

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>November 15, 2021</div> <div>12:36:08PM</div>			
COUNTY: GREENE		DISTRICT: SW		CLASS: STATBR		FED-ID: 295		BRIDGE: A0441	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: CRD127E</div> <div>FEATURE: IS 44</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 2.067</div> <div>DETOUR: 2.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1960</div> <div>REHAB:</div> <div>LOCATION: S 4 T 29 R 22 W</div> <div>LATITUDE: 37 15 1.20 (DMS)</div> <div>LONGITUDE: 93 19 55.89 (DMS)</div>		<div># SPANS: 4</div> <div>LANES ON: 2</div> <div>LANES UNDER: 4</div> <div>COMPASS DIRECTION: NORTH to SOUTH</div> <div>DIRECTION OF TRAFFIC: 2-WAY TRAF</div> <div>FUNCTIONAL CLASS: UR-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SW</div> <div>MAINTENANCE COUNTY: GREENE</div> <div>SUB AREA: 7G51</div>		<div>PLACE CODE: 52944 NORTH CAMPBELL NO.</div> <div>LENGTH: 235 FT 0 IN</div> <div>MAXIMUM SPAN: 64 FT 0 IN</div> <div>APPROACH ROADWAY: 30 FT 0 IN</div> <div>CURB TO CURB: 26 FT 0 IN</div> <div>OUT TO OUT: 30 FT 10 IN</div> <div>AADT: 2072</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 11.0%</div> <div>FUTURE AADT: 3315</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 08/12/2020</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: MATTHEW GEIGER</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:</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>				
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>				

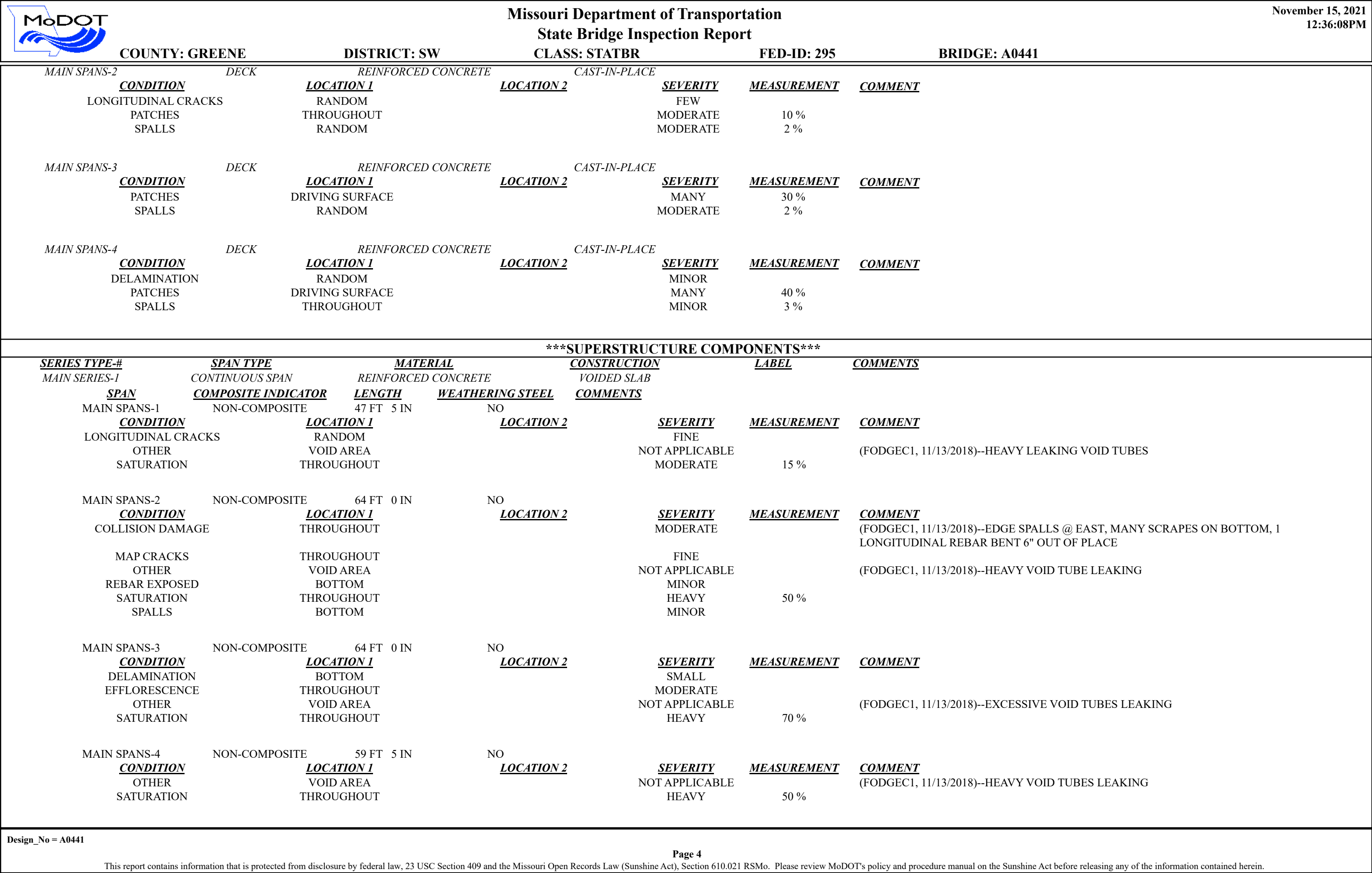
Design_No = A0441


Page 1


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COUNTY: GREENE		DISTRICT: SW		CLASS: STATBR																	
		FED-ID: 295		BRIDGE: A0441																	
STRUCTURE POSTING																					
APPROVED CATEGORY: S-C3 WEIGHT LIMIT 40 TONS. Ton 1: 40 Ton 2: Ton 3: COMMENTS: (HOLZBJ, 01/04/2006)--LOAD POSTING LETTER 12/30/2005, MODOT.																					
FIELD CATEGORY: S-C3 WEIGHT LIMIT 40 TONS. Ton 1: 40 Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION: COMMENTS:																					
GENERAL COMMENTS/MAJOR RATED ITEMS																					
GENERAL COMMENTS: (BOWDEJ1, 08/14/2008)--(47'-64'-64'-59') CONT CONC VOIDED SLAB SPANS																					
[ITEM 58] DECK: 3-SERIOUS CONDITION COMMENTS: (NUNNT, 09/21/2020)--70% SATURATION SPAN 3. RATING : 09/21/2020																					
[ITEM 59] SUPER: 3-SERIOUS CONDITION COMMENTS: (FODGEC1, 11/13/2018)--INTEGRAL SLAB RATING : 09/21/2020																					
[ITEM 60] SUB: 6-SATISFACTORY CONDITION COMMENTS: (NUNNT, 09/21/2020)--LARGE DELAM BT. 4 COL. 1 RATING : 11/13/2018																					
[ITEM 61] BANK/CHANNEL: N-NOT APPLIC NO WATRWAY COMMENTS: RATING : 05/18/2001																					
[ITEM 113] SCOUR: N-NOT APPLIC NOT WATERW COMMENTS: RATING : 05/18/2001 EVALUATION TYPE :																					
[ITEM 71] WATERWAY ADEQUACY: NOT APPLICABLE 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 : 01/28/2009 COMMENTS:																					
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>REINFORCED CONCRETE</td><td>CURB</td><td>BOTH</td><td></td></tr><tr><td>REINFORCED CONCRETE</td><td>PARAPET</td><td>BOTH</td><td></td></tr><tr><td>ALUMINUM</td><td>CIRCULAR TUBE</td><td>BOTH</td><td></td></tr></table>						<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	REINFORCED CONCRETE	CURB	BOTH		REINFORCED CONCRETE	PARAPET	BOTH		ALUMINUM	CIRCULAR TUBE	BOTH	
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>																		
REINFORCED CONCRETE	CURB	BOTH																			
REINFORCED CONCRETE	PARAPET	BOTH																			
ALUMINUM	CIRCULAR TUBE	BOTH																			
[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0 RATING : 05/18/2001 COMMENTS:																					
[ITEM 36C] APPROACH RAILING RATING: DOESNT MEET CURRNT STND-0 RATING : 01/28/2009 COMMENTS:																					
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>GALVANIZED STEEL</td><td>W-BEAM</td><td>ALL</td><td>(FODGEC1, 11/13/2018)--POST SPACING TOO GREAT TO MEET</td></tr></table>						<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	GALVANIZED STEEL	W-BEAM	ALL	(FODGEC1, 11/13/2018)--POST SPACING TOO GREAT TO MEET								
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>																		
GALVANIZED STEEL	W-BEAM	ALL	(FODGEC1, 11/13/2018)--POST SPACING TOO GREAT TO MEET																		
Design_No = A0441																					
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[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		POOR	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
RUTTING		THROUGHOUT				HEAVY	
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 SEAL COAT	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
.8 IN		2015				POOR	
<u>COMMENT:</u> (GEIGEM1, 03/28/2017)--2015 CHIP SEAL OVER 2013 CHIP SEAL							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DEBONDING		RANDOM				MODERATE	
PATCHES		THROUGHOUT				MODERATE	
SPALLS		RANDOM				MODERATE	
<u>DECK PROTECTION</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>			
<u>COMMENT:</u>							
<u>MEMBRANE</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>			
<u>COMMENT:</u>							
<u>SECONDARY DECK PROTECTION</u>		<u>LIQUID SEALANT</u>		<u>INTERNALLY SEALED</u>		<u>2012</u>	
<u>COMMENT:</u>						<u>PAVON INDECK</u>	
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		OTHER		OTHER			
<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>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
SLOPE PROTECTION		PLAIN CONCRETE		PAVEDSLOPE		BOTH	
<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>	
PATCHES		THROUGHOUT				MODERATE	
<u>MEASUREMENT</u>		<u>COMMENT</u>					
10 %							
Design_No = A0441							
Page 3							
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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>					
OVER/UNDER ROUTES CLEARANCE INFORMATION													
<u>CLEARANCES OVER DECK</u>		**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>					
<u>CLEARANCES UNDER BRIDGE</u>		**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>	
1		IS 44 E		2		1-WAY TRAF		10 FT 10 IN		19 FT 0 IN		704	
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>		<u>DIRECTION</u>		<u>DATE</u>		<u>COMMENT</u>					
ACTUAL		17 FT 8 IN				12/23/2020							
<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>	
2		IS 44 W		2		1-WAY TRAF		10 FT 10 IN		19 FT 0 IN		705	
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>		<u>DIRECTION</u>		<u>DATE</u>		<u>COMMENT</u>					
ACTUAL		16 FT 0 IN				12/23/2020							
STRUCTURE PAINT INFORMATION													
CONDITION:		RUST AMOUNT :				STEEL TONS : 0							
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>				<u>DEPARTMENT REPAINT</u>							
PAINT TYPE :		PAINT TYPE :				PAINT TYPE :				MANUFACTURE :			
NAME :		NAME :				NAME :				SURFACE PREP :			
PAINT COLOR :		PAINT COLOR :				PAINT COLOR :							
PAINT YEAR :		PAINT YEAR :				PAINT YEAR :							
MILS :		MILS :				MILS :							
REQUESTED WORK ITEMS													
GENERAL WORK COMMENTS:													
<u>RESPONSIBILITY</u>		<u>LOCATION</u>		<u>ITEM</u>		<u>CATEGORY</u>		<u>PRIORITY</u>		<u>DATE</u>		<u>WORK ITEM COMMENT</u>	
DISTRICT SPECIAL		ROADWAY SURFACE		REPAIR CONCRETE>100 SF		DECK		2		05/26/2020		(GEIGEM1, 03/16/2021)--120 SF	
STIP						REPLACEMENT				03/16/2021		(GEIGEM1, 03/16/2021)--FY 2024	
UTILITY ATTACHMENTS													
Design_No = A0441													
Page 6													
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<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>		
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	PROBLEM
					1	DELINEATOR	PROBLEM DIRECTION
					OUTFALL INSPECTION INFORMATION		
Rated Item					# OUTFALLS: 0		
Rating					INSPECTOR: MATTHEW GEIGER		
Rating Date					STATUS: NONE		
[Item 67] Structure Evaluation Rating:					DATE: 08/20/2018		
[Item 68] Deck Geometry Rating:					NOTES: NO WATERWAY UNDER BRIDGE		
[Item 69] Underclearance:							
Sufficiency Rating:							
Deficiency:							
Funding Eligibility:							
Estimated New Structure Length:							
Estimated Structure Cost:							
Estimated Total Project Cost:							
Year of Cost Estimate:							
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.							

