

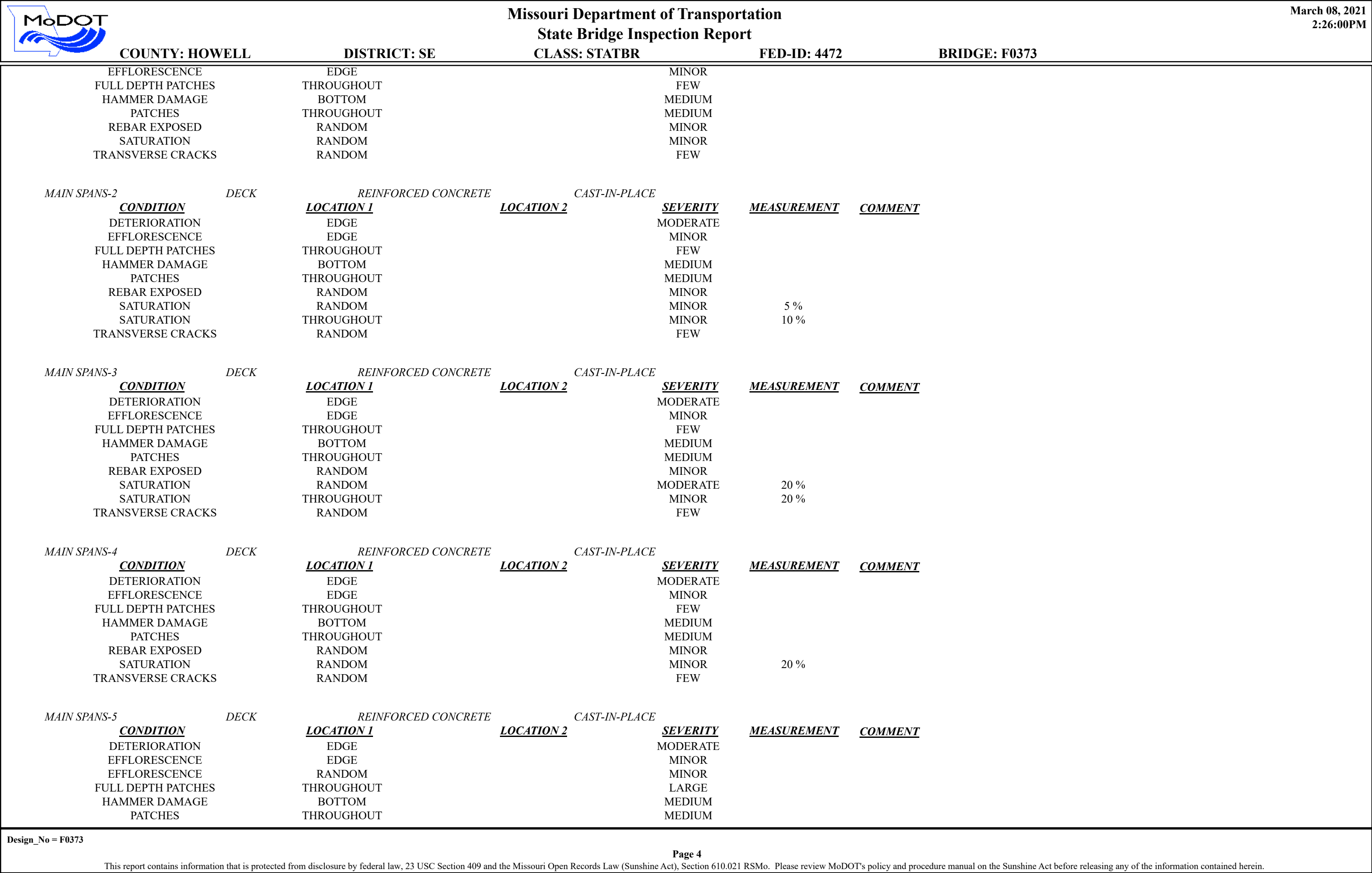

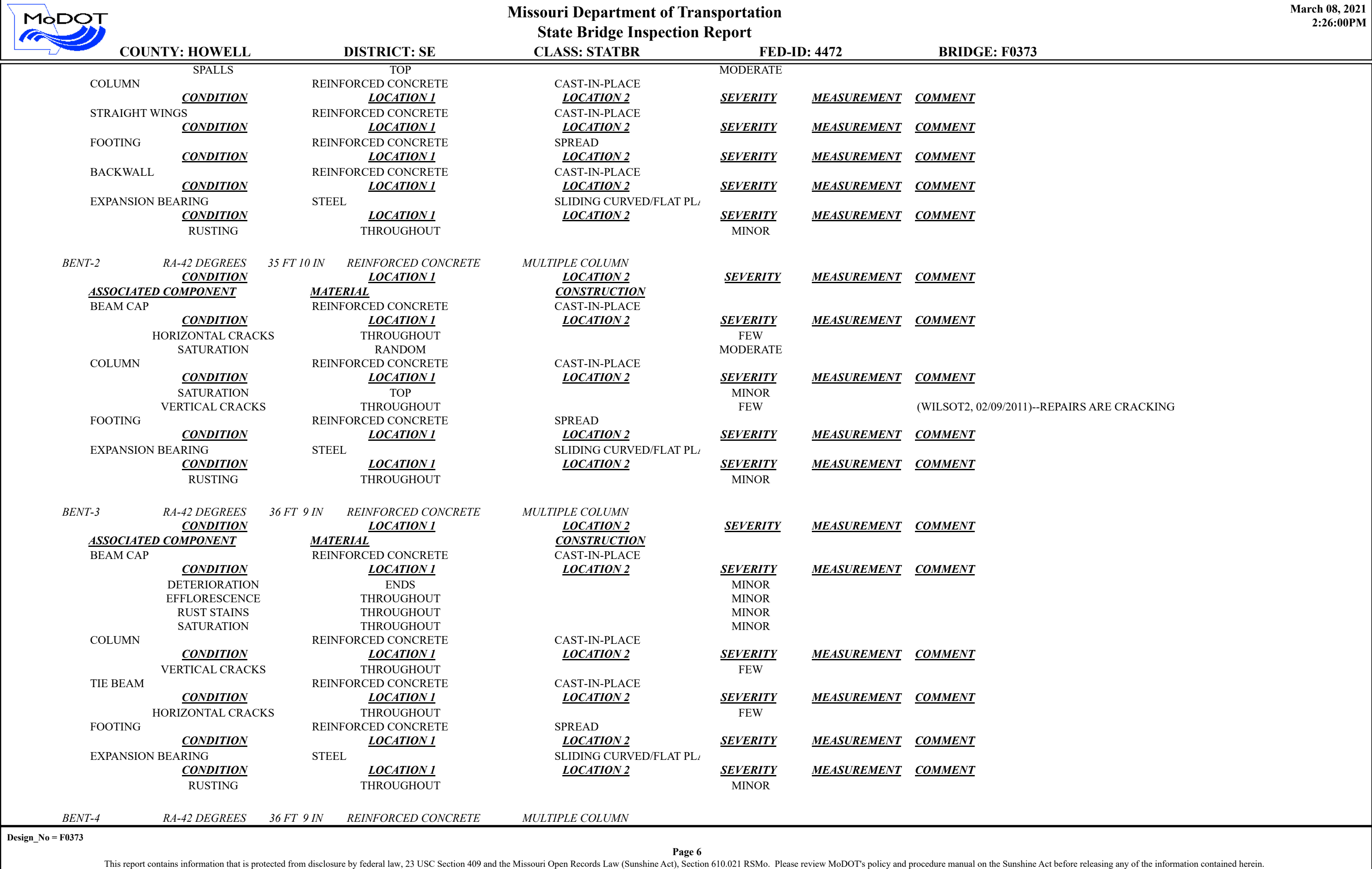
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>March 08, 2021</div> <div>2:26:00PM</div>			
COUNTY: HOWELL		DISTRICT: SE		CLASS: STATBR		FED-ID: 4472		BRIDGE: F0373	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: US63S</div> <div>FEATURE: BNSF RR</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 320.303</div> <div>DETOUR: 19.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1955</div> <div>REHAB: 2007</div> <div>LOCATION: S 14 T 23 R 7 W</div> <div>LATITUDE: 36 39 39.14 (DMS)</div> <div>LONGITUDE: 91 42 49.51 (DMS)</div>		<div># SPANS: 5</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: RL-PRINCIPAL ARTERIAL</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: HOWELL</div> <div>SUB AREA: 7H50</div>		<div>PLACE CODE: 33382 HOWELL</div> <div>LENGTH: 189 FT 0 IN</div> <div>MAXIMUM SPAN: 60 FT 7 IN</div> <div>APPROACH ROADWAY: 44 FT 0 IN</div> <div>CURB TO CURB: 28 FT 0 IN</div> <div>OUT TO OUT: 28 FT 8 IN</div> <div>AADT: 6645</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 22.0%</div> <div>FUTURE AADT: 12626</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 12/08/2020</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 12</div> <div>CALCULATED INTERVAL**: 12</div> <div>TEAM LEADER: DAVID PROCK</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2: MELANIE RICKARD-ELMOINSPECTOR 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: 05/15/2019</div> <div>FREQUENCY: 999</div> <div>TEAM LEADER: ED HESS</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DECK</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>				
Design_No = F0373									
<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>									


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COUNTY: HOWELL		DISTRICT: SE	CLASS: STATBR	FED-ID: 4472	BRIDGE: F0373	
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, 01/26/2009)--(32'-31'-60'-31'-32') SMP WF GDR SPANS						
[ITEM 58] DECK: 4-POOR CONDITION			COMMENTS: (DENNIB1, 09/15/2014)--T CRACKS & EDGE DETERIORATION			
RATING : 05/16/2019			(DENNIB1, 12/15/2016)--30% SATURATION			
[ITEM 59] SUPER: 5-FAIR CONDITION			COMMENTS: (DENNIB1, 09/15/2014)--SECTION LOSS			
RATING : 12/18/2018						
[ITEM 60] SUB: 6-SATISFACTORY CONDITION			COMMENTS: (DENNIB1, 12/15/2016)--V & H CRACKS, DELAMN, SPALLS			
RATING : 05/18/2001						
[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: 6-SATISFACTORY			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>			
GALVANIZED STEEL	THRIE BEAM	BOTH				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
COLLISION DAMAGE	RANDOM		MINOR			
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1			RATING : 05/18/2001		COMMENTS:	
[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				
[ITEM 36D] RAIL END TREATMENT RATING: DOESNT MEET CURRNT STND-0			RATING : 12/26/2012		COMMENTS:	
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				BRIDGE: F0373			
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> BREKAWAY SYSTEM		<u>DIRECTION</u> ALL		<u>COMMENTS</u>	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u> ASPHALT/CONCRETE		<u>CONSTRUCTION</u> BITUMINOUS MAT/SLAB		<u>DIRECTION</u> BOTH		<u>CONDITION*</u> GOOD	
<u>COMMENTS</u>							
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> ASPHALT		<u>CONSTRUCTION</u> BITUMINOUS MAT	
				<u>THICKNESS</u> 2 IN		<u>YEAR APPLIED</u> 2016	
				<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u> GOOD	
<u>COMMENT:</u>							
		<u>DECK PROTECTION</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>	
<u>COMMENT:</u>							
		<u>MEMBRANE</u>		<u>LIQUID SEALANT</u>		<u>BUILT-UP</u>	
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
						<u>COMMENTS</u>	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<u>SUB UNIT-#</u> BENT-2		<u>SUB LABEL</u>		<u>COMPONENT</u> CLOSED EXPANSION JOINT		<u>MATERIAL</u> FELT	
						<u>CONSTRUCTION</u> FILLED JOINT	
						<u>GAP</u>	
						<u>YEAR APPLIED</u>	
						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
		<u>CLOSED EXPANSION JOINT</u>		<u>FELT</u>		<u>FILLED JOINT</u>	
<u>COMMENT:</u>							
		<u>CLOSED EXPANSION JOINT</u>		<u>FELT</u>		<u>FILLED JOINT</u>	
<u>COMMENT:</u>							
		<u>CLOSED EXPANSION JOINT</u>		<u>FELT</u>		<u>FILLED JOINT</u>	
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
<u>COMPONENT</u> BANK PROTECTION		<u>MATERIAL</u> EARTH FILL		<u>CONSTRUCTION</u> BERM		<u>DIRECTION</u> BOTH	
						<u>COMMENTS</u>	
DECK COMPONENTS							
<u>SPAN TYPE-#</u> MAIN SPANS-1		<u>COMPONENT</u> DECK		<u>MATERIAL</u> REINFORCED CONCRETE		<u>CONSTRUCTION</u> CAST-IN-PLACE	
						<u>COMMENTS</u>	
<u>CONDITION</u> DETERIORATION		<u>LOCATION 1</u> EDGE		<u>LOCATION 2</u>		<u>SEVERITY</u> MODERATE	
						<u>MEASUREMENT</u>	
						<u>COMMENT</u>	
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REBAR EXPOSED		RANDOM		MINOR		
SATURATION		RANDOM		MODERATE	30 %	
TRANSVERSE CRACKS		RANDOM		FEW		
SUPERSTRUCTURE COMPONENTS						
<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
MAIN SERIES-1	SIMPLE SPAN	STEEL	WIDE FLANGE GIRDERS			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	32 FT 8 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING		ENDS		MINOR		
RUSTING		TOP FLANGE		MINOR		
SECTION LOSS		TOP FLANGE		MINOR		
SECTION LOSS		WEB		MINOR		
MAIN SPANS-2	NON-COMPOSITE	31 FT 4 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING		TOP FLANGE		MINOR		
SECTION LOSS		TOP FLANGE		MINOR		
SECTION LOSS		WEB		MINOR		
MAIN SPANS-3	NON-COMPOSITE	60 FT 7 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING		TOP FLANGE		MINOR		
SECTION LOSS		TOP FLANGE		MINOR		
SECTION LOSS		WEB		MINOR		
MAIN SPANS-4	NON-COMPOSITE	31 FT 4 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING		ENDS		MINOR		
RUSTING		TOP FLANGE		MINOR		
SECTION LOSS		TOP FLANGE		MINOR		
SECTION LOSS		WEB		MINOR		
MAIN SPANS-5	NON-COMPOSITE	32 FT 8 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING		ENDS		MINOR		
RUSTING		TOP FLANGE		MINOR		
SECTION LOSS		TOP FLANGE		MINOR		
SECTION LOSS		WEB		MINOR		(WILSOJ, 03/15/2003)--AT JOINTS
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	RA-42 DEGREES	49 FT 2 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>			
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>
	HORIZONTAL CRACKS	THROUGHOUT		MEDIUM		
	SEALED	BEAM CAP		ASPHALTICBASE		
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BENT-5	<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		MEDIUM		(WILSOT2, 02/09/2011)--REPAIRS MADE BY CONTRACTOR POOR	
	HORIZONTAL CRACKS	THROUGHOUT		FEW			
	SATURATION	RANDOM		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>	
	DELAMINATION	RANDOM		MINOR			
TIE BEAM	DELAMINATION	THROUGHOUT		MEDIUM		(WILSOT2, 02/09/2011)--REPAIRS MADE BY CONTRACTOR POOR	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	HORIZONTAL CRACKS	THROUGHOUT		FEW			
	FOOTING	REINFORCED CONCRETE	SPREAD				
	<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>	
	RUSTING	THROUGHOUT		MINOR			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	RA-42 DEGREES	35 FT 10 IN	MULTIPLE COLUMN				
BENT-5	<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		MEDIUM			
	HORIZONTAL CRACKS	THROUGHOUT		MEDIUM			
	REBAR EXPOSED	RANDOM		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>	
	DELAMINATION	RANDOM		MINOR			
TIE BEAM	DELAMINATION	THROUGHOUT		MEDIUM			
	VERTICAL CRACKS	THROUGHOUT		FEW			
	FOOTING	REINFORCED CONCRETE	SPREAD				
	<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>	
	RUSTING	THROUGHOUT		MINOR			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	RA-42 DEGREES	49 FT 2 IN	OPEN CONCRETE				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
ABUTMENT-6	<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>	
	HORIZONTAL CRACKS	THROUGHOUT		FEW			
	REBAR EXPOSED	BOTTOM		MINOR			
	SEALED	BEAM CAP		ASPHALTICBASE			
	SPALLS	BOTTOM		MODERATE			
	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>	
	DELAMINATION	THROUGHOUT		MINOR			
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>	
	DELAMINATION	THROUGHOUT		MINOR			

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FOOTING		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
				REINFORCED CONCRETE		SPREAD	
BACKWALL		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
				REINFORCED CONCRETE		CAST-IN-PLACE	
EXPANSION BEARING		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
				STEEL		SLIDING CURVED/FLAT PL/	
RUSTING		<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	
				THROUGHOUT		MINOR	
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>	
1		BNSF RR				13 FT 0 IN	
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>		<u>DIRECTION</u>		<u>DATE</u>	
CONVERTED		23 FT 2 IN				<u>COMMENT</u>	
STRUCTURE PAINT INFORMATION							
CONDITION:		FAIR		RUST AMOUNT : 7 = .2% OF SURFACE RUSTED		STEEL TONS : 63	
<u>ORIGINAL PAINT</u>				<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>	
PAINT TYPE : S SYSTEM				PAINT TYPE :		PAINT TYPE : C SYSTEM	
NAME : CAL SULPH/LEAD PAINT				NAME :		NAME : INORGANIC ZINC/VINYL	
PAINT COLOR : GRAY				PAINT COLOR :		PAINT COLOR : ALUMINUM	
PAINT YEAR : 2008				PAINT YEAR :		PAINT YEAR : 1991	
MILS :				MILS :		MILS : 6	
REQUESTED WORK ITEMS							
GENERAL WORK COMMENTS:							
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		Missouri Department of Transportation				March 08, 2021																																		
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COUNTY: HOWELL		DISTRICT: SE		CLASS: STATBR		FED-ID: 4472																																		
						BRIDGE: F0373																																		
<div>RESPONSIBILITYLOCATIONITEMCATEGORYPRIORITYDATEWORK ITEM COMMENT</div>																																								
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COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS					***ADVANCED SIGN INFORMATION***																																			
<div>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.</div> <table><tr><td>Rated Item</td><td>Rating</td><td>Rating Date</td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>5-BETTER THAN MINIMUM</td><td>10/1/2014</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>2-BASICALLY INTOLRBLE REQ</td><td>3/25/2002</td></tr><tr><td>[Item 69] Underclearance:</td><td>5-BETTER THAN MINIMUM</td><td>3/25/2002</td></tr><tr><td>Sufficiency Rating:</td><td>38.0%</td><td>5/21/2019</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>5/21/2019</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>223 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$936,466</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$1,404,699</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2021</td><td>----</td></tr></table> <div>NOTE: The above structure length and cost estimates are computer generated using algorithmis in the TMS system. These algorithmis 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.</div>					Rated Item	Rating	Rating Date	[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	10/1/2014	[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	3/25/2002	[Item 69] Underclearance:	5-BETTER THAN MINIMUM	3/25/2002	Sufficiency Rating:	38.0%	5/21/2019	Deficiency:	STRUCTURAL	5/21/2019	Funding Eligibility:	FULL	----	Estimated New Structure Length:	223 FT.	----	Estimated Structure Cost:	\$936,466	----	Estimated Total Project Cost:	\$1,404,699	----	Year of Cost Estimate:	2021	----	<div>SIGN #SIGN TYPEPROBLEMPROBLEM DIRECTION</div> <div>1</div>		
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