

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>December 08, 2022</div> <div>10:19:47AM</div>			
COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR		FED-ID: 29032		BRIDGE: A6361	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: US50E</div> <div>FEATURE: BIRCH CR</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 221.397</div> <div>DETOUR: 8.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 2002</div> <div>REHAB:</div> <div>LOCATION: S 28 T 43 R 1 E</div> <div>LATITUDE: 38 26 14.87 (DMS)</div> <div>LONGITUDE: 90 55 21.39 (DMS)</div>		<div># SPANS: 4</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: UR-PRINCIPAL ARTERIAL</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SL</div> <div>MAINTENANCE COUNTY: FRANKLIN</div> <div>SUB AREA: 7F62</div>		<div>PLACE CODE: 12754 CENTRAL</div> <div>LENGTH: 250 FT 0 IN</div> <div>MAXIMUM SPAN: 65 FT 0 IN</div> <div>APPROACH ROADWAY: 44 FT 0 IN</div> <div>CURB TO CURB: 44 FT 0 IN</div> <div>OUT TO OUT: 46 FT 8 IN</div> <div>AADT: 12852</div> <div>AADT YEAR: 2021</div> <div>AADT TRUCK: 8.8%</div> <div>FUTURE AADT: 26989</div> <div>FUTURE AADT YEAR: 2041</div>		<div>DATE: 10/19/2021</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: KATE MARSHALL</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2: JOSEPH RIDENHOUR</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						<div>GENERAL INSPECTION COMMENTS</div>			
						<div>(HOLZBJ, 03/18/2003)--THE LETTING DATE OF 12/23/2002 HAS BEEN USED AS A DEFAULT INITIAL INSPECTION DATE FOR NBI SUBMITTAL PURPOSES.</div>			
FRACTURE CRITICAL INSPECTION INFORMATION					***INDEPTH INSPECTION INFORMATION***				
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</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: 06/04/2019</div> <div>FREQUENCY: 72</div> <div>TEAM LEADER: RYAN SEMAR</div> <div>INSPECTOR 2:</div> <div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**: 72</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: CHANNEL CROSS SEC</div> <div>NBI: NO</div> <div>METHOD: WT TAPE</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>DATE: 10/19/2021</div> <div>FREQUENCY: 60</div> <div>TEAM LEADER: KATE MARSHALL</div> <div>INSPECTOR 2: JOSEPH RIDENHOUR</div> <div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**: 24</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DRY</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				

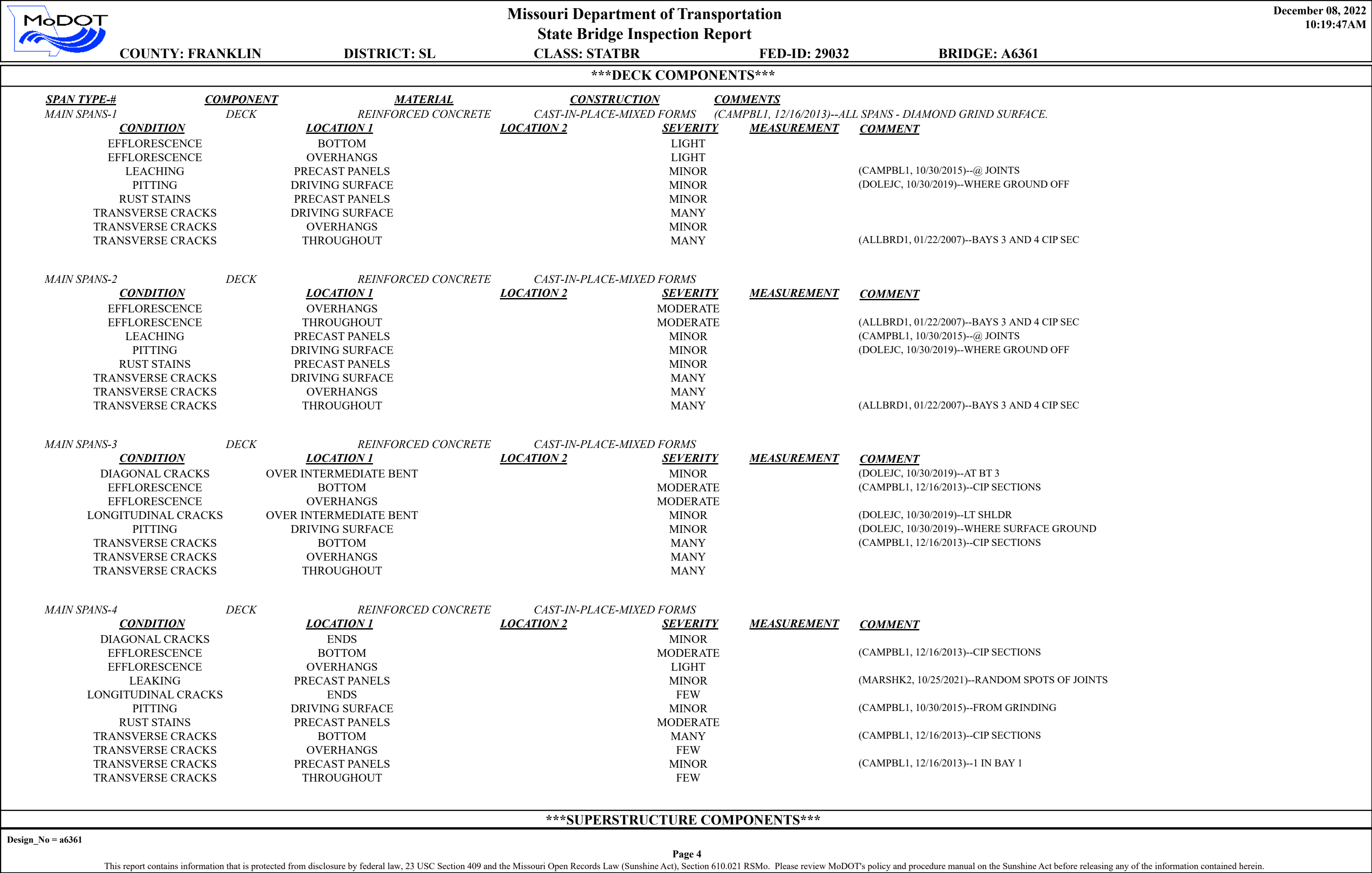
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		State Bridge Inspection Report			10:19:47AM	
COUNTY: FRANKLIN		DISTRICT: SL	CLASS: STATBR	FED-ID: 29032	BRIDGE: A6361	
STRUCTURE POSTING						
APPROVED CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:	PROBLEM:	PROBLEM DIRECTION:
COMMENTS:						
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (BOWDEJ1, 04/11/2007)--(60'-65'-65'-60') P/S CONC I-GDR SPANS						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION			COMMENTS: (CAMPBL1, 10/30/2015)--EXCESSIVE CRACKS			
RATING : 02/22/2010						
[ITEM 59] SUPER: 7-GOOD CONDITION			COMMENTS: (DOLEJC, 10/28/2013)--LEACHING @ ENCASEMENTS			
RATING : 02/08/2005						
[ITEM 60] SUB: 7-GOOD CONDITION			COMMENTS: (CAMPBL1, 02/09/2012)--MOD RUST ON H-PILE			
RATING : 10/21/2015						
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE			COMMENTS: (CAMPBL1, 10/23/2017)--HEAVY SILT & GRAVEL BUILD-UP PUSHING CHANNEL FLOW.			
RATING : 10/23/2017			POOR UPSTREAM ALIGNMENT- CONSTRICTED MOD FLOW RESTRICTION UPSTREAM.			
			MOD BEND W SOUTH END OF CHANNEL.			
			MOD BRUSH IN CHANNEL.			
			(DOLEJC, 10/16/2019)--CHANNEL MEANDERS UPSTREAM			
			(DOLEJC, 10/16/2019)--MINOR BANK EROSION UNDER BRIDGE			
[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED			COMMENTS: (DOLEJC, 10/16/2019)--NO SCOUR OBSERVED - MINOR BANK EROSION			
RATING : 07/30/2002						
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY: ABOVE FLOOD ELEVATIONS			COMMENTS:			
RATING : 07/30/2002						
[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD			COMMENTS: (DOLEJC, 10/16/2019)--MINOR HORIZONTAL CURVE AT E END - NO SLOWING REQ'D			
RATING : 07/30/2002						
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS						
[ITEM 36A] BRIDGE RAILING RATING: MEETS CURRENT STANDARDS-1			RATING : 07/30/2002		COMMENTS:	
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
EFFLORESCENCE	THROUGHOUT		LIGHT			
LEACHING	THROUGHOUT		MINOR			
VERTICAL CRACKS	THROUGHOUT		MANY			
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1			RATING : 07/30/2002		COMMENTS:	
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
GALVANIZED STEEL	THRIE BEAM TO W-BEAM	ALL				
[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1			RATING : 07/30/2002		COMMENTS:	
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COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR		FED-ID: 29032	
				BRIDGE: A6361			
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> W-BEAM		<u>DIRECTION</u> ALL		<u>COMMENTS</u>	
<i>[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1</i>				<i>RATING : 07/30/2002</i>		<i>COMMENTS:</i>	
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> BREKAWAY SYSTEM		<u>DIRECTION</u> ALL		<u>COMMENTS</u>	
<u>CONDITION</u> LOOSE MEMBER		<u>LOCATION 1</u> TOP		<u>LOCATION 2</u>		<u>SEVERITY</u> MINOR	
						<u>COMMENT</u> (CAMPBL1, 11/14/2017)--LAG SCREW PULLED OUT OF POST (NW QUAD)	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u> REINFORCED CONCRETE		<u>CONSTRUCTION</u> TIED SLAB		<u>DIRECTION</u>		<u>CONDITION*</u> FAIR	
<u>CONDITION</u> DIAGONAL CRACKS		<u>LOCATION 1</u> THROUGHOUT		<u>LOCATION 2</u>		<u>COMMENTS</u> (CAMPBL1, 08/18/2011)--8/17/2011 - CONLIFT, EAST APPROACH, BOTH LANES & SHOULDER.	
LONGITUDINAL CRACKS		THROUGHOUT				<u>SEVERITY</u> FEW	
OTHER		DRIVING SURFACE				LARGE (CAMPBL1, 10/30/2015)--FEW	
SETTLEMENT		THROUGHOUT				NOT APPLICABLE (CAMPBL1, 10/30/2015)--DIAMOND GRINDED	
						MINOR (CAMPBL1, 11/14/2017)--ENDS	
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u> MAIN SERIES-1		<u>COMPONENT</u> WEARING SURFACE		<u>MATERIAL</u> PLAIN CONCRETE		<u>CONSTRUCTION</u> MONOLITHIC	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
		DECK PROTECTION		EPOXY POLYMER		COATED REBAR	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		SECONDARY DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED	
<u>COMMENT:</u>						2020 PAVON INDECK	
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u> DRAINAGE		<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> FLOOR DRAIN		<u>DIRECTION</u>	
<u>COMMENTS</u>							
		DRAINAGE		GEOTEXTILE FABRIC		VERTICAL DRAIN-END BENT	
						(ALLBRD1, 02/08/2005)--ENDBENT	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
<u>CONSTRUCTION</u>		<u>GAP</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>	
<u>OVERALL CONDITION</u>							
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
<u>COMPONENT</u> BANK PROTECTION		<u>MATERIAL</u> ROCK		<u>CONSTRUCTION</u> BLANKET		<u>DIRECTION</u>	
<u>COMMENTS</u>							
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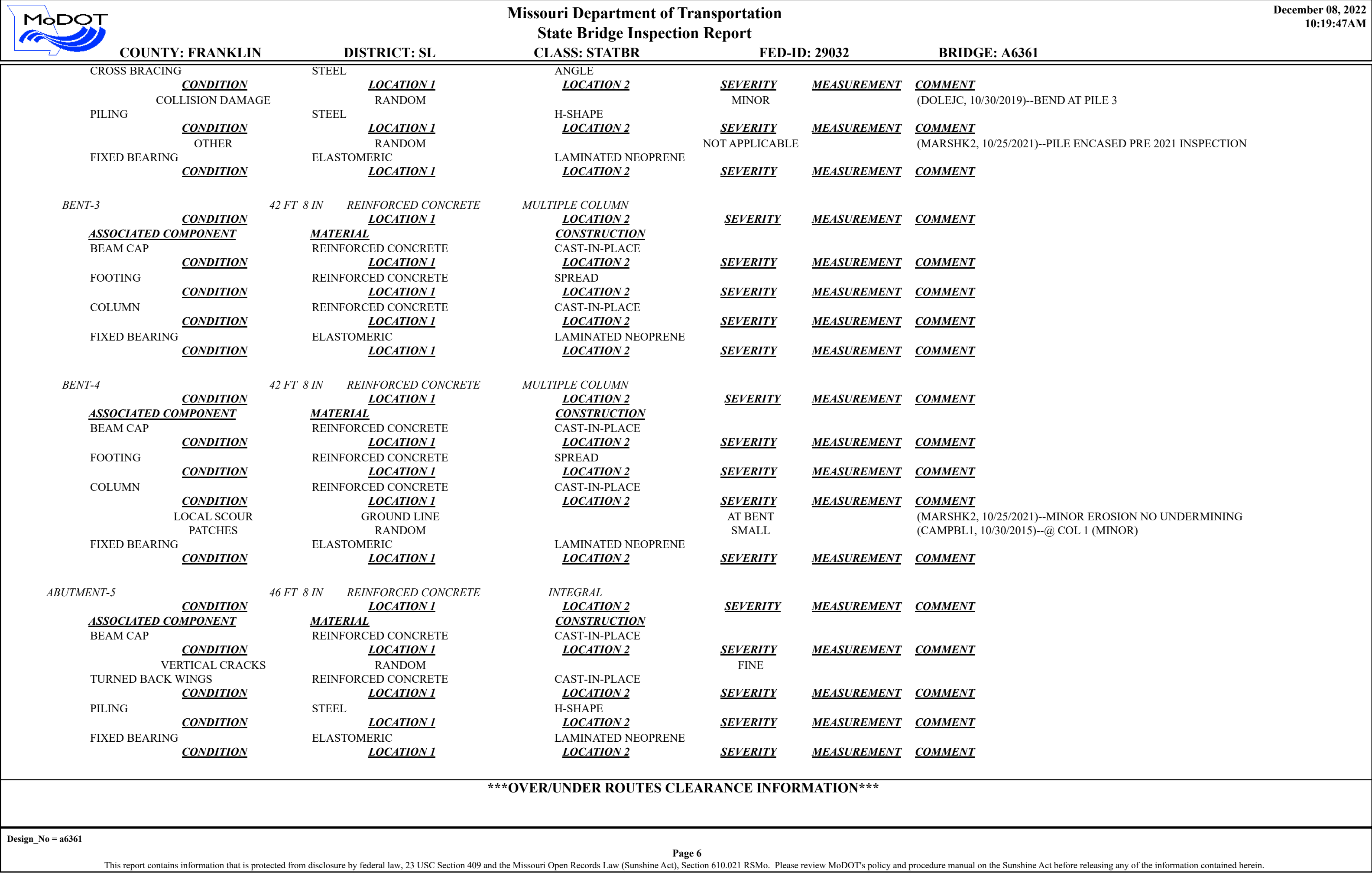



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COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR	FED-ID: 29032	BRIDGE: A6361	
<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>		<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
MAIN SERIES-1	CONTINUOUS SPAN	PRESTRESSED CONCRETE		I-GIRDERS			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>			
MAIN SPANS-1	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>	
EFFLORESCENCE	GIRDER ENCASEMENT			MINOR		(CAMPBL1, 10/30/2015)--G5 (MARSHK2, 10/25/2021)--BAY 3 (DOLEJC, 10/30/2019)--BAY 3	
LEACHING	DIAPHRAGMS			MINOR			
VERTICAL CRACKS	GIRDER ENCASEMENT			MINOR			
MAIN SPANS-2	COMPOSITE	65 FT 0 IN	NO				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
OTHER	DIAPHRAGMS			NOT APPLICABLE		(CAMPBL1, 10/30/2015)--MINOR RUST (CAMPBL1, 11/14/2017)--BENT PLATE DIAPHR @ BAY 2 (MARSHK2, 10/25/2021)--BOTTOM FLANGE	
RUST STAINS	THROUGHOUT			MINOR			
MAIN SPANS-3	COMPOSITE	65 FT 0 IN	NO				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
OTHER	DIAPHRAGMS			NOT APPLICABLE		(DOLEJC, 10/30/2019)--FORM TIES AT SPAN 3 DIAPHRAGM BAYS 3 AND 4	
RUST STAINS	GDR5			MINOR			
SPALLS	GDR5			MINOR			
MAIN SPANS-4	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>	
LEACHING	GIRDER ENCASEMENT			MINOR		(CAMPBL1, 12/16/2013)--@ G5 (MARSHK2, 10/25/2021)--BAY 3 (CAMPBL1, 11/14/2017)--@ NORTH FACE	
RUST STAINS	GDR3			MINOR			
VERTICAL CRACKS	GIRDER ENCASEMENT			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		46 FT 8 IN	REINFORCED CONCRETE	INTEGRAL			
	<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>
EROSION		GROUND LINE			MINOR UNDERMINING		(DOLEJC, 10/30/2019)--SETTLEMENT OF FILL
VERTICAL CRACKS		RANDOM			MINOR		
TURNED BACK 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>
PILING		STEEL		H-SHAPE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING		ELASTOMERIC		LAMINATED NEOPRENE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-2		42 FT 0 IN	STEEL	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>


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COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR		FED-ID: 29032		BRIDGE: A6361																																											
<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><table><thead><tr><th>VERTICAL CLEARANCE TYPE**</th><th>VALUE</th><th>DIRECTION</th><th>DATE</th><th>COMMENT</th></tr></thead></table></div>										VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT																																					
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<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><table><thead><tr><th>RECORD #</th><th>ROUTE</th><th># LANES</th><th>DIRECTION OF TRAFFIC</th><th>RIGHT LATERAL CLEARANCE</th><th>LEFT LATERAL CLEARANCE</th><th>UR-ID</th></tr></thead></table><div><div>VERTICAL CLEARANCE TYPE**</div><div>VALUE</div><div>DIRECTION</div><div>DATE</div><div>COMMENT</div></div></div>										RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID																																			
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STRUCTURE PAINT INFORMATION																																																			
<div><div>CONDITION: FAIR</div><div>RUST AMOUNT : 7 = .2% OF SURFACE RUSTED</div><div>STEEL TONS : 0</div></div> <table><thead><tr><th>ORIGINAL PAINT</th><th>CONTRACT REPAINT</th><th>DEPARTMENT REPAINT</th></tr></thead><tbody><tr><td>PAINT TYPE :</td><td>PAINT TYPE :</td><td>PAINT TYPE :</td></tr><tr><td>NAME :</td><td>NAME :</td><td>NAME :</td></tr><tr><td>PAINT COLOR :</td><td>PAINT COLOR :</td><td>PAINT COLOR :</td></tr><tr><td>PAINT YEAR :</td><td>PAINT YEAR :</td><td>PAINT YEAR :</td></tr><tr><td>MILS :</td><td>MILS :</td><td>MILS :</td></tr><tr><td>MANUFACTURE :</td><td></td><td>SURFACE PREP :</td></tr></tbody></table>										ORIGINAL PAINT	CONTRACT REPAINT	DEPARTMENT REPAINT	PAINT TYPE :	PAINT TYPE :	PAINT TYPE :	NAME :	NAME :	NAME :	PAINT COLOR :	PAINT COLOR :	PAINT COLOR :	PAINT YEAR :	PAINT YEAR :	PAINT YEAR :	MILS :	MILS :	MILS :	MANUFACTURE :		SURFACE PREP :																					
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<table><thead><tr><th>RESPONSIBILITY</th><th>LOCATION</th><th>ITEM</th><th>CATEGORY</th><th>PRIORITY</th><th>DATE</th><th>WORK ITEM COMMENT</th></tr></thead><tbody><tr><td>DISTRICT ROUTINE</td><td></td><td>ALIGN TO STRUCTURE</td><td>CHANNEL</td><td>2</td><td>10/09/2017</td><td>(CAMPBL1, 11/14/2017)--NEED PERMIT</td></tr><tr><td>JOB ORDER CONTRACT</td><td>NORTH WEST</td><td>REPAIR GUARDRAIL</td><td>RAIL</td><td>2</td><td>10/09/2017</td><td>(CAMPBL1, 11/14/2017)--RECONNECT CET TO POST @ NW QUAD</td></tr><tr><td>JOB ORDER CONTRACT</td><td>SEE COMMENT</td><td>MISCELLANEOUS</td><td>APPROACH</td><td>2</td><td>10/14/2019</td><td>(DOLEJC, 10/30/2019)--INSTALL EMSEAL AT JOINT</td></tr><tr><td>DISTRICT SPECIAL</td><td>ROADWAY SURFACE</td><td>SEAL DECK WITH IN DECK</td><td>DECK</td><td>3</td><td>07/09/2025</td><td></td></tr><tr><td>FUTURE</td><td></td><td></td><td>HYDRO DEMOLITION</td><td></td><td>01/01/2027</td><td></td></tr></tbody></table>										RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT	DISTRICT ROUTINE		ALIGN TO STRUCTURE	CHANNEL	2	10/09/2017	(CAMPBL1, 11/14/2017)--NEED PERMIT	JOB ORDER CONTRACT	NORTH WEST	REPAIR GUARDRAIL	RAIL	2	10/09/2017	(CAMPBL1, 11/14/2017)--RECONNECT CET TO POST @ NW QUAD	JOB ORDER CONTRACT	SEE COMMENT	MISCELLANEOUS	APPROACH	2	10/14/2019	(DOLEJC, 10/30/2019)--INSTALL EMSEAL AT JOINT	DISTRICT SPECIAL	ROADWAY SURFACE	SEAL DECK WITH IN DECK	DECK	3	07/09/2025		FUTURE			HYDRO DEMOLITION		01/01/2027	
RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT																																													
DISTRICT ROUTINE		ALIGN TO STRUCTURE	CHANNEL	2	10/09/2017	(CAMPBL1, 11/14/2017)--NEED PERMIT																																													
JOB ORDER CONTRACT	NORTH WEST	REPAIR GUARDRAIL	RAIL	2	10/09/2017	(CAMPBL1, 11/14/2017)--RECONNECT CET TO POST @ NW QUAD																																													
JOB ORDER CONTRACT	SEE COMMENT	MISCELLANEOUS	APPROACH	2	10/14/2019	(DOLEJC, 10/30/2019)--INSTALL EMSEAL AT JOINT																																													
DISTRICT SPECIAL	ROADWAY SURFACE	SEAL DECK WITH IN DECK	DECK	3	07/09/2025																																														
FUTURE			HYDRO DEMOLITION		01/01/2027																																														
UTILITY ATTACHMENTS																																																			
<table><thead><tr><th>UTILITY</th><th>OWNER</th><th>METHOD</th><th>MEASUREMENT TYPE</th><th>VALUE</th><th>NUMBER</th><th>UTILITY ATTACHMENT COMMENT</th></tr></thead></table>										UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT																																			
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<div>Design_No = a6361</div> <div>Page 7</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			December 08, 2022	
		State Bridge Inspection Report			10:19:47AM	
COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR	FED-ID: 29032	BRIDGE: A6361
<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.					SIGN #	SIGN TYPE
					1	
						PROBLEM
						PROBLEM DIRECTION
					OUTFALL INSPECTION INFORMATION	
					# OUTFALLS: 0	INSPECTOR: CHUCK DOLEJSI
					STATUS: NONE	DATE: 10/14/2019
					NOTES:	
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.						

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