



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

April 06, 2021
7:56:18AM

COUNTY: DADE

DISTRICT: SW

CLASS: STATBR

FED-ID: 7421

BRIDGE: N0280

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

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

ROUTE: RTKE
FEATURE: JORDAN CR
STATUS: P-POSTLOAD
LOG MILE: 4.982
DETOUR: 20.00 MILES
NHS: NO
BUILT: 1957
REHAB: 1994
LOCATION: S 13 T 30 R 26 W
LATITUDE: 37 19 43.84 (DMS)
LONGITUDE: 93 44 44.50 (DMS)

SPANS: 2
LANES ON: 2
LANES UNDER: 0
COMPASS DIRECTION: SOUTH to NORTH
DIRECTION OF TRAFFIC: 2-WAY TRAF
FUNCTIONAL CLASS: RL-MAJOR COLLECTOR
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: SW
MAINTENANCE COUNTY: DADE
SUB AREA: 7G21

PLACE CODE: 68618 SOUTH
LENGTH: 121 FT 0 IN
MAXIMUM SPAN: 71 FT 0 IN
APPROACH ROADWAY: 20 FT 0 IN
CURB TO CURB: 20 FT 0 IN
OUT TO OUT: 22 FT 4 IN
AADT: 320
AADT YEAR: 2020
AADT TRUCK: 12.5%
FUTURE AADT: 416
FUTURE AADT YEAR: 2040

DATE: 11/16/2020 RESPONSIBILITY: DISTRICT
FREQUENCY: 12 CALCULATED INTERVAL**: 12
TEAM LEADER: MATTHEW GEIGER ELEMENT: NO
INSPECTOR 2: INSPECTOR 4:
INSPECTOR 3:
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

GENERAL INSPECTION COMMENTS

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

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

DATE: RESPONSIBILITY: CATEGORY:
FREQUENCY: CALCULATED INTERVAL**: 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: 02/14/2013 RESPONSIBILITY: DISTRICT CATEGORY: CHANNEL CROSS SEC'
FREQUENCY: 120 CALCULATED INTERVAL**: NBI: NO
TEAM LEADER: INSPECTOR 3: METHOD: EMD
INSPECTOR 2: OTHER INSPECTOR 4:
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: 11/16/2020 RESPONSIBILITY: DISTRICT CATEGORY: DRY
FREQUENCY: 60 CALCULATED INTERVAL**: 12 NBI: NO
TEAM LEADER: MATTHEW GEIGER INSPECTOR 3: METHOD: VISUAL
INSPECTOR 2: 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

<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>
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<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>
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*****STRUCTURE POSTING*****

APPROVED CATEGORY: S-15 TRUCK WEIGHT LIMIT 33 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 22 TONS WEIGHT LIMIT
Ton 1: 33 **Ton 2:** 22 **Ton 3:**
COMMENTS:

FIELD CATEGORY: S-15 TRUCK WEIGHT LIMIT 33 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 22 TONS \
Ton 1: 33 **Ton 2:** 22 **Ton 3:** **PROBLEM:** **PROBLEM DIRECTION:**
COMMENTS:

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

GENERAL COMMENTS: (GEIGEM1, 12/04/2020)--(71')(50') SMP WF GDR SPANS

[ITEM 58] DECK: 3-SERIOUS CONDITION **COMMENTS:** (GEIGEM1, 12/04/2020)--90% SEVERE SATURATION SPAN 2
RATING : 12/10/2018

[ITEM 59] SUPER: 4-POOR CONDITION **COMMENTS:** (STEGEC, 03/11/2003)--GIRDERS STRENGTHENED IN JUNE OF 1994
RATING : 12/10/2018 (GEIGEM1, 01/04/2019)--50% GIRDER END SECTION LOSS GDR 2 WEB @ ABUTMENT 3

[ITEM 60] SUB: 3-SERIOUS CONDITION **COMMENTS:** (GEIGEM1, 12/04/2020)--SPALL UNDER BEARING WITH 60% BEARING INFLUENCE SPAN 1 GDR 1 AND 4 @ BENT 2
RATING : 12/04/2020

[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE **COMMENTS:** (FODGEC1, 12/10/2018)--BRUSH AND GRAVEL IN CHANNEL CAUSE MINOR FLOW RESTRICTION
RATING : 12/10/2018

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED **COMMENTS:** (FODGEC1, 12/10/2018)--NO SCOUR
RATING : 05/18/2001
EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV **COMMENTS:**
RATING : 05/18/2001

[ITEM 72] APPRRDWY ALIGNMENT: 6-SATISFACTORY **COMMENTS:**
RATING : 05/18/2001

*****RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS*****

[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0 **RATING :** 12/17/2004 **COMMENTS:**

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
REINFORCED CONCRETE	CURB	BOTH	
STEEL	ANGLE-DOUBLE	BOTH	

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

[ITEM 36C] APPROACH RAILING RATING: NOT PROVIDED-0 **RATING :** 05/18/2001 **COMMENTS:**

[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0 **RATING :** 05/18/2001 **COMMENTS:**



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APPROACH PAVEMENT: *Overall condition assigned for each approach pavement component is shown below.

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>CONDITION*</u>	<u>COMMENTS</u>
ASPHALT	BITUMINOUS MAT	BOTH	GOOD	(WEHMES, 12/06/2012)--MINOR SETTLEMENT
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>COMMENT</u>
	LONGITUDINAL CRACKS	RANDOM		MINOR
	TRANSVERSE CRACKS	RANDOM		MINOR

*****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 MAT	2.2 IN	2018		FAIR
COMMENT: (FODGEC1, 12/10/2018)--1.4" ASPHALT OVERLAY IN 2018 OVER 0.4" 2013 CHIP SEAL OVER 0.4" 2007 CHIP SEAL							
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
	DELAMINATION	RANDOM		MINOR			
	LONGITUDINAL CRACKS	THROUGHOUT		MINOR			
	TRANSVERSE CRACKS	THROUGHOUT		MINOR			
	DECK PROTECTION	NOTAPPLICABLE	NONE				
COMMENT:							
	MEMBRANE	NOTAPPLICABLE	NONE				
COMMENT:							

DRAINAGE COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
DRAINAGE	REINFORCED CONCRETE	CURB OUTLET		

EXPANSION DEVICE COMPONENTS:

<u>SUB UNIT-#</u>	<u>SUB LABEL</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>GAP</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
BENT-2		CLOSED EXPANSION JOINT	FELT	FILLED JOINT			NOTAPPLIC	
COMMENT:								

BANK/SLOPE PROTECTION COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
BANK PROTECTION	ROCK	BLANKET	NORTH	
BANK PROTECTION	ROCK	BLUFF	SOUTH	

*****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>
	EFFLORESCENCE	THROUGHOUT		HEAVY
	FULL DEPTH PATCHES	AT JOINTS		MODERATE
	PATCHES	THROUGHOUT		MANY
	SATURATION	THROUGHOUT		SEVERE 70 %
	SCALING	THROUGHOUT		LIGHT



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TRANSVERSE CRACKS THROUGHOUT MANY

<i>MAIN SPANS-2</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>	<i>SEVERITY</i>	<i>MEASUREMENT</i>	<i>COMMENT</i>
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>				
EFFLORESCENCE	THROUGHOUT			HEAVY		
FULL DEPTH PATCHES	THROUGHOUT			LARGE	25 %	
PATCHES	THROUGHOUT			MANY		
SATURATION	THROUGHOUT			SEVERE	90 %	
SCALING	THROUGHOUT			LIGHT		
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	71 FT 0 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST	AT JOINTS		MINOR		
RUSTING	BOTTOM FLANGE		HEAVY		
RUSTING	TOP FLANGE		HEAVY		
MAIN SPANS-2	NON-COMPOSITE	50 FT 2 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST	ENDS		HEAVY		
RUST	GIRDER ENDS		HEAVY		
RUSTING	BOTTOM FLANGE		MEDIUM		
RUSTING	TOP FLANGE		HEAVY		
SECTION LOSS	GIRDER ENDS		MODERATE		(GEIGEM1, 12/04/2020)--BOTH FLANGES @ ABUT 3 AND 3/8" (75%) WEB LOSS BOTTOM 3"X5" GDR 2 @ ABUT 3 AND GDR 3 1/4" (50%) WEB LOSS BOTTOM 2" X 12".

*****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		24 FT 4 IN	REINFORCED CONCRETE	NON-INTEGRAL				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</u>	<u>LOCATION 1</u>	<u>CONSTRUCTION</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>		
	RUST STAINS	RANDOM		MINOR				
	SHOVING	THROUGHOUT		MODERATE				(BRITTT1, 11/26/2014)--GDR AGAINST BACKWALL @ SW CORNER
	VERTICAL CRACKS	RANDOM		FINE				
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	RANDOM		MINOR					
HORIZONTAL CRACKS	FRONT FACE		MEDIUM					
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>			
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		MINOR					
RUSTING	THROUGHOUT		HEAVY					



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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: POOR RUST AMOUNT : 4=10% OF SURFACE RUSTED STEEL TONS : 34

<u>ORIGINAL PAINT</u>	<u>CONTRACT REPAINT</u>	<u>DEPARTMENT REPAINT</u>
PAINT TYPE :	PAINT TYPE :	PAINT TYPE : B SYSTEM
NAME :	NAME :	NAME : BASIC LEAD CHROMIUM
PAINT COLOR :	PAINT COLOR :	PAINT COLOR : ALUMINUM
PAINT YEAR :	PAINT YEAR :	PAINT YEAR : 1979
MILS :	MILS :	MILS : 4
		MANUFACTURE : SURFACE PREP :SANDBLASTED

*****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>
REGIONAL	BENT-CAPS	REPAIR BEARING SEAT	SUBSTRUCTURE	2	12/03/2012	(GEIGEM1, 12/04/2020)--UNDER GDR 1 AND 4 AT BENT 2
FUTURE			REPLACEMENT		11/05/2018	(GEIGEM1, 12/04/2020)--2020 - 3/4/3, WT LIMIT, HEAVY TRUCK ABUSE
REGIONAL		REPAIR SECT LOSS IN MEMBR	SUPERSTRUCTURE	2	11/05/2018	(NUNNT, 11/27/2019)--GDR 2 & 3 WEB @ ABUT 3

*****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>

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

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
1995	J7S0567	1	0	STRENGTHEN	

Design_No = N0280



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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:	3-BASICALLY INTOL CORRECT	12/8/2020
[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	12/8/2020
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	8.4%	12/8/2020
Deficiency:	STRUCTURAL	7/28/2017
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	----

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	DELINEATOR		

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	



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