


		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>			<div>August 23, 2021</div> <div>3:01:20PM</div>		
COUNTY: GENTRY		DISTRICT: NW	CLASS: STATBR	FED-ID: 9380	BRIDGE: T0195		
GENERAL STRUCTURE INFORMATION					***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: RTEE</div> <div>FEATURE: WALNUT FK</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 1.108</div> <div>DETOUR: 19.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1934</div> <div>REHAB: 1994</div> <div>LOCATION: S 9 T 62 R 32 W</div> <div>LATITUDE: 40 11 27.33 (DMS)</div> <div>LONGITUDE: 94 30 29.22 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 2</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 2-WAY TRAF</div> <div>FUNCTIONAL CLASS: RL-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: NW</div> <div>MAINTENANCE COUNTY: GENTRY</div> <div>SUB AREA: 7A15</div>		<div>PLACE CODE: 16282 COOPER</div> <div>LENGTH: 122 FT 0 IN</div> <div>MAXIMUM SPAN: 48 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 20 FT 0 IN</div> <div>OUT TO OUT: 21 FT 4 IN</div> <div>AADT: 347</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 19.8%</div> <div>FUTURE AADT: 451</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 11/14/2019</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: SCOTT STEPHENS</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2:</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>	
						GENERAL INSPECTION COMMENTS	
FRACTURE CRITICAL INSPECTION INFORMATION				***INDEPTH INSPECTION INFORMATION***			
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
FRACTURE CRITICAL INSPECTION COMMENTS				INDEPTH INSPECTION COMMENTS			
SPECIAL INSPECTION INFORMATION				***UNDERWATER INSPECTION INFORMATION***			
<div>DATE: 12/11/2020</div> <div>FREQUENCY: 12</div> <div>TEAM LEADER: SCOTT STEPHENS</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**: 13</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DECK</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
SPECIAL INSPECTION COMMENTS				UNDERWATER INSPECTION COMMENTS			
OTHER SPECIAL INSPECTIONS				OTHER UNDERWATER INSPECTIONS			
Design_No = T0195							
<div>Page 1</div> <div>This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.</div>							

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COUNTY: GENTRY				DISTRICT: NW			CLASS: STATBR		FED-ID: 9380		BRIDGE: T0195			
<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>	<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>	
07/12/2019	24	CHANNEL CROSS SECTIONS	NO	25	DISTRICT	WT TAPE								
01/31/2018	999	QUALITY ASSURANCE	NO		BRIDGEDIV									
01/01/1	999	SCOUR ACTION PLAN	NO											
STRUCTURE POSTING														
APPROVED CATEGORY: S-7				TRUCKS OVER 17 TONS 15 MPH ON BRIDGE.										
Ton 1: 17				Ton 2:				Ton 3:						
COMMENTS:														
FIELD CATEGORY: S-7				TRUCKS OVER 17 TONS 15 MPH ON BRIDGE.										
Ton 1: 17				Ton 2:				Ton 3:		PROBLEM:			PROBLEM DIRECTION:	
COMMENTS:														
GENERAL COMMENTS/MAJOR RATED ITEMS														
GENERAL COMMENTS: (BOWDEJ1, 12/23/2009)--(35'-49'-35') SMP WF GDR SPANS (STRENGTHEN GRDRS ON BRIDGE '94)														
[ITEM 58] DECK: 3-SERIOUS CONDITION						COMMENTS: (STEPHS2, 11/27/2013)--SATURATION IN DECK								
RATING : 01/20/2009						(SHUNAT1, 02/08/2018)--PATCHES THROUGHOUT								
[ITEM 59] SUPER: 5-FAIR CONDITION						COMMENTS: (MENDER1, 11/21/2017)--SECTION LOSS IN GIRDERS THROUGHOUT								
RATING : 11/21/2017														
[ITEM 60] SUB: 4-POOR CONDITION						COMMENTS: (STEPHS2, 11/27/2013)--REPLACED PILE AT BENTS 2 & 3								
RATING : 12/16/2019						(STEPHS2, 12/16/2019)--ROTTEN PILE AT ABUTMENT 1 AND 4.								
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE						COMMENTS: (BOWDEJ1, 03/29/2004)--CHANNEL WIDENING & MOVING WEST								
RATING : 11/16/2015						(SHUNAT1, 02/08/2018)--DRIFT ON BENT 2 RESTRICTING FLOW								
[ITEM 113] SCOUR: 3-SCOUR CRITICAL-UNSTABLE						COMMENTS: (FOSTEK, 01/13/2006)--ITEM 113 = 3, SCOUR CATEGORY CHANGED TO C DURING REVIEW. TP BENTS REPLACED WITH DOUBLE H-PILE BENTS. RECENT								
RATING : 01/16/2003						FLOOD EVENT NEAR 100 -YEAR EVENT ELEVATION DID NOT PRODUCE PROBLEM WITH SCOUR. RIP-RAP STILL ON WEST BANK. ORIGINAL SCOUR								
EVALUATION TYPE :						CATEGORY OF A BASED ON USGS EVALUATION, UNDERMINING DUE TO COMBINATION SCOUR, CHANNEL MIGRATION, EXISTING PILE EXPOSURE.								
[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGHT						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 : 12/29/2006		COMMENTS:						
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>								
REINFORCED CONCRETE		CURB												
STEEL		ANGLE-DOUBLE		BOTH										
[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0						RATING : 05/18/2001		COMMENTS:						
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Page 2														
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[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:	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>CONDITION*</u>	
ASPHALT		BITUMINOUS MAT		BOTH		GOOD	
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
<u>COMMENT:</u>							
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		DRAINAGE		REINFORCED CONCRETE		CURB OUTLET	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		BANK PROTECTION		STEEL		DEFLECTOR	
						<u>DIRECTION</u>	
						UPSTREAM	
<u>COMMENTS</u>							
DECK COMPONENTS							
<u>SPAN TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SPANS-1		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DELAMINATION		RANDOM				MANY	
DETERIORATION		EDGE				MINOR	
EFFLORESCENCE		THROUGHOUT				HEAVY	
FULL DEPTH PATCHES		RANDOM				FEW	
PATCHES		RANDOM				FEW	
POP-OUTS		THROUGHOUT				MANY	
SATURATION		THROUGHOUT				MODERATE	
						80 %	
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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>	
DELAMINATION		RANDOM				MANY			
DETERIORATION		EDGE				MINOR			
EFFLORESCENCE		THROUGHOUT				HEAVY			
FULL DEPTH PATCHES		RANDOM				FEW			
PATCHES		RANDOM				FEW			
POP-OUTS		THROUGHOUT				MANY			
SATURATION		THROUGHOUT				SEVERE		80 %	
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>	
DELAMINATION		RANDOM				MANY			
DETERIORATION		EDGE				MINOR			
EFFLORESCENCE		THROUGHOUT				HEAVY			
FULL DEPTH PATCHES		RANDOM				FEW			
PATCHES		RANDOM				MANY		30 %	
POP-OUTS		THROUGHOUT				MANY			
SATURATION		THROUGHOUT				SEVERE		70 %	
TRANSVERSE CRACKS		THROUGHOUT				MANY		(MENEET, 03/08/2012)--OPEN CRACKS	
SUPERSTRUCTURE COMPONENTS									
<u>SERIES TYPE-#</u>		<u>SPAN TYPE</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>LABEL</u>	
MAIN SERIES-1		SIMPLE 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		35 FT 6 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
RUSTING		BOTTOM FLANGE				MEDIUM			
SECTION LOSS		TOP FLANGE				MEDIUM			
MAIN SPANS-2		NON-COMPOSITE		48 FT 0 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
RUSTING		BOTTOM FLANGE				MEDIUM			
RUSTING		CONNECTION PLATE				MEDIUM			
SECTION LOSS		TOP FLANGE				MEDIUM			
MAIN SPANS-3		NON-COMPOSITE		35 FT 6 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
RUSTING		BOTTOM FLANGE				MEDIUM			
RUSTING		CONNECTION PLATE				MEDIUM			
SECTION LOSS		TOP FLANGE				MEDIUM			
SUBSTRUCTURE COMPONENTS									
<u>SUBSTRUCTURE</u>		<u>SKEW</u>		<u>LENGTH</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
ABUTMENT-1				26 FT 0 IN		TIMBER		NON-INTEGRAL	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
								<u>COMMENT</u>	

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COUNTY: GENTRY


DISTRICT: NW


CLASS: STATBR

FED-ID: 9380

BRIDGE: T0195

<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>				
BEAM CAP	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SPLITTING		THROUGHOUT		MINOR		
PILING	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SPLITTING		THROUGHOUT		MODERATE		
STRAIGHT WINGS	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WING PILES	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	ROTTEN		THROUGHOUT		MODERATE		
EXPANSION BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<hr/>							
BENT-2		20 FT 6 IN	TIMBER		PILE CAP	(FOSTEK, 01/13/2006)--SCOUR DEPTH OF CONCERN 31 FEET FROM DECK TO BOTTOM AT BENT 2. ORIGINAL TP BENTS REPLACED WITH DOUBLE H-PILE BENTS IN NOV 1994.	
	<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	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DRIFT		WATERLINE		MEDIUM AMOUNT		
	RUSTING		GROUND LINE		MEDIUM		
CROSS BRACING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<hr/>							
BENT-3		20 FT 6 IN	TIMBER		PILE CAP	(FOSTEK, 01/13/2006)--SCOUR DEPTH OF CONCERN 31 FEET FROM DECK TO BOTTOM AT BENT 3. ORIGINAL TP BENTS REPLACED WITH DOUBLE H-PILE BENTS IN NOV 1994.	
	<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	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	RUSTING		GROUND LINE		MEDIUM		
CROSS BRACING	<u>CONDITION</u>	TIMBER	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<hr/>							
ABUTMENT-4		26 FT 0 IN	TIMBER	NON-INTEGRAL			

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<div><div><div>CONDITION</div><div>ASSOCIATED COMPONENT</div></div><div>BEAM CAP</div></div>		<div><div><div>LOCATION 1</div><div>MATERIAL</div></div><div>TIMBER</div></div>		<div><div><div>LOCATION 2</div><div>CONSTRUCTION</div></div><div>BEAM</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>PILING</div></div>		<div><div><div>LOCATION 1</div></div><div>TIMBER</div></div>		<div><div><div>LOCATION 2</div></div><div>OTHER</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>ROTTEN</div></div>		<div><div><div>LOCATION 1</div></div><div>THROUGHOUT</div></div>		<div><div><div>LOCATION 2</div></div></div>		<div><div><div>SEVERITY</div></div><div>MODERATE</div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>STRAIGHT WINGS</div></div>		<div><div><div>LOCATION 1</div></div><div>TIMBER</div></div>		<div><div><div>LOCATION 2</div></div><div>PLANKS</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>WING PILES</div></div>		<div><div><div>LOCATION 1</div></div><div>TIMBER</div></div>		<div><div><div>LOCATION 2</div></div><div>OTHER</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>BACKWALL</div></div>		<div><div><div>LOCATION 1</div></div><div>TIMBER</div></div>		<div><div><div>LOCATION 2</div></div><div>PLANKS</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div><div>EXPANSION BEARING</div></div>		<div><div><div>LOCATION 1</div></div><div>STEEL</div></div>		<div><div><div>LOCATION 2</div></div><div>SLIDING FLAT PLATE</div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
<div><div><div>CONDITION</div></div></div>		<div><div><div>LOCATION 1</div></div></div>		<div><div><div>LOCATION 2</div></div></div>		<div><div><div>SEVERITY</div></div></div>		<div><div><div>MEASUREMENT</div></div></div>		<div><div><div>COMMENT</div></div></div>	
OVER/UNDER ROUTES CLEARANCE INFORMATION											
<div><div><div>CLEARANCES OVER DECK</div><div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div></div></div>											
<div><div><div>VERTICAL CLEARANCE TYPE**</div><div>VALUE</div><div>DIRECTION</div><div>DATE</div><div>COMMENT</div></div></div>											
<div><div><div>CLEARANCES UNDER BRIDGE</div><div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div></div></div>											
<div><div><div>RECORD #</div><div>ROUTE</div><div># LANES</div><div>DIRECTION OF TRAFFIC</div><div>RIGHT LATERAL CLEARANCE</div><div>LEFT LATERAL CLEARANCE</div><div>UR-ID</div></div></div>											
<div><div><div>VERTICAL CLEARANCE TYPE**</div><div>VALUE</div><div>DIRECTION</div><div>DATE</div><div>COMMENT</div></div></div>											
STRUCTURE PAINT INFORMATION											
Design_No = T0195											
<div>Page 6</div> <div>This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.</div>											

		Missouri Department of Transportation				August 23, 2021																																			
		State Bridge Inspection Report				3:01:20PM																																			
COUNTY: GENTRY		DISTRICT: NW		CLASS: STATBR		FED-ID: 9380																																			
						BRIDGE: T0195																																			
CONDITION: FAIR		RUST AMOUNT : 5=3.0% OF SURFACE RUSTED		STEEL TONS : 26																																					
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>																																					
PAINT TYPE : A SYSTEM		PAINT TYPE :		PAINT TYPE : S SYSTEM		MANUFACTURE :ARMOR SHIELD																																			
NAME : RED LEAD		NAME :		NAME : CAL SULPH/LEAD PAINT		SURFACE PREP :																																			
PAINT COLOR : ALUMINUM		PAINT COLOR :		PAINT COLOR : GRAY																																					
PAINT YEAR : 1965		PAINT YEAR :		PAINT YEAR : 2005																																					
MILS : 9		MILS :		MILS : 15																																					
REQUESTED WORK ITEMS																																									
GENERAL WORK COMMENTS:																																									
<i>RESPONSIBILITY</i> DISTRICT ROUTINE		<i>LOCATION</i> BENT		<i>ITEM</i> REMOVE DRIFT		<i>CATEGORY</i> CHANNEL																																			
				<i>PRIORITY</i> 2		<i>DATE</i> 01/31/2018																																			
						<i>WORK ITEM COMMENT</i>																																			
UTILITY ATTACHMENTS																																									
<i>UTILITY</i> TELEPHONE		<i>OWNER</i>		<i>METHOD</i> HANGER		<i>MEASUREMENT TYPE</i> DIAMETER																																			
				<i>VALUE</i> 2 IN		<i>NUMBER</i> 1																																			
						<i>UTILITY ATTACHMENT COMMENT</i>																																			
PROGRAM NOTES INFORMATION																																									
<u>YEAR</u>		<u>PROJECT #</u>		<u>MONTH LET</u>		<u>YEAR LET</u>																																			
				<u>ITEMS</u>		<u>COMMENT</u>																																			
COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS				***ADVANCED SIGN INFORMATION***																																					
NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS. <table><tr><td><u>Rated Item</u></td><td><u>Rating</u></td><td><u>Rating Date</u></td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>3/21/2002</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>3/15/2019</td></tr><tr><td>[Item 69] Underclearance:</td><td>N-NOT APPLICABLE</td><td>5/18/2001</td></tr><tr><td>Sufficiency Rating:</td><td>13.9%</td><td>3/5/2021</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>1/8/2007</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>151 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$471,029</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$706,544</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2021</td><td>----</td></tr></table> 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.				<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>	[Item 67] Structure Evaluation Rating:	4-MEETS MINIMUM TOLERABLE	3/21/2002	[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	3/15/2019	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	13.9%	3/5/2021	Deficiency:	STRUCTURAL	1/8/2007	Funding Eligibility:	FULL	----	Estimated New Structure Length:	151 FT.	----	Estimated Structure Cost:	\$471,029	----	Estimated Total Project Cost:	\$706,544	----	Year of Cost Estimate:	2021	----	SIGN # 1		SIGN TYPE	PROBLEM	PROBLEM DIRECTION
				<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>																																			
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				OUTFALL INSPECTION INFORMATION																																					
				# OUTFALLS:		INSPECTOR:																																			
				STATUS:		DATE:																																			
				NOTES:																																					

