



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

April 06, 2021
9:09:29AM

COUNTY: DADE

DISTRICT: SW

CLASS: STATBR

FED-ID: 7929

BRIDGE: P0844

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

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

ROUTE: RTDS
FEATURE: HORSE CR
STATUS: P-POSTLOAD
LOG MILE: 9.652
DETOUR: 18.00 MILES
NHS: NO
BUILT: 1955
REHAB:
LOCATION: S 9 T 31 R 28 W
LATITUDE: 37 26 35.36 (DMS)
LONGITUDE: 94 1 25.83 (DMS)

SPANS: 3
LANES ON: 2
LANES UNDER: 0
COMPASS DIRECTION: NORTH to SOUTH
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: 45992 MARION
LENGTH: 120 FT 0 IN
MAXIMUM SPAN: 43 FT 4 IN
APPROACH ROADWAY: 20 FT 0 IN
CURB TO CURB: 20 FT 0 IN
OUT TO OUT: 22 FT 4 IN
AADT: 339
AADT YEAR: 2020
AADT TRUCK: 10.9%
FUTURE AADT: 441
FUTURE AADT YEAR: 2040

DATE: 11/04/2020 RESPONSIBILITY: DISTRICT
FREQUENCY: 24 CALCULATED INTERVAL**: 24
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**:
TEAM LEADER: INSPECTOR 3: NBI:
INSPECTOR 2: INSPECTOR 4: METHOD:

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

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

** 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**:
TEAM LEADER: OTHER INSPECTOR 3: NBI: NO
INSPECTOR 2: INSPECTOR 4: METHOD: EMD

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

DATE: 11/04/2020 RESPONSIBILITY: DISTRICT CATEGORY: DRY
FREQUENCY: 60 CALCULATED INTERVAL**:
TEAM LEADER: MATTHEW GEIGER INSPECTOR 3: NBI: NO
INSPECTOR 2: INSPECTOR 4: METHOD: VISUAL

** 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

DATE FREQUENCY CATEGORY NBI CALCULATED INTERVAL RESPONSIBILITY METHOD



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*****STRUCTURE POSTING*****

APPROVED CATEGORY: S-16 TRKS OVR 13 TNS 15MPH ON BR EXCPT SNGL UNIT TRKS WT LIMIT 18 TNS&ALL OTHR TRKS WT LIMIT 32 TNS.
Ton 1: 13 **Ton 2:** 18 **Ton 3:** 32
COMMENTS:

FIELD CATEGORY: S-16 TRKS OVR 13 TNS 15MPH ON BR EXCPT SNGL UNIT TRKS WT LIMIT 18 TNS&ALL OTHR TRKS
Ton 1: 13 **Ton 2:** 18 **Ton 3:** 32 **PROBLEM:** **PROBLEM DIRECTION:**
COMMENTS:

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

GENERAL COMMENTS: (BOWDEJ1, 06/20/2008)--(38'-43'-38') SMP WF GDR SPANS

[ITEM 58] DECK: 3-SERIOUS CONDITION **COMMENTS:** (NUNNT, 12/21/2020)--80% DECK SATURATION SPAN 2
RATING : 12/09/2016

[ITEM 59] SUPER: 5-FAIR CONDITION **COMMENTS:** (FODGEC1, 12/10/2018)--HEAVY TOP FLANGE S.L.
RATING : 12/09/2016

[ITEM 60] SUB: 5-FAIR CONDITION **COMMENTS:** (GEIGEM1, 01/12/2018)--MODERATE BT 2 CAP DETER AND MODERATE STIRRUP SECTION LOSS ONLY MINOR MAIN REBAR SECTION LOSS, SO RAISED
RATING : 01/12/2018

[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE **COMMENTS:** (BRITTT1, 12/09/2016)--MOD BANK EROSION
RATING : 05/18/2001

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED **COMMENTS:** (BRITTT1, 11/26/2014)--MINOR DEEPENING OF CHANNEL
RATING : 05/18/2001
EVALUATION TYPE :

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

[ITEM 72] APPRRDWDY 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 :** 12/17/2004 **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 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	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
	SETTLEMENT	AT ABUTMENTS		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 SEAL COAT	.8 IN	2018		FAIR

COMMENT: (FODGEC1, 12/10/2018)--2018 0.4" CHIP SEAL OVER 2007 0.4" CHIP SEAL

<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
PATCHES	THROUGHOUT		MODERATE	

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				VERY POOR

COMMENT:

<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
FAILING	THROUGHOUT		NOT APPLICABLE	

BENT-3 CLOSED EXPANSION JOINT FELT FILLED JOINT VERY POOR

COMMENT:

FAILING THROUGHOUT NOT APPLICABLE

BANK/SLOPE PROTECTION COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
BANK PROTECTION	PLAIN CONCRETE	PAVEDSLOPE	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	(BOWDEJI, 03/12/2003)--0.5" TRANSVERSE DECK MOVMENT OUT OF TRAFFIC
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
	DETERIORATION	EDGE		MODERATE
	EFFLORESCENCE	THROUGHOUT		MODERATE
	FULL DEPTH PATCHES	THROUGHOUT		FEW
				3 %
				(NUNNT, 12/21/2020)--MINOR



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PATCHES	THROUGHOUT	MODERATE	9 %
SATURATION	THROUGHOUT	HEAVY	35 %
TRANSVERSE CRACKS	THROUGHOUT	MINOR	

<i>MAIN SPANS-2</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		EDGE		MODERATE		
EFFLORESCENCE		THROUGHOUT		HEAVY		
FULL DEPTH PATCHES		THROUGHOUT		LARGE	15 %	
PATCHES		THROUGHOUT		LARGE	36 %	
SATURATION		THROUGHOUT		SEVERE	80 %	
TRANSVERSE CRACKS		THROUGHOUT		MANY		

<i>MAIN SPANS-3</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		EDGE		MODERATE		
EFFLORESCENCE		THROUGHOUT		MODERATE		
FULL DEPTH PATCHES		THROUGHOUT		LARGE	15 %	
PATCHES		THROUGHOUT		LARGE	26 %	
SATURATION		THROUGHOUT		HEAVY	60 %	
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	38 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		TOP FLANGE		HEAVY		(GEIGEM1, 01/12/2018)--AT BENT 2
RUSTING		BOTTOM FLANGE		HEAVY		
RUSTING		TOP FLANGE		HEAVY		
SECTION LOSS		AT JOINTS		MODERATE		(GEIGEM1, 01/12/2018)--TOP FLANGE
MAIN SPANS-2	NON-COMPOSITE	43 FT 4 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST		TOP FLANGE		HEAVY		
RUSTING		AT JOINTS		HEAVY		
RUSTING		BOTTOM FLANGE		MEDIUM		
RUSTING		TOP FLANGE		HEAVY		
SECTION LOSS		AT JOINTS		MODERATE		(GEIGEM1, 01/12/2018)--TOP FLANGE
MAIN SPANS-3	NON-COMPOSITE	38 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		TOP FLANGE		HEAVY		
RUSTING		AT JOINTS		HEAVY		
RUSTING		BOTTOM FLANGE		HEAVY		
RUSTING		TOP FLANGE		HEAVY		
SECTION LOSS		AT JOINTS		HEAVY		(GEIGEM1, 01/12/2018)--TOP FLANGE



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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	25 FT 5 IN	REINFORCED CONCRETE	OPEN CONCRETE		
	<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>		
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>
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	
	HORIZONTAL CRACKS		TOP		OPEN	
	REBAR EXPOSED		THROUGHOUT		MINOR	
	SATURATION		THROUGHOUT		MODERATE	
	SPALLS		RANDOM		MODERATE	
	VERTICAL CRACKS		THROUGHOUT		MINOR	
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>
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 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	
	RUSTING		THROUGHOUT		HEAVY	
BENT-2	LA-30 DEGREES	24 FT 2 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		BOTTOM		MODERATE	
	DETERIORATION		ENDS		MINOR	
	REBAR EXPOSED		BOTTOM		MANY	(GEIGEM1, 01/12/2018)--NO CONTAINMENT BOTTOM OF STIRRUPS
	REBAR SECTION LOSS		BOTTOM		MINOR	(GEIGEM1, 01/12/2018)--MANY STIRRUPS WITH MODERATE SECTION LOSS AND MAIN REBAR ONLY MINOR SECTION LOSS
	SPALLS		BOTTOM		HEAVY	
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		GROUND LINE		LIGHT	
	SPALLS		GROUND LINE		MINOR	
FOOTING			REINFORCED CONCRETE	SPREAD		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FIXED BEARING			STEEL	FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BENT-3	LA-30 DEGREES	24 FT 2 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>



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DELAMINATION	THROUGHOUT	MODERATE
EFFLORESCENCE	THROUGHOUT	LIGHT
HORIZONTAL CRACKS	THROUGHOUT	MEDIUM
MAP CRACKS	THROUGHOUT	FINE
SATURATION	THROUGHOUT	MODERATE
VERTICAL CRACKS	RANDOM	FEW

COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>	<u>LOCATION 1</u>			
	DELAMINATION	TOP	MINOR		
FOOTING	REINFORCED CONCRETE	SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>	<u>LOCATION 1</u>			
EXPANSION BEARING	STEEL	SLIDING FLAT PLATE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>	<u>LOCATION 1</u>			
	RUSTING	THROUGHOUT	HEAVY		
FIXED BEARING	STEEL	FLAT PLATE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>	<u>LOCATION 1</u>			
	PACK RUST	THROUGHOUT	MINOR		
	RUSTING	THROUGHOUT	HEAVY		

ABUTMENT-4	LA-30 DEGREES	25 FT 5 IN	REINFORCED CONCRETE	OPEN CONCRETE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>			
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>		<u>CONSTRUCTION</u>				
BACKWALL	REINFORCED CONCRETE		CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
	EFFLORESCENCE		RANDOM	LIGHT			
	VERTICAL CRACKS		RANDOM	FINE			
BEAM CAP	REINFORCED CONCRETE		CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
	DELAMINATION		THROUGHOUT	HEAVY			
	HORIZONTAL CRACKS		THROUGHOUT	OPEN			
	REBAR EXPOSED		THROUGHOUT	MODERATE			
	SATURATION		THROUGHOUT	MODERATE			
	SPALLS		THROUGHOUT	MODERATE			
	VERTICAL CRACKS		THROUGHOUT	MINOR			
COLUMN	REINFORCED CONCRETE		CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
FOOTING	REINFORCED CONCRETE		SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
STRAIGHT WINGS	REINFORCED CONCRETE		CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
EXPANSION BEARING	STEEL		SLIDING CURVED/FLAT PL	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	<u>CONDITION</u>		<u>LOCATION 1</u>				
	PACK RUST		THROUGHOUT	HEAVY			
	RUSTING		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: POOR RUST AMOUNT : 5=3.0% OF SURFACE RUSTED STEEL TONS : 22

<u>ORIGINAL PAINT</u>	<u>CONTRACT REPAINT</u>	<u>DEPARTMENT REPAINT</u>
PAINT TYPE : A SYSTEM NAME : RED LEAD PAINT COLOR : ALUMINUM PAINT YEAR : 1956 MILS : 7	PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : MILS :	PAINT TYPE : NAME : PAINT COLOR : PAINT YEAR : MILS : MANUFACTURE : SURFACE PREP :

*****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	SEE COMMENT	REPAIR BEAM CAP	SUBSTRUCTURE	2	01/05/2017	(GEIGEM1, 01/12/2018)--PATCH BOTTOM OF BT. 2 CAP MAIN REBAR MINOR SECTION LOSS AND STIRRUPS WITH MODERATE SECTION LOSS
DISTRICT ROUTINE FUTURE	ROADWAY SURFACE	SEAL JTS - RODS/HOT POUR	DECK REPLACEMENT	2	11/24/2017 11/04/2020	(GEIGEM1, 01/12/2018)--HOT POUR DECK JOINTS (NUNNT, 12/21/2020)--REPLACE BRIDGE 2022.
DISTRICT ROUTINE	ROADWAY SURFACE	SEAL - IRON MOUNTAIN CHIP	DECK	3	11/04/2020	(NUNNT, 12/21/2020)--2022 - CHIP SEAL OVER EXISTING.

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

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
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**Missouri Department of Transportation
State Bridge Inspection Report**

April 06, 2021
9:09:29AM

COUNTY: DADE

DISTRICT: SW

CLASS: STATBR

FED-ID: 7929

BRIDGE: P0844

*****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:	2-BASICALLY INTOLRBLE REQ	4/2/2003
[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	4/20/2017
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	23.8%	1/6/2021
Deficiency:	STRUCTURAL	4/2/2003
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:	