 8 12.63 (DMS)

SPANS: 33
LANES ON: 2
LANES UNDER: 0
COMPASS DIRECTION: WEST to EAST
DIRECTION OF TRAFFIC: 2-WAY TRAF
FUNCTIONAL CLASS: RL-MINOR ARTERIAL
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: SE
MAINTENANCE COUNTY: DUNKLIN
SUB AREA: 7H28

PLACE CODE: 74608 UNION
LENGTH: 1,090 FT 0 IN
MAXIMUM SPAN: 78 FT 0 IN
APPROACH ROADWAY: 23 FT 8 IN
CURB TO CURB: 24 FT 0 IN
OUT TO OUT: 29 FT 0 IN
AADT: 1120
AADT YEAR: 2021
AADT TRUCK: 17.5%
FUTURE AADT: 1792
FUTURE AADT YEAR: 2041

DATE: 03/09/2022 RESPONSIBILITY: BRIDGEDIV
FREQUENCY: 24 CALCULATED INTERVAL**: 24
TEAM LEADER: JAMES R PICKETT ELEMENT: NO
INSPECTOR 2: DYLAN LISTER (NTLQ) INSPECTOR 4:
INSPECTOR 3: COLBY VOYLES (NTLQ)
** 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**: NBI:
TEAM LEADER: INSPECTOR 3: METHOD:
INSPECTOR 2: INSPECTOR 4:

** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: RESPONSIBILITY: CATEGORY:
FREQUENCY: CALCULATED INTERVAL**: NBI:
TEAM LEADER: INSPECTOR 3: METHOD:
INSPECTOR 2: INSPECTOR 4:

** 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: 03/09/2022 RESPONSIBILITY: BRIDGEDIV CATEGORY: HANGER STRAP ASSEM
FREQUENCY: 24 CALCULATED INTERVAL**: 24 NBI: YES
TEAM LEADER: JAMES R PICKETT INSPECTOR 3: DYLAN LISTER (NTLQ) METHOD: SNOOPER
INSPECTOR 2: COLBY VOYLES (NTLQ) INSPECTOR 4:

** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: 09/01/2021 RESPONSIBILITY: DIVETEAM CATEGORY: DIVE
FREQUENCY: 60 CALCULATED INTERVAL**: 50 NBI: YES
TEAM LEADER: JESSE ELSEMAN INSPECTOR 3: TERRY L SHUNAMON METHOD: SCUBA
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
12/12/2018	24	JOINT RIVER	NO	26	BRIDGEDIV	
07/18/2017	120	CHANNEL CROSS SECTIONS	NO	60	BRIDGEDIV	

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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STRUCTURE POSTING

APPROVED CATEGORY: S-3 WEIGHT LIMIT 34 TONS.
Ton 1: 34 Ton 2: Ton 3:
COMMENTS: (KLIETL2, 02/24/2021)--LOAD POSTING LETTER,12/23/2020, MODOT

FIELD CATEGORY: S-3 WEIGHT LIMIT 34 TONS.
Ton 1: 34 Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION:
COMMENTS:

GENERAL COMMENTS/MAJOR RATED ITEMS

GENERAL COMMENTS: (MARTEP, 08/08/2012)--(11 @ 30'-55'-78'-55'- 19 @ 30') SMP WF GDR SPANS - (JOINT RIVER AGREEMENT EXECUTED JULY 2012 - MO INSPECTS ENTIRE BRIDGE AND IS RESPONSIBLE FOR STRUCTURE MAINTENANCE)
SEND COPY OF INSPECTION REPORTS TO ARKANSAS DOT

[ITEM 58] DECK: 3-SERIOUS CONDITION COMMENTS: (MADSEJ, 04/05/2022)--APPROXIMATELY 5% TO 70% SATURATION, PATCHES, AND DELAMINATIONS THROUGHOUT SPAN 19 THROUGH SPAN 24.
RATING : 04/05/2022

[ITEM 59] SUPER: 4-POOR CONDITION COMMENTS: (MADSEJ, 04/06/2020)--MODERATE TO ADVANCED SECTION LOSS WITH A FEW HOLES RUSTED THROUGH THE WEB AND WEB STIFFENERS
RATING : 03/05/2020 THROUGHOUT THE SPAN 13 PIN AND HANGER AREAS. MINOR TO HEAVY SECTION LOSS ON MANY GIRDER ENDS IN THE BENT BEARING AREAS
THROUGHOUT THE BRIDGE.

[ITEM 60] SUB: 5-FAIR CONDITION COMMENTS: (PICKEJ1, 03/10/2022)--HEAVY DETERIOTATION AND SPALLING ON A FEW BENT CAPS WITH MINOR EFFECT ON BEARINGS
RATING : 03/10/2022

[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE COMMENTS: (MADSEJ, 02/23/2018)--STEEP ERODING AND SLOUGHING BANKS THROUGHOUT THE CHANNEL.
RATING : 05/18/2001

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED COMMENTS: (MUSSED, 12/20/2018)--SCOUR RATING RAISED FROM "5" TO "8", FIELD OBSERVATION SHOW NO SIGNS OF SCOUR AND THERE IS NO USGS STUDY
RATING : 12/20/2018 RECOMMENDING A LOWER RATING.
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 : 02/18/2004 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	
GALVANIZED STEEL	W-BEAM	BOTH		
REINFORCED CONCRETE	CURB	BOTH		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
SCALING	THROUGHOUT		MODERATE	

[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0 RATING : 05/18/2001 COMMENTS:

[ITEM 36C] APPROACH RAILING RATING: DOESNT MEET CURRNT STND-0 RATING : 03/01/2012 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	W-BEAM	ALL	



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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>	<u>COMMENTS</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>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	3 IN	2014		POOR
<u>COMMENT:</u>							
	DECK PROTECTION	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
	SECONDARY DECK PROTECTION	LIQUID SEALANT	INTERNALLY SEALED		2010	STAR MACRO	
<u>COMMENT:</u>							

DRAINAGE COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
DRAINAGE	GALVANIZED STEEL	FLOOR DRAIN		
DRAINAGE	STEEL	FLOOR DRAIN		



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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>
ABUTMENT-1		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				POOR
<u>COMMENT:</u>								
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>			
	COVERED WITH MAT	THROUGHOUT		NOT APPLICABLE				
PIER-12		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				FAIR
<u>COMMENT:</u>								
PIER-13		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				POOR
<u>COMMENT:</u>								
PIER-14		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				FAIR
<u>COMMENT:</u>								
PIER-15		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				FAIR
<u>COMMENT:</u>								
	SECTION LOSS	THROUGHOUT		INITIAL	(BLALOR1, 05/01/2012)--GIRDER 3 SECTION LOSS OF CURVE & SOLE PLATES			
ABUTMENT-34		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				POOR
<u>COMMENT:</u>								

BANK/SLOPE PROTECTION COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
BANK PROTECTION	EARTH FILL	BERM	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> <u>MEASUREMENT</u> <u>COMMENT</u>
	DETERIORATION	AT OUTLETS	THROUGHOUT	MINOR
	SPALLS	BOTTOM		FEW
	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> <u>MEASUREMENT</u> <u>COMMENT</u>
	DETERIORATION	AT OUTLETS	THROUGHOUT	MINOR
	SPALLS	BOTTOM		FEW
	TRANSVERSE CRACKS	THROUGHOUT		MANY
MAIN SPANS-3	DECK	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>
	DETERIORATION	AT OUTLETS	THROUGHOUT	MINOR
	SPALLS	BOTTOM		FEW
	TRANSVERSE CRACKS	THROUGHOUT		MANY

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<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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-6</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-7</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-8</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-9</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-10</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-11</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		



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<i>MAIN SPANS-12</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SPALLS		BOTTOM	THROUGHOUT	MODERATE		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-13</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		SMALL		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-14</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-15</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-16</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-17</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-18</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		



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<i>MAIN SPANS-19</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
SATURATION		THROUGHOUT		MINOR	5 %	
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-20</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
SATURATION		THROUGHOUT		MINOR	5 %	
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-21</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SATURATION		THROUGHOUT		MINOR	5 %	
SPALLS		BOTTOM	THROUGHOUT	LARGE		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-22</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>
DETERIORATION		AT OUTLETS		MINOR		
EFFLORESCENCE		THROUGHOUT		MEDIUM		
PATCHES		THROUGHOUT		LARGE		
SATURATION		THROUGHOUT		SEVERE	70 %	
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-23</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		LARGE		
SATURATION		THROUGHOUT		HEAVY	45 %	
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-24</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		SMALL		
SATURATION		THROUGHOUT		MODERATE	30 %	
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		



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<i>MAIN SPANS-25</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		SMALL		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-26</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>
DETERIORATION		AT OUTLETS		MINOR		
PATCHES		THROUGHOUT		SMALL		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-27</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-28</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-29</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
EFFLORESCENCE		THROUGHOUT		LIGHT		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-30</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>
DETERIORATION		AT OUTLETS		MINOR		
EFFLORESCENCE		THROUGHOUT		LIGHT		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-31</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		



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TRANSVERSE CRACKS THROUGHOUT MANY

<i>MAIN SPANS-32</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		FEW		
DETERIORATION		AT OUTLETS		MINOR		
EFFLORESCENCE		THROUGHOUT		LIGHT		
PATCHES		THROUGHOUT		LARGE		
SPALLS		BOTTOM		FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-33</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>
DETERIORATION		AT OUTLETS		MINOR		
SPALLS		BOTTOM	THROUGHOUT	FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

SUPERSTRUCTURE COMPONENTS

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
<i>MAIN SERIES-1</i>	<i>SIMPLE SPAN</i>	<i>STEEL</i>	<i>WIDE FLANGE GIRDERS</i>			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SECTION LOSS		BOTTOM FLANGE		MODERATE		(MADSEJ, 04/06/2020)--GIRDER 4 AND 5 BOTTOM FLANGE 30% SECTION LOSS.
SECTION LOSS		WEB	THROUGHOUT	HEAVY		(MADSEJ, 04/06/2020)--A 3' AREA OF 40% SECTION LOSS ON GIRDER 4
MAIN SPANS-2	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SECTION LOSS		GDR1		HEAVY		(MADSEJ, 04/06/2020)--AN 8' AREA OF 50% SECTION LOSS ON THE GIRDER WEB AND 55% SECTION LOSS ON THE BOTTOM FLANGE AT THE MIDSPAN.
SECTION LOSS		GDR4		HEAVY		(MADSEJ, 04/05/2022)--HEAVY SECTION LOSS (57% MEASURED) ON THE BOTTOM OF THE WE AT THE BENT 3 BEARING AREA.
MAIN SPANS-3	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SECTION LOSS		GDR2		HEAVY		(MADSEJ, 04/06/2020)--50% MEASURED SECTION LOSS ON THE BOTTOM FLANGE AT THE BENT 3 BEARING.
SECTION LOSS		GDR3		ADVANCED		(MADSEJ, 04/06/2020)--80% MEASURED SECTION LOSS ON THE BOTTOM FLANGE AT THE BENT 3 BEARING.
MAIN SPANS-4	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		
MAIN SPANS-5	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		



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MAIN SPANS- <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>LOCATION 1</u>		<u>LOCATION 2</u>			
RUST SECTION LOSS	GIRDER ENDS AT JOINTS			LIGHT MINOR		
MAIN SPANS-7 <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS SECTION LOSS	GIRDER ENDS AT JOINTS GDR5		<u>LOCATION 2</u>	LIGHT MINOR HEAVY		(MADSEJ, 04/05/2022)--AN AREA OF HEAVY SECTION LOSS (UP TO 57% MEASURED) ON THE BOTTOM OF THE WEB AT THE MIDSPAN OF THE GIRDER.
MAIN SPANS-8 <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS SECTION LOSS	GIRDER ENDS AT JOINTS BOTTOM FLANGE		<u>LOCATION 2</u>	LIGHT MINOR MODERATE		(MADSEJ, 04/06/2020)--30% MEASURED SECTION LOSS ON THE GIRDER 2 BOTTOM FLANGE AT THE BENT 9 BEARING.
MAIN SPANS-9 <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS SECTION LOSS	GIRDER ENDS AT JOINTS GDR5		<u>LOCATION 2</u>	LIGHT MINOR HEAVY		(MADSEJ, 04/06/2020)--AN 8' AREA OF 50% MEASURED SECTION LOSS ON THE GIRDER WEB AND BOTTOM FLANGE AT THE MIDSPAN.
MAIN SPANS-10 <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS SECTION LOSS SECTION LOSS SECTION LOSS	GIRDER ENDS AT JOINTS GDR2 GDR3 GDR5		<u>LOCATION 2</u>	LIGHT MINOR HEAVY ADVANCED MODERATE		(MADSEJ, 04/06/2020)--50% MEASURED SECTION LOSS ON THE BOTTOM FLANGE AT THE BENT 10 BEARING. (MADSEJ, 04/05/2022)--ADVANCED SECTION LOSS (71% MEASURED) ON THE BOTTOM OF THE WEB IN THE BENT 11 BEARING AREA. (MADSEJ, 04/06/2020)--25% SECTION LOSS ON THE WEB AT THE BENT 10 DECK HAUNCH.
MAIN SPANS-11 <u>CONDITION</u>	NON-COMPOSITE	30 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS	GIRDER ENDS AT JOINTS		<u>LOCATION 2</u>	LIGHT MINOR		
MAIN SPANS-12 <u>CONDITION</u>	NON-COMPOSITE	55 FT 0 IN	NO	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST SECTION LOSS SECTION LOSS	GIRDER ENDS AT BEARING AT JOINTS		<u>LOCATION 2</u>	MEDIUM HEAVY MINOR		(MADSEJ, 04/06/2020)--50% MEASURED SECTION LOSS ON THE GIRDER 5 BOTTOM OF THE BEARING STIFFENER AND 35% MEASURED SECTION LOSS ON THE BOTTOM FLANGE AT THE BENT 12 BEARING.



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SECTION LOSS		GDR1		ADVANCED		(MADSEJ, 04/06/2020)--A 2"X2.5" HOLE RUSTED THROUGH THE BOTTOM OF THE GIRDER WEB IN THE BENT 12 BEARING AREA.
SECTION LOSS		GDR5		ADVANCED		(MADSEJ, 04/06/2020)--ADVANCED SECTION LOSS WITH A 2"X3.5" HOLE RUSTED THROUGH THE BOTTOM OF THE GIRDER WEB IN THE BENT 12 BEARING AREA.
MAIN SPANS-13	NON-COMPOSITE	78 FT 0 IN	NO			(MADSEJ, 04/07/2020)--SEE THE SPAN 13 PIN AND HANGER AREA SECTION LOSS REPORT IN TMS FOR CONDITIONS.
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		
SECTION LOSS		GDR5		ADVANCED		(MADSEJ, 04/07/2020)--A 12"X12" AREA OF ADVANCED SECTION LOSS (75% MEASURED) ON THE BOTTOM OF THE WEB AT THE BENT 13 BEARING.
MAIN SPANS-14	NON-COMPOSITE	55 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		HEAVY		
SECTION LOSS		AT JOINTS		MINOR		
MAIN SPANS-15	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		
MAIN SPANS-16	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MODERATE		
MAIN SPANS-17	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-18	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		
SECTION LOSS		BOTTOM FLANGE		MINOR		
MAIN SPANS-19	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		
SECTION LOSS		BOTTOM FLANGE		MODERATE		
MAIN SPANS-20	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		MINOR		



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SECTION LOSS	BOTTOM FLANGE		MODERATE			
MAIN SPANS-21	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		
SECTION LOSS	BOTTOM FLANGE			MINOR		
SECTION LOSS	GDR1			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1" HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 22 CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS	GDR5			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A SMALL HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 21 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-22	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		
SECTION LOSS	BOTTOM FLANGE			MINOR		
SECTION LOSS	GDR1			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1" HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 23 CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS	GDR2			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1"X5" HOLE RUSTED THROUGH TH TOP OF THE GIRDER WEB ALONG THE BENT 22 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-23	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		
SECTION LOSS	BOTTOM FLANGE			MINOR		
SECTION LOSS	GDR1			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1"X3" HOLE RUSTED THROUGH TH TOP OF THE GIRDER WEB ALONG THE BENT 24 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-24	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		
SECTION LOSS	AT JOINTS			ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS	BOTTOM FLANGE			MINOR		
SECTION LOSS	GDR2			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1"X2" HOLE RUSTED THROUGH TH TOP OF THE GIRDER WEB ALONG THE BENT 24 CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS	GDR3			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1"X3" HOLE RUSTED THROUGH TH TOP OF THE GIRDER WEB ALONG THE BENT 24 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-25	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		
SECTION LOSS	AT JOINTS			ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS	BOTTOM FLANGE			MINOR		
SECTION LOSS	GDR4			ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS (90% ESTIMATED) WITH A SMALL HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 25 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-26	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST	GIRDER ENDS			LIGHT		

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SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
SECTION LOSS		GDR5		ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 2.5"X3.5" HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 27 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-27	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
MAIN SPANS-28	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
MAIN SPANS-29	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
SECTION LOSS		GDR4		ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A SMALL HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 30 CONCRETE DIAPHRAGM/DECK HAUNCH.
MAIN SPANS-30	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
MAIN SPANS-31	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/05/2022)--HEAVY TO ADVANCED SECTION LOSS (UP TO 70% ESTIMATED) ON THE WEB ALONG BOTH BENT CONCRETE DIAPHRAGMS.
SECTION LOSS		BOTTOM FLANGE		MINOR		
MAIN SPANS-32	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUST		GIRDER ENDS		LIGHT		
SECTION LOSS		AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.
SECTION LOSS		BOTTOM FLANGE		MINOR		
SECTION LOSS		GDR3		ADVANCED		(MADSEJ, 04/07/2020)--ADVANCED SECTION LOSS WITH A 1"X2.5" HOLE RUSTED THROUGH THE TOP OF THE GIRDER WEB ALONG THE BENT 32 CONCRETE DIAPHRAGM/DECK HAUNCH.



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MAIN SPANS-33	NON-COMPOSITE	30 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
RUST	GIRDER ENDS		LIGHT			
SECTION LOSS	AT JOINTS		ADVANCED		(MADSEJ, 04/07/2020)--SMALL AREAS OF 50% TO 70% SECTION LOSS AT TOP OF GIRDER WEB ALONG THE CONCRETE DIAPHRAGM/DECK HAUNCH.	
SECTION LOSS	BOTTOM FLANGE		MINOR			

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		25 FT 0 IN	REINFORCED CONCRETE	NON-INTEGRAL	ABUT 1	
	<u>CONDITION</u>		<u>LOCATION 1</u>	<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		CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
PILING		REINFORCED CONCRETE		PRE-CAST		
	<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		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BACKWALL		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>
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL.		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	RUSTING	THROUGHOUT			LIGHT	
BENT-2		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<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		CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	SPALLS	THROUGHOUT			FEW	
PILING		REINFORCED CONCRETE		PRE-CAST		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	SCALING	THROUGHOUT			MEDIUM	
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL.		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	RUSTING	THROUGHOUT			MEDIUM	
BENT-3		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<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		CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	SPALLS	THROUGHOUT			SMALL	
PILING		REINFORCED CONCRETE		PRE-CAST		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	SCALING	THROUGHOUT			MEDIUM	
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL.		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
	PACK RUST	THROUGHOUT			MEDIUM	



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<i>BENT-4</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
PILING	REINFORCED CONCRETE	PRE-CAST				
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL				
PACK RUST						
<i>BENT-5</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
PILING	REINFORCED CONCRETE	PRE-CAST				
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL				
PACK RUST						
<i>BENT-6</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
PILING	REINFORCED CONCRETE	PRE-CAST				
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL				
PACK RUST						
<i>BENT-7</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
PILING	REINFORCED CONCRETE	PRE-CAST				
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL				
PACK RUST						
<i>BENT-8</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>				



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BEAM CAP	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>	
SPALLS	ENDS	SOUTH	LARGE	FEW		
SPALLS	THROUGHOUT					
PILING	REINFORCED CONCRETE	PRE-CAST				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SCALING	THROUGHOUT		MEDIUM			
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL.				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
PACK RUST	THROUGHOUT		MEDIUM			
<i>BENT-9</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
DETERIORATION	ENDS	BOTH	MINOR			
PILING	REINFORCED CONCRETE	PRE-CAST				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SCALING	THROUGHOUT		MEDIUM			
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL.				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
PACK RUST	THROUGHOUT		MEDIUM			
<i>BENT-10</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SPALLS	THROUGHOUT		FEW			
PILING	REINFORCED CONCRETE	PRE-CAST				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SCALING	THROUGHOUT		MEDIUM			
SPALLS	THROUGHOUT		FEW			
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL.				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
PACK RUST	THROUGHOUT		MEDIUM			
<i>BENT-11</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SPALLS	THROUGHOUT		SMALL			
PILING	REINFORCED CONCRETE	PRE-CAST				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
SCALING	THROUGHOUT		MEDIUM			
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL.				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
PACK RUST	THROUGHOUT		MEDIUM			



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<i>PIER-12</i>		<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>	<i>PIER 1</i>			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>MATERIAL</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP			REINFORCED CONCRETE		CAST-IN-PLACE			
COLUMN			REINFORCED CONCRETE		CAST-IN-PLACE			
	SPALLS		THROUGHOUT			FEW		
FOOTING			REINFORCED CONCRETE		PRE CAST PILE			
WEB BEAM			REINFORCED CONCRETE		CAST-IN-PLACE			
EXPANSION BEARING			STEEL		SLIDING CURVED/FLAT PL.			
	PACK RUST		THROUGHOUT			MEDIUM		
<i>PIER-13</i>		<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>	<i>PIER 2</i>			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>MATERIAL</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP			REINFORCED CONCRETE		CAST-IN-PLACE			
COLUMN	DELAMINATION		REINFORCED CONCRETE		CAST-IN-PLACE			
			ENDS		SOUTH	LARGE		
	SCALING		THROUGHOUT			MEDIUM		
	SPALLS		THROUGHOUT			FEW		
FOOTING			REINFORCED CONCRETE		PRE CAST PILE			
WEB BEAM			REINFORCED CONCRETE		CAST-IN-PLACE			
EXPANSION BEARING			STEEL		SLIDING CURVED/FLAT PL.			
	PACK RUST		THROUGHOUT			MEDIUM		
EXPANSION BEARING			STEEL		HANGER PINS/STRAP			
	PACK RUST		THROUGHOUT			MEDIUM		
	RUSTING		THROUGHOUT			LIGHT		
<i>PIER-14</i>		<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>	<i>PIER 3</i>			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>MATERIAL</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP			REINFORCED CONCRETE		CAST-IN-PLACE			
COLUMN			REINFORCED CONCRETE		CAST-IN-PLACE			
	SCALING		THROUGHOUT			MEDIUM		
FOOTING			REINFORCED CONCRETE		PRE CAST PILE			
WEB BEAM			REINFORCED CONCRETE		CAST-IN-PLACE			
EXPANSION BEARING			STEEL		SLIDING CURVED/FLAT PL.			



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	PACK RUST	THROUGHOUT		HANGER PINS/STRAP	MEDIUM		
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EXPANSION BEARING	STEEL			HEAVY		
	PACK RUST	THROUGHOUT					
<i>PIER-15</i>		25 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>COMMENT</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>	<u>COMMENT</u>
	SEALED	BEAM CAP			ASPHALTICBASE		
	SPALLS	BOTTOM		THROUGHOUT	LARGE		
COLUMN	<u>CONDITION</u>	<u>LOCATION 1</u>		CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	<u>CONDITION</u>	<u>LOCATION 1</u>		PRE CAST PILE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WEB BEAM	<u>CONDITION</u>	<u>LOCATION 1</u>		CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	<u>CONDITION</u>	<u>LOCATION 1</u>		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	THROUGHOUT			MEDIUM		
<i>BENT-16</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<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		CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SEALED	BEAM CAP			ASPHALTICBASE		
	SPALLS	THROUGHOUT		PRE-CAST	LARGE		
PILING	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	THROUGHOUT			MEDIUM		
EXPANSION BEARING	<u>CONDITION</u>	<u>LOCATION 1</u>		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	THROUGHOUT			MEDIUM		
<i>BENT-17</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<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		CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SPALLS	THROUGHOUT			FEW		
PILING	<u>CONDITION</u>	<u>LOCATION 1</u>		PRE-CAST			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	THROUGHOUT			MEDIUM		
EXPANSION BEARING	<u>CONDITION</u>	<u>LOCATION 1</u>		SLIDING CURVED/FLAT PL			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	OTHER	SOLE PLATE			NOT APPLICABLE		(BLALOR1, 06/05/2014)--HANGING OFF MASONARY PLT. BOLT BROKEN. SPAN 17 ON GIRDER 3
	PACK RUST	THROUGHOUT			MEDIUM		



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<i>BENT-22</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
	DELAMINATION		THROUGHOUT			FEW		
	SEALED		BEAM CAP			ASPHALTICBASE		
PILING		REINFORCED CONCRETE		PRE-CAST				
	SCALING		THROUGHOUT			MEDIUM		
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL				
	PACK RUST		THROUGHOUT			MEDIUM		
<i>BENT-23</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
	DELAMINATION		THROUGHOUT			MANY		
	SEALED		BEAM CAP			ASPHALTICBASE		
	SPALLS		THROUGHOUT			FEW		
PILING		REINFORCED CONCRETE		PRE-CAST				
	SCALING		THROUGHOUT			MEDIUM		
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL				
	PACK RUST		THROUGHOUT			MEDIUM		
<i>BENT-24</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
	SEALED		BEAM CAP			ASPHALTICBASE		
	SPALLS		THROUGHOUT			FEW		
PILING		REINFORCED CONCRETE		PRE-CAST				
	DELAMINATION		THROUGHOUT			LARGE		
	SCALING		THROUGHOUT			MEDIUM		
	SPALLS		THROUGHOUT			LARGE		
EXPANSION BEARING		STEEL		SLIDING CURVED/FLAT PL				
	PACK RUST		THROUGHOUT			MEDIUM		
<i>BENT-25</i>		25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				



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	SEALED	BEAM CAP	PRE-CAST	ASPHALTICBASE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING	DELAMINATION	THROUGHOUT		FEW			
	SCALING	THROUGHOUT		MEDIUM			
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	<u>LOCATION 1</u>	<u>LOCATION 2</u>	HEAVY			
BENT-26							
	25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE					
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EFFLORESCENCE	THROUGHOUT		LIGHT			
	HIGH STEEL SPALLS	THROUGHOUT		FEW			
	SEALED	BEAM CAP		ASPHALTICBASE			
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			
BENT-27							
	25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE					
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION	THROUGHOUT		FEW			
	SEALED	BEAM CAP		ASPHALTICBASE			
	SPALLS	THROUGHOUT		FEW			
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			
BENT-28							
	25 FT 0 IN	REINFORCED CONCRETE	PILE CAP				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE					
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SEALED	BEAM CAP		ASPHALTICBASE			
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	<u>LOCATION 1</u>	<u>LOCATION 2</u>	MEDIUM			



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	SPALLS	THROUGHOUT	FEW			
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION	THROUGHOUT		LARGE		
	SCALING	THROUGHOUT		MEDIUM		
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	THROUGHOUT		MEDIUM		
<i>BENT-33</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>PILE CAP</i>			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<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	CAST-IN-PLACE				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION	THROUGHOUT		LARGE		
	SEALED	BEAM CAP		ASPHALTICBASE		
	SPALLS	AT BEARING		MINOR AFFECT		(MADSEJ, 04/05/2022)--GIRDER 3
	SPALLS	THROUGHOUT		LARGE		
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING	THROUGHOUT		MEDIUM		
	SPALLS	THROUGHOUT		FEW		
EXPANSION BEARING	<u>CONDITION</u>	STEEL	SLIDING CURVED/FLAT PL.	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	THROUGHOUT		MEDIUM		
<i>ABUTMENT-34</i>	<i>25 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>NON-INTEGRAL</i>	<i>ABUT 30</i>		
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</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>	<u>COMMENT</u>
	SEALED	BEAM CAP		ASPHALTICBASE		
PILING	<u>CONDITION</u>	REINFORCED CONCRETE	PRE-CAST	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	STRAIGHT WINGS	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>
BACKWALL	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>
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>
	PACK RUST	THROUGHOUT		HEAVY		

*****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 : 8=.1% OF SURFACE RUSTED STEEL TONS : 168

<u>ORIGINAL PAINT</u>	<u>CONTRACT REPAINT</u>	<u>DEPARTMENT REPAINT</u>
PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : 1977 MILS :	PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : MILS :	PAINT TYPE : C SYSTEM NAME : INORGANIC ZINC/VINYL PAINT COLOR : ALUMINUM PAINT YEAR : 1994 MILS : 9 MANUFACTURE : SURFACE PREP :HAND CLEANED

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

GENERAL WORK COMMENTS:

<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	SUPER-GIRDERS	REPAIR SECT LOSS IN MEMBR	SUPERSTRUCTURE	2	02/14/2018	(HULBES1, 03/05/2020)--SP 2 GRDR 5 W/ SEVERE SL IN WEB @ MIDSPAN NEEDS PLATED AND PLATE GIRDER END SECTION LOSS THROUGHOUT APPROACH SPANS
DISTRICT SPECIAL	BENT	SEAL JTS - RODS/HOT POUR	DECK	2	02/23/2018	
DISTRICT SPECIAL	BENT	REPLACE EXPANSION DEVICE	EXPANSION DEVICE	2	02/23/2018	
DISTRICT SPECIAL	SUPER-GIRDERS	REPAIR SECT LOSS IN MEMBR	SUPERSTRUCTURE	2	03/05/2020	(HULBES1, 03/05/2020)--PLATE/REPAIR SECTION LOSS AT PIN & STRAP AREAS IN SPAN 13

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

<i>UTILITY</i>	<i>OWNER</i>	<i>METHOD</i>	<i>MEASUREMENT TYPE</i>	<i>VALUE</i>	<i>NUMBER</i>	<i>UTILITY ATTACHMENT COMMENT</i>
STREAM GAUGE	USGS	MOUNTED			1	
OTHER	MO CONSERV	MOUNTED			1	

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

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>

Design_No = H0927



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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:	4-MEETS MINIMUM TOLERABLE	3/5/2020
[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	6/5/2002
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	27.5%	4/7/2022
Deficiency:	STRUCTURAL	3/5/2020
Funding Eligibility:	FULL	----
Estimated New Structure Length:	128 FT.	----
Estimated Structure Cost:	\$6,315,111	----
Estimated Total Project Cost:	\$9,472,667	----
Year of Cost Estimate:	2022	----

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*****

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	



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