
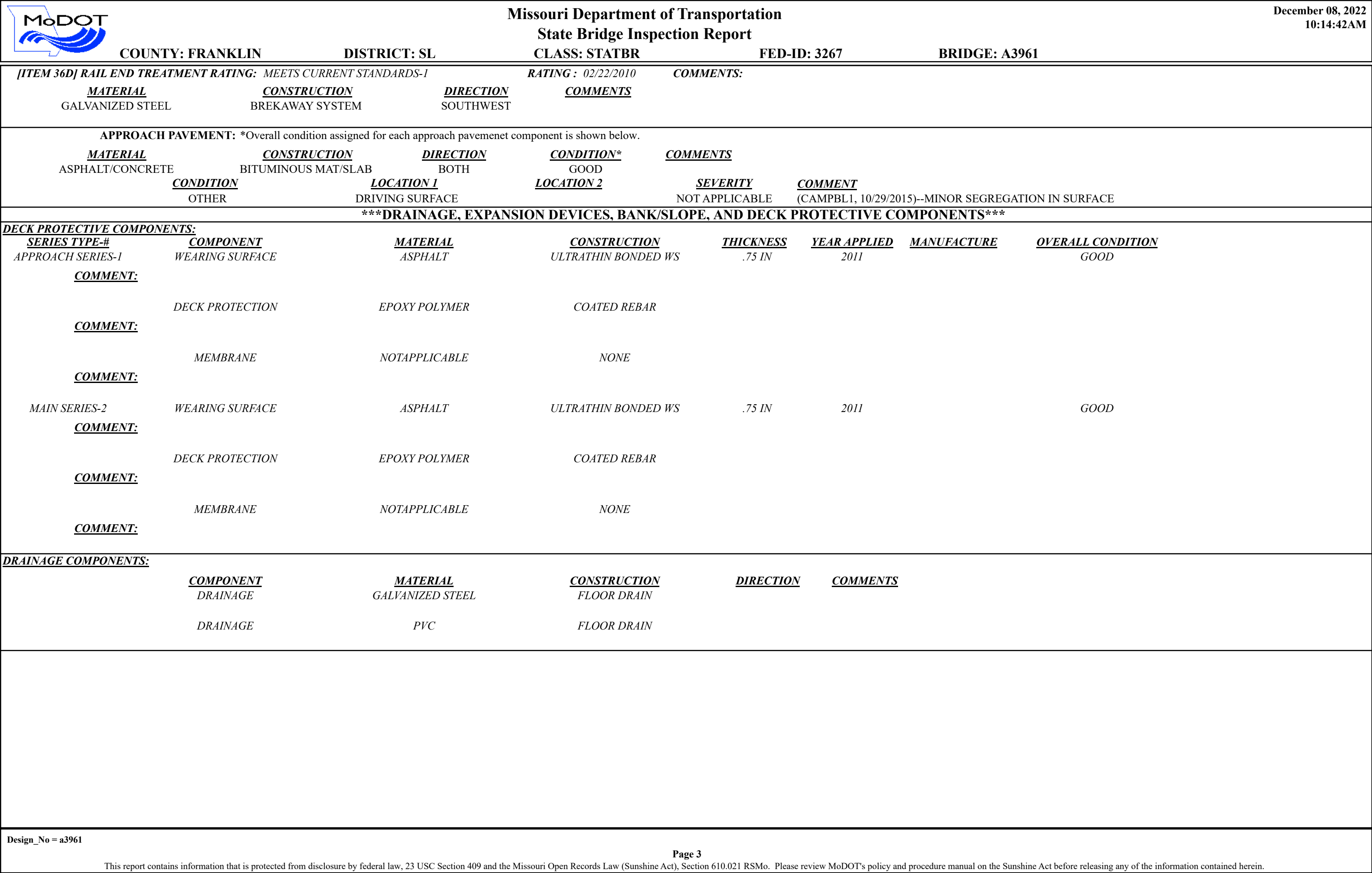
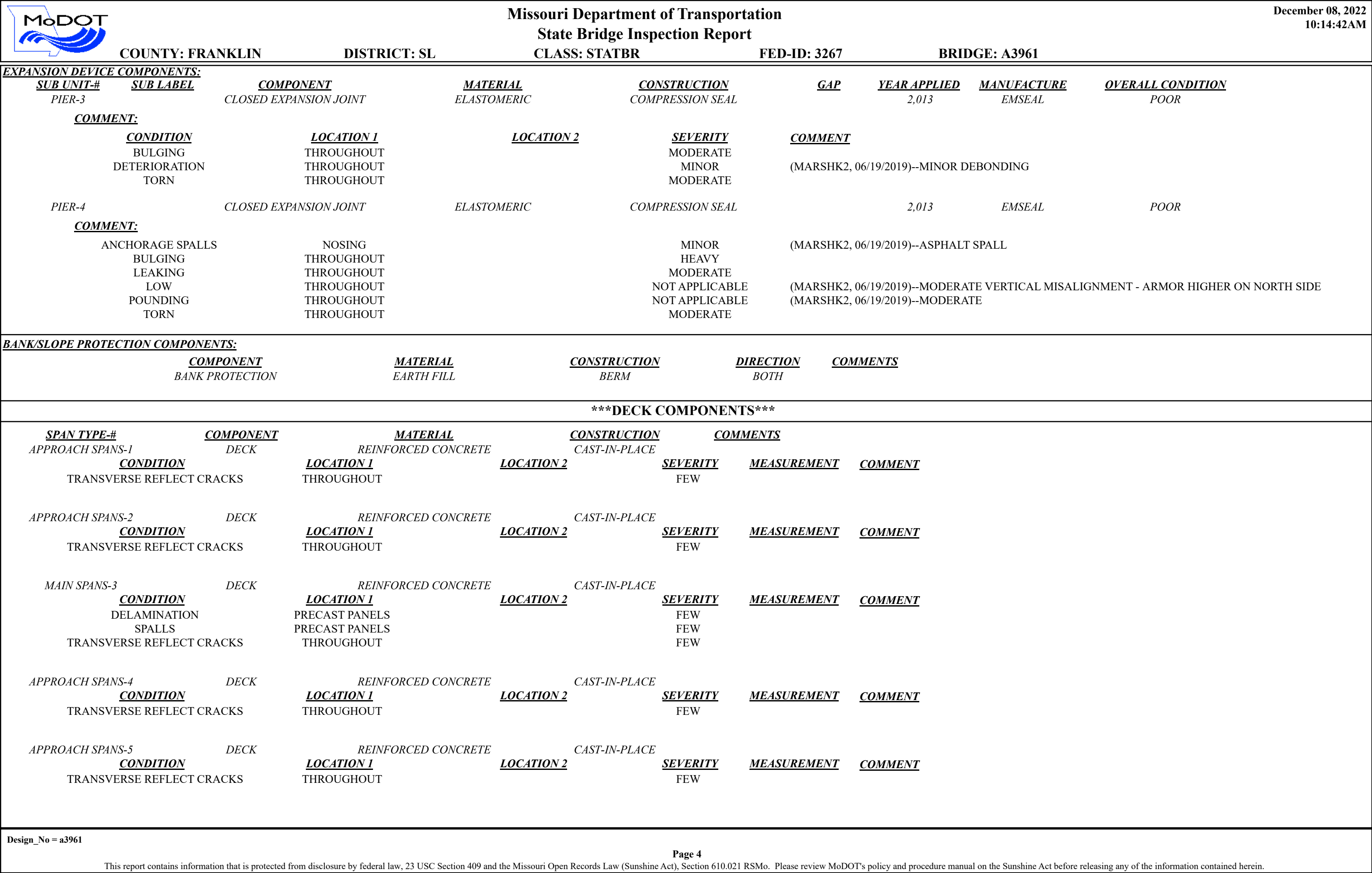
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>December 08, 2022</div> <div>10:14:42AM</div>			
COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR		FED-ID: 3267		BRIDGE: A3961	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: US50E</div> <div>FEATURE: BOURBEUSE RVR</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 217.140</div> <div>DETOUR: 20.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1984</div> <div>REHAB: 2008</div> <div>LOCATION: S 26 T 43 R 1 W</div> <div>LATITUDE: 38 26 39.39 (DMS)</div> <div>LONGITUDE: 90 59 42.03 (DMS)</div>		<div># SPANS: 5</div> <div>LANES ON: 4</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: 7F63</div>		<div>PLACE CODE: 74626 UNION CITY</div> <div>LENGTH: 336 FT 0 IN</div> <div>MAXIMUM SPAN: 112 FT 0 IN</div> <div>APPROACH ROADWAY: 74 FT 0 IN</div> <div>CURB TO CURB: 74 FT 0 IN</div> <div>OUT TO OUT: 76 FT 8 IN</div> <div>AADT: 35483</div> <div>AADT YEAR: 2021</div> <div>AADT TRUCK: 12.1%</div> <div>FUTURE AADT: 74514</div> <div>FUTURE AADT YEAR: 2041</div>		<div>DATE: 05/10/2021</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 25</div> <div>TEAM LEADER: STEVE HULBERT</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2: SCOTT SIEBER (NTLQ)</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3: DUSTIN PIERCE (NTLQ)</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						<div>GENERAL INSPECTION COMMENTS</div>			
						<div>(ALLBRD1, 02/09/2005)--UNABLE TO VIEW PLATE GIRDER SPAN DUE TO WATER LEVEL DURING ROUTINE INSPECTION 2005</div> <div>(HULBES1, 05/11/2021)--DONE IN 25TH MONTH DUE TO INCLEMENT WEATHER</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: 06/11/2020</div> <div>FREQUENCY: 120</div> <div>TEAM LEADER: TERRY L SHUNAMON</div> <div>INSPECTOR 2: JESSE ELSEMAN</div> <div>RESPONSIBILITY: DIVETEAM</div> <div>CALCULATED INTERVAL**: 59</div> <div>INSPECTOR 3: ADAM ZENTZ</div> <div>INSPECTOR 4:</div> <div>CATEGORY: CHANNEL CROSS SEC</div> <div>NBI: NO</div> <div>METHOD: MEAS ROD</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>DATE: 06/11/2020</div> <div>FREQUENCY: 60</div> <div>TEAM LEADER: TERRY L SHUNAMON</div> <div>INSPECTOR 2: ADAM ZENTZ</div> <div>RESPONSIBILITY: DIVETEAM</div> <div>CALCULATED INTERVAL**: 59</div> <div>INSPECTOR 3: JESSE ELSEMAN</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DEEP-WADE</div> <div>NBI: YES</div> <div>METHOD: PROBE</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
<div>(ELSEMJ, 06/11/2020)--SEE DIVE TEAM UNDER WATER WORKSHEET FOR CHANNEL CROSS SECTION</div>									
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div> <div>07/07/2010</div> <div>999</div> <div>QUALITY ASSURANCE</div> <div>NO</div> <div>BRIDGEDIV</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				
Design_No = a3961									
<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>									

		Missouri Department of Transportation			December 08, 2022	
		State Bridge Inspection Report			10:14:42AM	
COUNTY: FRANKLIN		DISTRICT: SL	CLASS: STATBR	FED-ID: 3267	BRIDGE: A3961	
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: (CAMPBL1, 10/27/2009)--(55'-55') P/S CONC I-GDRS - (112') COMP PL GDR - (55'-55') P/S CONC I-GDR SPANS (WEATHERING STEEL) 4-LANES NO MEDIAN BARRIER USGS HOUSE SW CORNER						
[ITEM 58] DECK: 7-GOOD CONDITION			COMMENTS: (MADSEJ, 06/09/2017)--A FEW TRANSVERSE AND LONGITUDINAL REFLECTIVE CRACKS THROUGHOUT THE DECK.			
RATING : 05/18/2001						
[ITEM 59] SUPER: 5-FAIR CONDITION			COMMENTS: (HULBES1, 05/11/2021)--MINOR SECTION LOSS THROUGHOUT GIRDER WEBS AT BENT 3 & 4 BEARING AREAS.			
RATING : 05/02/2019						
[ITEM 60] SUB: 6-SATISFACTORY CONDITION			COMMENTS: (MADSEJ, 06/09/2017)--MINOR TO MODERATE CRACKING AND SPALLING ON THE BENT BEAMCAPS AND BACKWALLS.			
RATING : 11/27/2019			(PICKEJ1, 05/02/2019)--BENT 2 H-PILE (#11) WITH 50% SECTION LOSS AT GROUND LINE.			
			(MOLINJ1, 11/27/2019)--RATING RAISED TO "6" AFTER SECTION LOSS AT PILE 11 REPAIRED BY PLATING, PAINTING AND ENCASEMENT OF PILE			
[ITEM 61] BANK/CHANNEL: 7-MINOR DAMAGE			COMMENTS: (MADSEJ, 06/09/2017)--MINOR BANK EROSION THROUGHOUT THE CHANNEL.			
RATING : 06/09/2017						
[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED			COMMENTS:			
RATING : 05/18/2001						
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: MEETS CURRENT STANDARDS-1			RATING : 05/18/2001		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			
VERTICAL CRACKS	THROUGHOUT		MANY			
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1			RATING : 02/22/2010		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 : 05/18/2001		COMMENTS:	
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
GALVANIZED STEEL	W-BEAM	ALL				
Design_No = a3961						
Page 2						
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COUNTY: FRANKLIN	DISTRICT: SL	CLASS: STATBR	FED-ID: 3267	BRIDGE: A3961
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SUPERSTRUCTURE COMPONENTS

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
APPROACH 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>	
APPROACH SPANS-1	COMPOSITE	55 FT 1 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		LIGHT		
VERTICAL CRACKS	DIAPHRAGMS		FEW		
APPROACH SPANS-2	COMPOSITE	55 FT 5 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SPALLS	DIAPHRAGMS		FEW		
MAIN SERIES-2	SIMPLE SPAN	STEEL	PLATE GIRDERS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
MAIN SPANS-3	COMPOSITE	112 FT 0 IN	YES		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST	AT JOINTS		MEDIUM		
PACK RUST	BOTTOM FLANGE		MEDIUM		
SECTION LOSS	AT BEARING		MINOR		(MADSEJ, 06/07/2021)--BOTTOM OF THE WEB AT BOTH PIERS
APPROACH SERIES-3	CONTINUOUS SPAN	PRESTRESSED CONCRETE	I-GIRDERS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
APPROACH SPANS-4	COMPOSITE	56 FT 1 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SPALLS	DIAPHRAGMS		FEW		
VERTICAL CRACKS	GIRDER ENDS		FINE		
APPROACH SPANS-5	COMPOSITE	54 FT 4 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>

SUBSTRUCTURE COMPONENTS

<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
ABUTMENT-1	LA-30 DEGREES	85 FT 7 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>
	VERTICAL CRACKS		THROUGHOUT		FEW	
PILING			STEEL	H-SHAPE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
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>
BENT-2	LA-28 DEGREES	86 FT 3 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>



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COUNTY: FRANKLIN

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VERTICAL CRACKS		AT BEAM CAP	FEW	(MARSHK2, 06/19/2019)--AT TOP FACE			
TIE BEAM	STEEL	ANGLE					
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>		
CROSS BRACING	STEEL	ANGLE					
<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>		
OTHER	GROUND LINE		NOT APPLICABLE			(MOLINJ1, 11/27/2019)--SECTION LOSS AT PILE 11 REPAIRED BY PLATING, PAINTING AND ENCASEMENT OF PILE	
PIER-3	LA-27 DEGREES	86 FT 3 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>	
DELAMINATION	THROUGHOUT			MANY			
PATCHES	THROUGHOUT			FEW			
SEALED	THROUGHOUT			ASPHALTICBASE			
SPALLS	STPCAP			NO AFFECT			(MADSEJ, 05/03/2019)--SPAN 2 GIRDER 6
COLUMN	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>	
SCALING	WATERLINE			LIGHT			
FOOTING	REINFORCED CONCRETE		SPREAD				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
WEB BEAM	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>	
VERTICAL CRACKS	THROUGHOUT			FEW			
EXPANSION BEARING	ELASTOMERIC		LAMINATED NEOPRENE				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
CRUSHING	THROUGHOUT			MODERATE			
PIER-4	LA-23 DEGREES	84 FT 5 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>	
DELAMINATION	THROUGHOUT			LARGE			
EFFLORESCENCE	THROUGHOUT			LIGHT			
SEALED	THROUGHOUT			ASPHALTICBASE			
SPALLS	STPCAP			LARGE			
COLUMN	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>	
SCALING	WATERLINE			LIGHT			
FOOTING	REINFORCED CONCRETE		SPREAD				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
WEB BEAM	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	BOTTOM			SMALL			
DIAPHRAGM	REINFORCED CONCRETE		BETWEEN COLUMNS				
<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
EXPANSION BEARING	ELASTOMERIC		LAMINATED NEOPRENE				
<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

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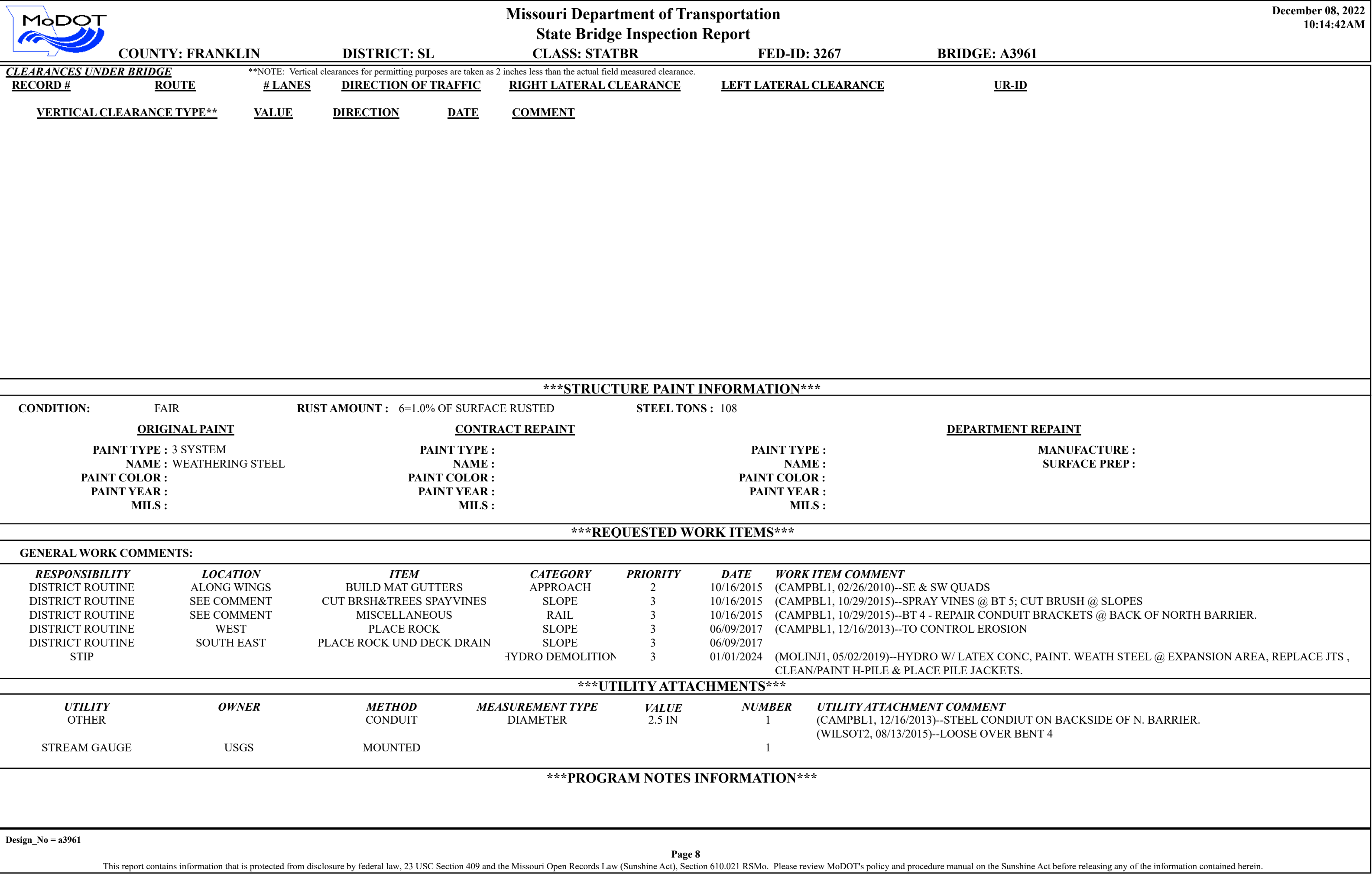
BRIDGE: A3961


CRUSHING		THROUGHOUT		MODERATE		
BENT-5	LA-22 DEGREES	81 FT 4 IN	REINFORCED CONCRETE	MULTIPLE COLUMN		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>		<u>COMMENT</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>
COLUMN		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>
FOOTING		REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WEB BEAM		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>
	OTHER	GROUND LINE		NOT APPLICABLE		(MOLINJ1, 11/27/2019)--ALL PILE CLEANED, PAINTED AND ENCASED
ABUTMENT-6	LA-20 DEGREES	78 FT 9 IN	REINFORCED CONCRETE	INTEGRAL		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>		<u>COMMENT</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		STEEL	H-SHAPE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>

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.



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COUNTY: FRANKLIN		DISTRICT: SL		CLASS: STATBR	FED-ID: 3267	BRIDGE: A3961
<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>	
2027	SL0067	12	2026			
2008	J6P1948B	1	2008	REHAB, SUBSTRUCTURE REPAIR		
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:	INSPECTOR:
					STATUS:	DATE:
					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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