Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

MoDOT

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Ed Hassinger, Director

1.888.ASK MODOT (275.6636)

November 25, 2026

Dear Consultant:

The Missouri Highways and Transportation Commission is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list.

If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than three pages. This letter should include a statement to indicate your firm's understanding of the project. It should also include any other information which might help us in the selection process, including key personnel you would assign to the project and the backgrounds of those individuals, and any sub-consultants you would propose to use, and an indication of your firm's approach to promoting and developing a diverse workforce. MoDOT is committed to reflecting the diversity of the communities we serve and we expect our partners to do the same. We will utilize the consultant information already on file so we will not need a lengthy submittal of other general company information. In addition, please attach one page with detailed information on similar projects that your key personnel have worked on. Indicate the role your key personnel played in the projects and include reference contact information.

DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any projects they feel can be managed by their firm. We also encourage both DBE firms and non-DBE firms to consider joining MoDOT's Mentor/Protégé program whenever possible as part of a MoDOT project.

MoDOT will evaluate firms based on: Project Understanding & Innovation, Past Performance, Qualifications of Personnel Assigned, General Experience of Firm, Familiarity/Capability, Accessibility of Firm & Staff. Firm's not providing a response on approach to workforce diversity will be considered non-responsive to this solicitation. Firm's that are not current on all of the required prequalification categories found in MoDOT's Approved Consultant Prequalification List at the date of the solicitation expiration will be considered non-responsive.

We request all letters be received by 3:00 pm, December 18th, 2026 at the following email address: Seiji.Shimbo@modot.mo.gov

Sincerely,

Signed by:
Sarah Kleinschmit
222F1A702C0F4C7...

Sarah Kleinschmit, P.E.
State Design Engineer

Attachment

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

DISTRICT OFFICES

Southeast District
Donnie Brown – District Engineer
Missouri Department of Transportation
2675 N. Main
Sikeston, MO 639801

Contact
Seiji Shimbo – Project Manager
573-380-9765
seiji.shimbo@modot.mo.gov

Tyler Lindsay – Structural Liaison Engineer
573-522-8727
tyler.lindsay@modot.mo.gov

Email responses are encouraged.

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

Southeast District

Wright County	
Job No:	JSE0291 & JSE0292
Location:	Rte. 5
Proposed Improvement:	Bridge Replacements (A0327, J0754)
Length:	See information documents
Approximate Construction Cost:	$5,376,000
DBE Goal (if applicable)	0%
Consultant Services Required:	Right of Way: Consultant to provide title commitments for affected properties. Utilities: Coordination of utilities that may be required to be relocated. Work with MoDOT District Utility Staff in determining best course of action for relocating utilities. Surveying: Perform all survey pickup work. Professional land surveying to establish land corners, property lines, monument new right of way, prepare boundary surveys and write deeds as necessary. Consultant to provide staking for project. Geotechnical: Consultant to perform all geotechnical work and will provide Preliminary Geotechnical Report and Foundation Investigation Report. Roadway Design: Consultant to prepare all preliminary, right of way, final roadway design and plan preparation as necessary to submit final roadway plans, specifications, and estimates. (PS&E). Coordination with municipalities, railroad and other government agencies. Request for Environmental Service (RES) submittals at milestones and informational support as requested. Bridge Design (JSE0291 only): All preliminary bridge design, final bridge design and plan preparation as necessary to submit final bridge plans, specifications, and estimates. (PS&E). Hydraulic analysis of all drainage structures, reporting and coordination with any drainage districts and railroad as needed. Bridge design services for JSE0292 are anticipated to be completed by MoDOT staff. However, if determined necessary by MoDOT, bridge design services for JSE0292 may be added through a supplemental agreement.
Other Comments:	Interviews or presentation will not be required for the consultant selection.

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	Tentative Date of Consultant Selection – 1/8/2026 Tentative Letting Date – 11/1/2029

Rating Criteria w/Weighted Values

Project Understanding & Innovation	25 Points Max
Past Performance	25 Points Max
Qualifications of Personnel Assigned	20 Points Max
General Experience of Firm	10 Points Max
Familiarity/Capability	10 Points Max
Accessibility of Firm & Staff	10 Points Max
	100 Points Max Total

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

Missouri Department of Transportation
State Bridge Inspection Report

August 18, 2026
1:52:13PM

COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 281** **BRIDGE: A0327**

GENERAL STRUCTURE INFORMATION

ROUTE:	MO5S	**# SPANS:**	1	**PLACE CODE:**	45740 MANSFIELD CITY
FEATURE:	BNSF RR	**LANES ON:**	2	**LENGTH:**	63 FT 0 IN
STATUS:	A-OPEN	**LANES UNDER:**	0	**MAXIMUM SPAN:**	63 FT 3 IN
LOG MILE:	299.183	**COMPASS DIRECTION:**	SOUTH to NORTH	**APPROACH ROADWAY:**	38 FT 0 IN
DETOUR:	21.00 MILES	**DIRECTION OF TRAFFIC:**	2-WAY TRAF	**CURB TO CURB:**	28 FT 0 IN
NHS:	NO	**FUNCTIONAL CLASS:**	RL-MINOR ARTERIAL	**OUT TO OUT:**	32 FT 5 IN
BUILT:	1958	**NBI OWNER:**	MODOT	**AADT:**	5340
REHAB:		**NBI MAINTAINED:**	MODOT	**AADT YEAR:**	2024
LOCATION:	S 20 T 28 R 15 W	**MAINTENANCE DISTRICT:**	SE	**AADT TRUCK:**	20.6%
LATITUDE:	37 6 28.72 (DMS)	**MAINTENANCE COUNTY:**	WRIGHT	**FUTURE AADT:**	9078
LONGITUDE:	92 36 4.48 (DMS)	**SUB AREA:**	7H04	**FUTURE AADT YEAR:**	2044

BRIDGE INSPECTION INFORMATION

DATE: 06/05/2025 **RESPONSIBILITY:** DISTRICT
FREQUENCY: 12 **CALCULATED INTERVAL**:** 4
TEAM LEADER: STEVE RIGHTNOWAR **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

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 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.

INDEPTH INSPECTION COMMENTS

SPECIAL 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.

SPECIAL INSPECTION COMMENTS

UNDERWATER 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.

UNDERWATER INSPECTION COMMENTS

OTHER SPECIAL INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD

OTHER UNDERWATER INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD

DistrictAbbr = SE and Design_No = A0327

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COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 281** **BRIDGE: A0327**

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, 08/14/2008)--(63') SMP WF GDR SPAN

[ITEM 58] DECK: 4-POOR CONDITION **COMMENTS:** (DENNIB1, 02/20/2014)--TRANSVERSE CRACKS
RATING : 02/15/2024

[ITEM 59] SUPER: 5-FAIR CONDITION **COMMENTS:** (SHRUBM1, 02/17/2012)--RUSTING TOP FLANGE
RATING : 02/15/2024

[ITEM 60] SUB: 5-FAIR CONDITION **COMMENTS:** (DENNIB1, 02/20/2014)--VERTICLE CRACKS
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: 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 :*** *02/17/2012* ***COMMENTS:***

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
STEEL	CHANNEL-12"	BOTH	
REINFORCED CONCRETE	CURB	BOTH	

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

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	W-BEAM	ALL	

[ITEM 36C] APPROACH RAILING RATING: *DOESNT MEET CURRNT STND-0* ***RATING :*** *02/15/2024* ***COMMENTS:***

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	W-BEAM	ALL	

DistrictAbbr = SE and Design_No = A0327

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

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	TURN DOWN SECTION > 45	ALL	

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

MATERIAL	CONSTRUCTION	DIRECTION	CONDITION*	COMMENTS
ASPHALT	BITUMINOUS MAT	BOTH		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	COMMENT
TRANSVERSE CRACKS	THROUGHOUT		FEW	

DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS

DECK PROTECTIVE COMPONENTS:

SERIES TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	THICKNESS	YEAR APPLIED	MANUFACTURE	OVERALL CONDITION
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	.3 IN	2020		FAIR

COMMENT:

	DECK PROTECTION	NOTAPPLICABLE	NONE

COMMENT:

	MEMBRANE	NOTAPPLICABLE	NONE

COMMENT:

DRAINAGE COMPONENTS:

COMPONENT	MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
DRAINAGE	GALVANIZED STEEL	DRAIN TROUGH		
DRAINAGE	REINFORCED CONCRETE	DRAIN BASIN-END BENT		

EXPANSION DEVICE COMPONENTS:

SUB UNIT-#	SUB LABEL	COMPONENT	MATERIAL	CONSTRUCTION	GAP	YEAR APPLIED	MANUFACTURE	OVERALL CONDITION

COMMENT:

BANK/SLOPE PROTECTION COMPONENTS:

COMPONENT	MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS

DECK COMPONENTS

SPAN TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	COMMENTS
MAIN SPANS-1	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	(BOWDEJ1, 12/30/2003)--DECK HAS MOVED NORTH 1.5"

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
BOLTED	AT ABUTMENTS		XTERIOR GIRDER		
DETERIORATION	EDGE		MODERATE		
EFFLORESCENCE	THROUGHOUT		FEW		
PATCHES	THROUGHOUT		FEW		
SATURATION	THROUGHOUT		MODERATE	50 %	
SPALLS	THROUGHOUT		MINOR		
TRANSVERSE CRACKS	THROUGHOUT		MANY		

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SUPERSTRUCTURE COMPONENTS

SERIES TYPE-#	SPAN TYPE	MATERIAL	CONSTRUCTION	LABEL	COMMENTS
MAIN SERIES-1	SIMPLE SPAN	STEEL	WIDE FLANGE GIRDERS		

SPAN	COMPOSITE INDICATOR	LENGTH	WEATHERING STEEL	COMMENTS
MAIN SPANS-1	NON-COMPOSITE	63 FT 3 IN	NO	

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
RUSTING	ENDS		MODERATE		
RUSTING	TOP FLANGE		MODERATE		

SUBSTRUCTURE COMPONENTS

SUBSTRUCTURE	SKEW	LENGTH	MATERIAL	CONSTRUCTION	LABEL	COMMENTS
ABUTMENT-1		35 FT 9 IN	REINFORCED CONCRETE	NON-INTEGRAL		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

ASSOCIATED COMPONENT	MATERIAL	CONSTRUCTION
BACKWALL	REINFORCED CONCRETE	CAST-IN-PLACE

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
HORIZONTAL CRACKS	THROUGHOUT		MINOR		
LEACHING	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		MANY		

BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
LEACHING	THROUGHOUT		MINOR		
SEALED	BEAM CAP		ASPHALTICBASE		
VERTICAL CRACKS	THROUGHOUT		MINOR		
FOOTING	REINFORCED CONCRETE	SPREAD			
STRAIGHT WINGS	REINFORCED CONCRETE	CAST-IN-PLACE			
HORIZONTAL CRACKS	THROUGHOUT		MANY		
LEACHING	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		MANY		
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL/			

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

ABUTMENT-2		35 FT 9 IN	REINFORCED CONCRETE	NON-INTEGRAL		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

ASSOCIATED COMPONENT	MATERIAL	CONSTRUCTION
BACKWALL	REINFORCED CONCRETE	CAST-IN-PLACE

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
HORIZONTAL CRACKS	THROUGHOUT		MINOR		
LEACHING	THROUGHOUT		MINOR		
SHOVING	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		MANY		

BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
LEACHING	THROUGHOUT		MINOR		
SEALED	BEAM CAP		ASPHALTICBASE		
VERTICAL CRACKS	THROUGHOUT		FEW		
FOOTING	REINFORCED CONCRETE	SPREAD			

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
STRAIGHT WINGS	REINFORCED CONCRETE	CAST-IN-PLACE			

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COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 281** **BRIDGE: A0327**

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
HORIZONTAL CRACKS	THROUGHOUT		MINOR		
LEACHING	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		MINOR		
EXPANSION BEARING	STEEL	SLIDING CURVED/FLAT PL/			

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
PACK RUST	THROUGHOUT		MODERATE		

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.

VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT

CLEARANCES UNDER BRIDGE

**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID
1	BNSF RR			13 FT 0 IN		669

VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT
CONVERTED	23 FT 5 IN			

STRUCTURE PAINT INFORMATION

CONDITION: FAIR **RUST AMOUNT :** 7 = .2% OF SURFACE RUSTED **STEEL TONS :** 29

ORIGINAL PAINT	CONTRACT REPAINT	DEPARTMENT REPAINT	
PAINT TYPE : B SYSTEM	**PAINT TYPE :**	**PAINT TYPE :**	**MANUFACTURE :**
NAME : BASIC LEAD CHROMIUM	**NAME :**	**NAME :**	**SURFACE PREP :**
PAINT COLOR : ALUMINUM	**PAINT COLOR :**	**PAINT COLOR :**	
PAINT YEAR : 1980	**PAINT YEAR :**	**PAINT YEAR :**	
MILS : 6	**MILS :**	**MILS :**	

REQUESTED WORK ITEMS

GENERAL WORK COMMENTS:

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Missouri Department of Transportation
State Bridge Inspection Report

COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 281** **BRIDGE: A0327**

RESPONSIBILITY	*LOCATION*	*ITEM*	*CATEGORY*	*PRIORITY*	*DATE*	*WORK ITEM COMMENT*

UTILITY ATTACHMENTS

UTILITY	*OWNER*	*METHOD*	*MEASUREMENT TYPE*	*VALUE*	*NUMBER*	*UTILITY ATTACHMENT COMMENT*

PROGRAM NOTES INFORMATION

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT

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.

Rated Item	Rating	Rating Date
[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	3/22/2002
[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	3/1/2022
[Item 69] Underclearance:	5-BETTER THAN MINIMUM	2/3/2006
Sufficiency Rating:	40.9%	6/23/2025
Deficiency:	STRUCTURAL	6/23/2025
Funding Eligibility:	FULL	----
Estimated New Structure Length:	89 FT.	----
Estimated Structure Cost:	$569,511	----
Estimated Total Project Cost:	$854,267	----
Year of Cost Estimate:	2026	----

NOTE: The above structure length and cost estimates are computer generated using algorithims in the TMS system. These algorthims 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			

OUTFALL INSPECTION INFORMATION

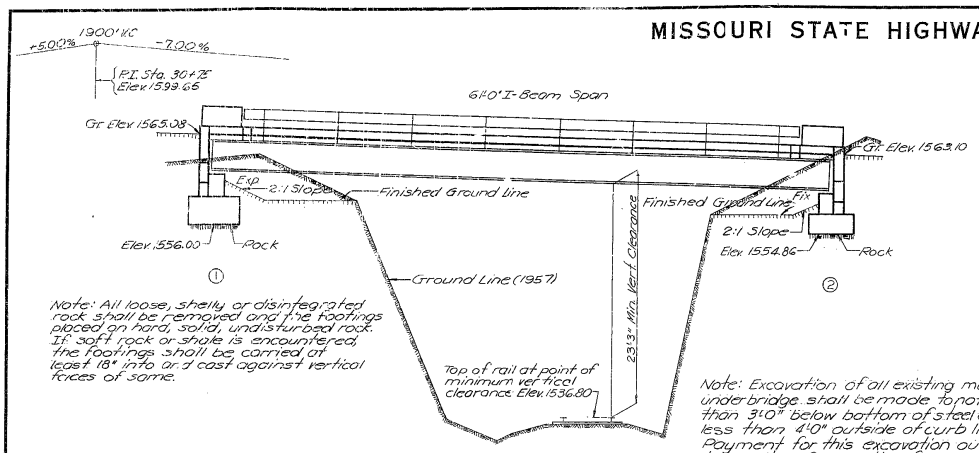
 # OUTFALLS: **INSPECTOR:**
STATUS: **DATE:**
NOTES:

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MISSOURI STATE HIGHWAY DEPARTMENT

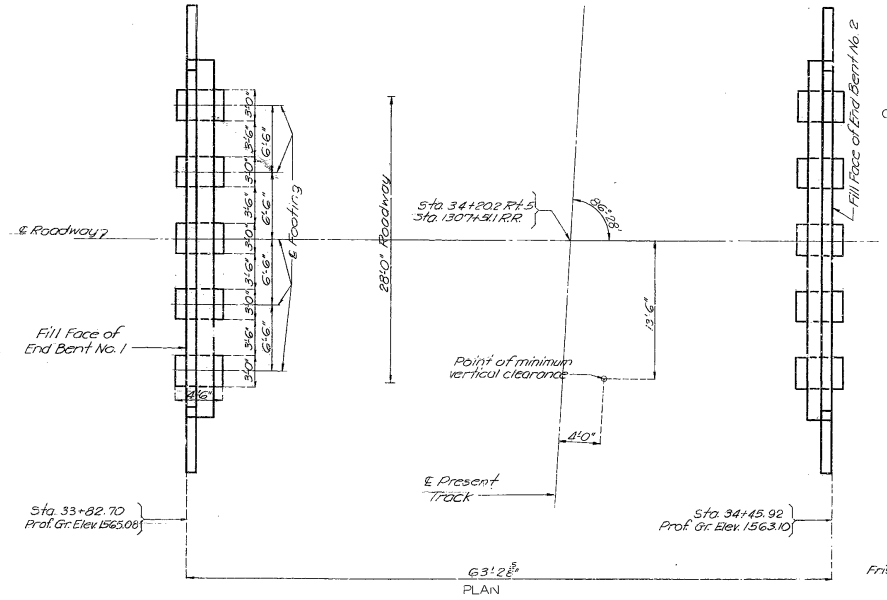
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	MO.		19	20	



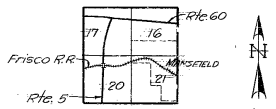
ELEVATION

Note: All loose, shelly or disintegrated rock shall be removed and the footings placed on hard, solid, undisturbed rock. If soft rock or shale is encountered, the footings shall be carried at least 18" into or keyed against vertical faces of same.

Note: Excavation of all existing materials under bridge shall be made to not less than 3'0" below bottom of steel and not less than 4'0" outside of curb lines. Payment for this excavation outside the limits of excavation for substructure will be made at unit contract price for Roadway Excavation.



PLAN

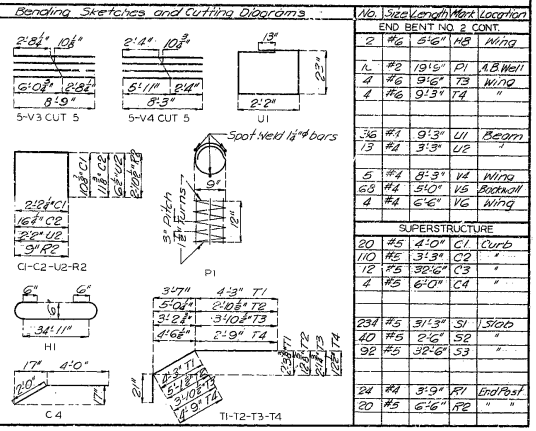


LOCATION SKETCH

COMPLETE BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location
END BENT NO. 1				
6	#6	37'6"	H1	Beam
2	#6	35'0"	H2	"
2	#6	35'3"	H3	Backwall
4	#4	18'3"	H4	"
6	#6	7'9"	H5	Wing
2	#6	6'0"	H6	"
10	#	19'9"	P1	A.B. Well
4	#6	10'3"	T1	Wing
4	#6	9'9"	T2	"
36	#4	9'3"	U1	Beam
13	#4	3'3"	U2	"
68	#4	5'3"	V1	Backwall
4	#4	6'9"	V2	Wing
5	#4	8'9"	V3	"
END BENT NO. 2				
6	#6	37'6"	H1	Beam
2	#6	35'0"	H2	"
2	#6	35'3"	H3	Backwall
4	#4	18'3"	H4	"
6	#6	7'3"	H7	Wing

Bending Sketches and Cutting Diagrams



No.	Size	Length	Mark	Location
END BENT NO. 2 CONT.				
2	#6	5'6"	H8	Wing
2	#2	19'5"	P1	A.B. Well
4	#6	9'6"	T3	Wing
4	#6	9'3"	T4	"
36	#4	9'3"	U1	Beam
13	#4	3'3"	U2	"
5	#4	8'3"	V4	Wing
68	#4	5'0"	V5	Backwall
4	#4	6'6"	V6	Wing
SUPERSTRUCTURE				
20	#5	4'0"	C1	Curb
110	#5	3'3"	C2	"
12	#5	32'6"	C3	"
4	#5	6'0"	C4	"
234	#5	31'3"	S1	Slab
40	#6	2'6"	S2	"
92	#5	32'6"	S3	"
24	#4	3'9"	R1	End Post
20	#5	6'6"	R2	" "

GENERAL NOTES:
Design Specifications A.A.S.H.O. 1953.
Loading H-20-44 (Future wearing surface 15#/sq.)
Structural Steel Stress: 18,000 #/sq.
Reinforcing Steel Stress: 20,000 #/sq.
Concrete Class "B" Stress: 1,200 #/sq.
Concrete for superstructure shall be Class "B-1" air-entrained.

Concrete for substructure shall be Class "B" air-entrained. If the Contractor desires he may use Class "B1" in lieu of Class "B" for concrete in substructure with payment on the basis of Class "B" concrete.
Rivets ⅞"; holes 1⅛" except as noted.
Field connections shall be riveted or if the Contractor desires he may use high tensile steel bolts with carburized washers in place of rivets except for connections noted in handrail details.
If high tensile steel bolts are used they shall be placed in such a manner that the nuts are in the least exposed position.
Paint: Shop, none, Field, contact surfaces of bolted field connections, except where high tensile bolts are used, one coat of red lead and surfaces inaccessible after erection three coats of red lead. All other exposed surfaces, first coat red lead, second coat brown, third coat aluminum. Payment for paint, cleaning and painting such surfaces will be included in the price bid for items painted.
Qualification of welding operators will be required.
Permits must be obtained for all truck loads over legal length.

ESTIMATED QUANTITIES

Item		Substr.	Superstr.	Total
Class 1 Excavation for Structures	Cu. Yds.	160		160
Class "B" Concrete	Cu. Yds.	39.3		39.3
Class "B-1" Concrete	Cu. Yds.		47.4	47.4
* Fabricated Structural Steel	Lbs.		58,750	58,750
Reinforcing Steel	Lbs.	2,730	11,930	14,660
Gray Iron Alloy Castings	Lbs.		1040	1040

Note: All excavation for bridge will be paid for as Class 1 Excavation for Structures.
* Final pay weight for Fabricated Structural Steel will be based on using field rivets except for bolted connections specified for handrail.

B.M. #5 Elev. 1540.64 ± on Rock Ledge 50' Rt. Sta. 34+08.

BRIDGE OVER ST. LOUIS-SAN FRANCISCO R.R.
STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE
ABOUT 0.6 MILE S. OF MANSFIELD
PROJECT NO. FG-360(6) (RTE. 5) **STA.** 33+82.70
WRIGHT **COUNTY**

SUBMITTED BY J. A. Williams BRIDGE ENGINEER DATE 5-12-1958
APPROVED BY Ralph W. Whitton CHIEF ENGINEER DATE 5-12-1958

STD6110R5
A-327

Drawn MAR. 1958 by W.G.S.
Checked Mar. 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions.

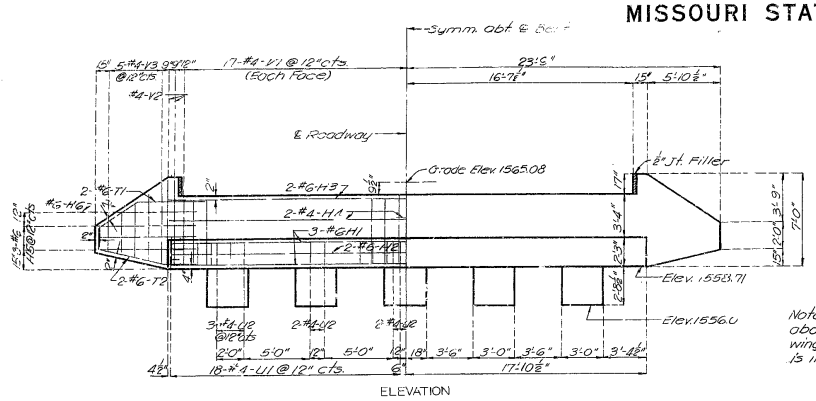
Sheet No. 1 of 5.

SEE FINAL PLANS BROWN-LINES

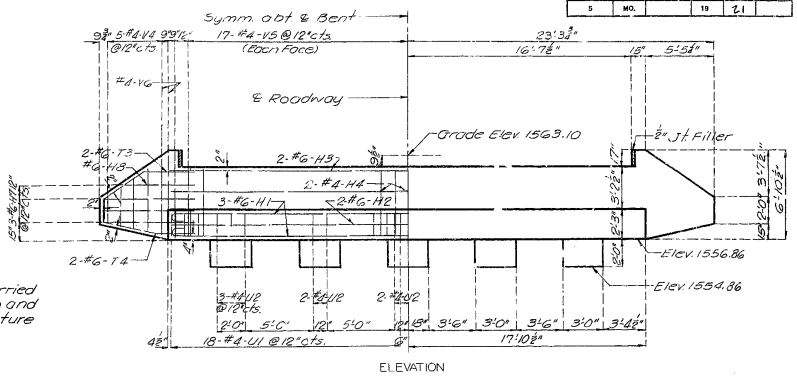
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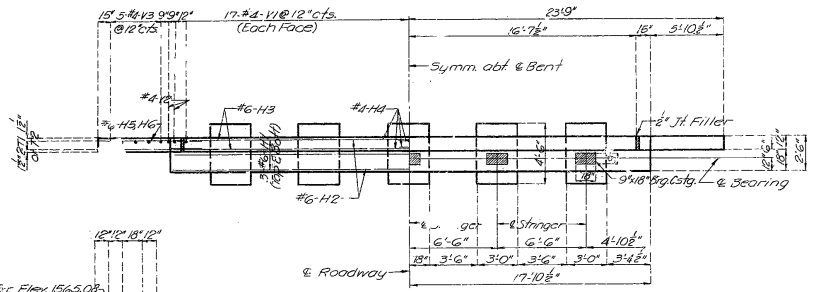
MISSOURI STATE HIGHWAY DEPARTMENT

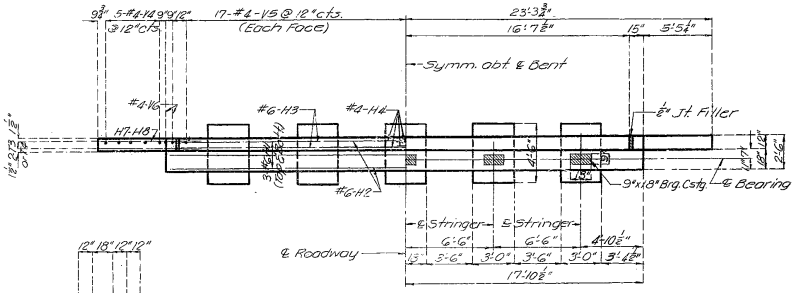
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	2.1	

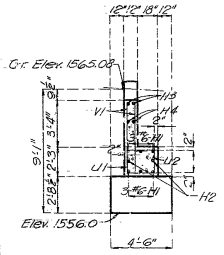


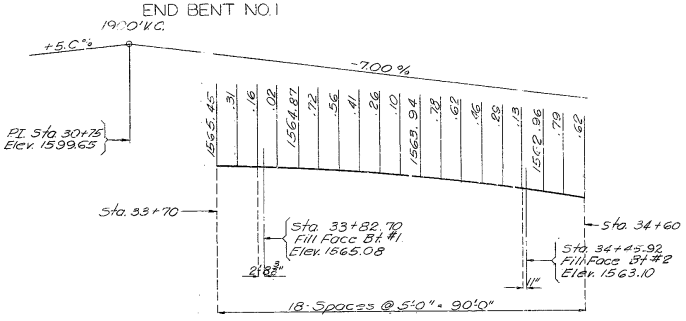
Note: Fill shall not be carried above bottom of beam and wings until superstructure is in place.

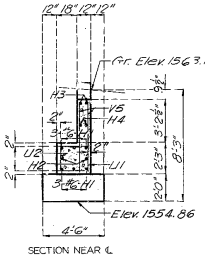












BRIDGE OVER ST. LOUIS - SAN FRANCISCO RR.

STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE

ABOUT 0.6 MILE S. OF MANSFIELD

PROJECT NO. FG-360(6) (RTE.5) **STA.** 33+82.70

WRIGHT **COUNTY**

1,42

Drawn MAR. 1958 by W.G.S.
Checked Mar. 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 2 of 5.

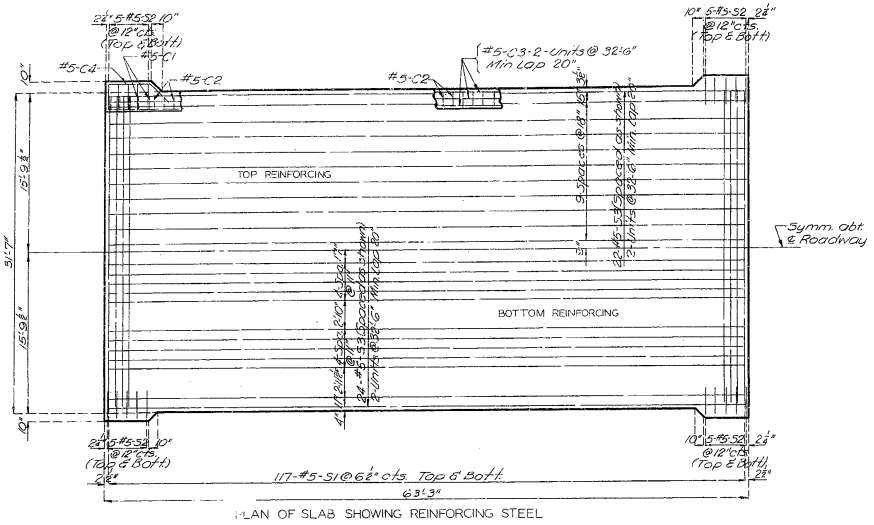
A-327

SEE FINAL PLANS BROWN-LINES

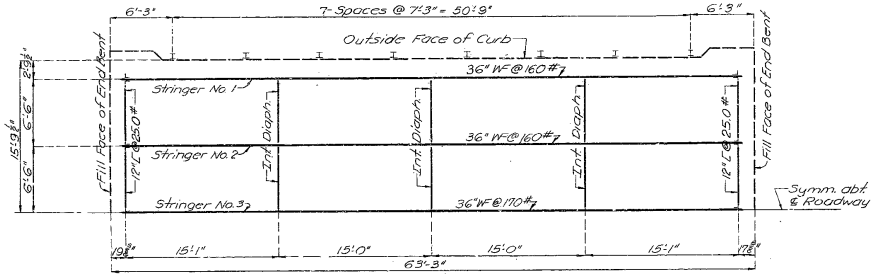
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MISSOURI STATE HIGHWAY DEPARTMENT

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5	MO.		19	22	

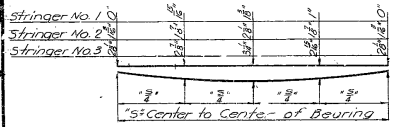


PLAN OF SLAB SHOWING REINFORCING STEEL

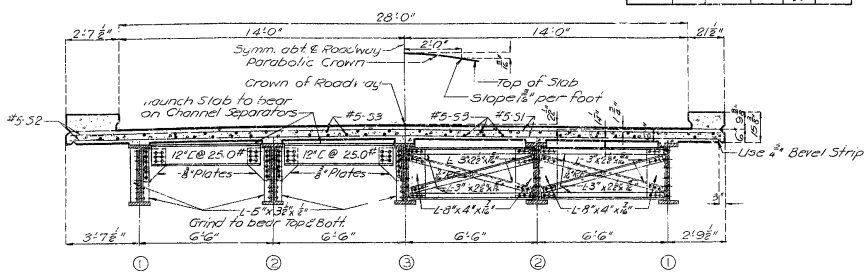


PLAN OF STRUCTURAL STEEL

Note: Dimensions shown are taken along top of beam.

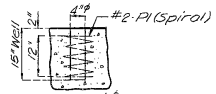


Note: The slab shall be built parallel to grade and to a uniform thickness of 6". Dead load deflection, vertical curve, difference in depth of stringers, and crown shall be taken care of by haunching to strangers, by the amounts shown above. This additional concrete is included in Estimated Quantities.



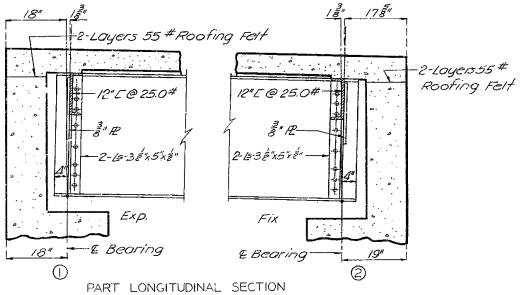
HALF SECTION NEAR END DIAPH. HALF SECTION NEAR INT. DIAPH.

Note: Curbs, to be cast independently of slab. Slab to be constructed to a uniform depth of not less than 6", or if desired, the bottom of slab may be built on chords between tops of haunches at stringers.

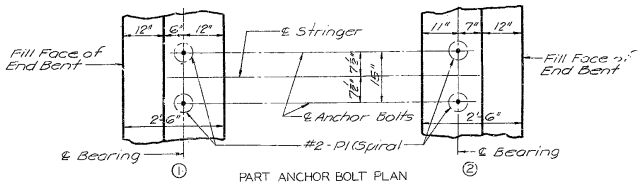


Note: Holes for 1 3/8" anchor bolts shall be formed in substructure by blocking and setting with template 4" ø Wells of depth shown. Grout for anchor bolt wells shall contain Iron Oxide. (Embeco or an approved equivalent)

PART SECTION SHOWING ANCHOR BOLT WELL



PART LONGITUDINAL SECTION



PART ANCHOR BOLT PLAN

BRIDGE OVER ST. LOUIS – SAN FRANCISCO R.R.

STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE

ABOUT 0.6 MILE S. OF MANSFIELD

PROJECT NO. FG-360 (6) (RTE. 5) **STA.** 33+82.90

WRIGHT **COUNTY**

Drawn MAR. 1958 **by** W.G.S

Checked Mar. 1958 **by** M.E.L.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 3 of 5.

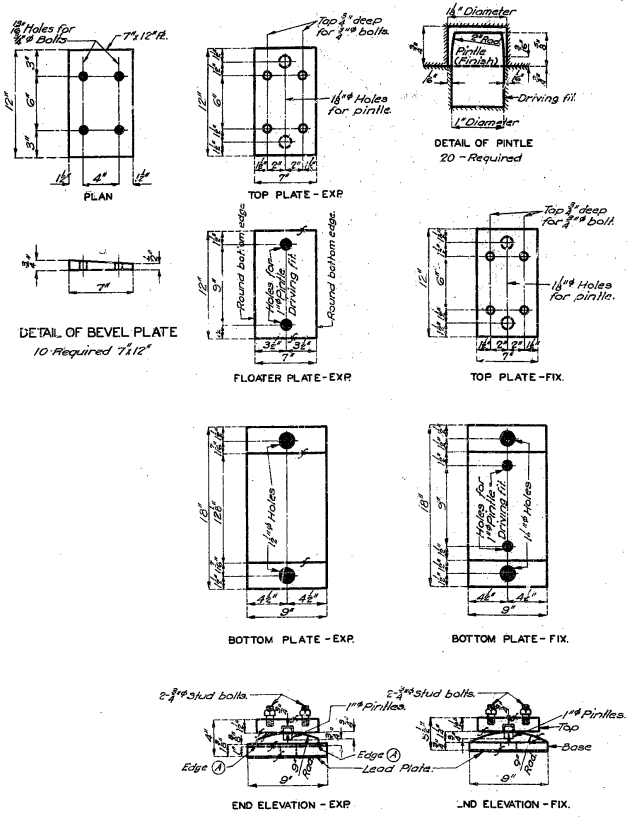
A-327

NO CONSTRUCTION CHANGES

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	4	5



TYPE "B"

Required: 5 Sets. Each set consists of 5 plates each.

GENERAL NOTES:

Finish all surfaces marked "f".
Bearing casting shall be either gray iron alloy or cast steel, but payment will be made as Gray Iron Alloy.
All bolts, nuts, tapered pins and Bevel Plates shall be paid for as Structural Steel.
All lead plates shall be 8# / sq. ft. (Approximately 1/8" thickness.) Cost of lead plates shall be included in price bid for other items.
Anchor bolts shall be 1 1/4" swedged bolts, hex. nuts, no heads, and shall extend 12" into concrete.
Edge (A) to be rounded (1/4" to 3/8" Radius).

DETAILS OF BEARING CASTINGS

BRIDGE OVER ST. LOUIS - SAN FRANCISCO R.R.

STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE

ABOUT 0.6 MILE S. OF MANSFIELD

PROJECT NO. FG-360(6) (RTE. 5) STA. 3382.70 FINISHED

WRIGHT COUNTY

A-327

Assembled March 1958 by W.G.S. & J.H.K.
Checked March 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 4 of 5.

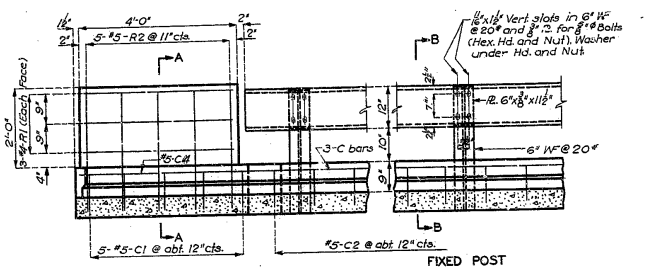
NO CONSTRUCTION CHANGES

144

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

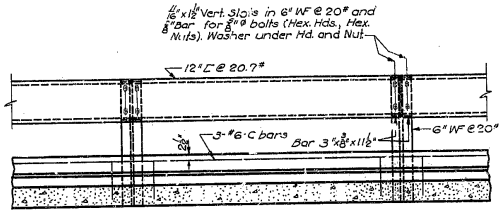
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE NO.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5			19	24	

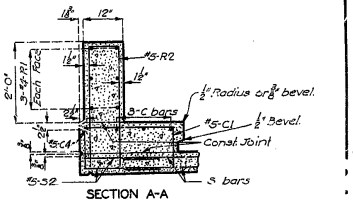


FIXED POST

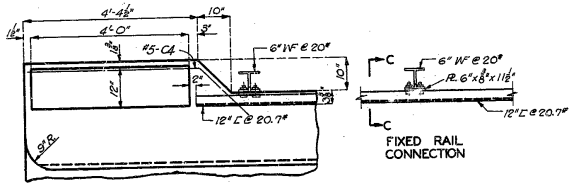
Note: C2 bars in curb to be spaced at abt. 12" cts. from end post to end post



FIXED POST SPLICE POST

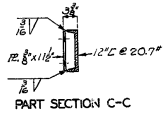


SECTION A-A

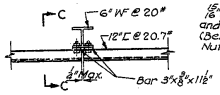


PLAN OF END POST

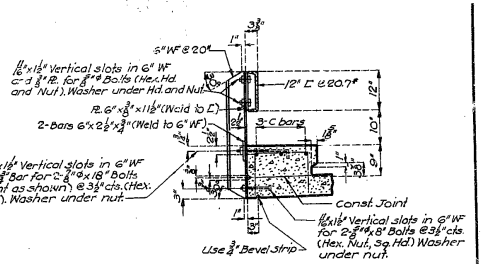
FIXED RAIL CONNECTION



PART SECTION C-C



RAIL SPLICE



⅛"x1⅛" Vertical slots in 6" WF and ⅞" Bar for 2-⅞"x18" Bolts (Bent as shown) @ 3½" cts. (Hex. Nut). Washer under nut.

⅛"x1⅛" Vertical slots in 6" WF c'd ⅞" Pl. for ⅞" ø Bolts (Hex. Hd. and Nut). Washer under Hd. and Nut.

Pl. 6"x⅜"x11½" (Weld to L).

⅛"x1⅛" Vertical slots in 6" WF for 2-⅞" ø x 8" Bolts @ 3½" cts. (Hex. Nut, Sq. Hd.) Washer under nut.

SECTION B-B

Note: Channel rail to be adjusted for horizontal alignment by use of full size metal shims placed between 6" WF and connection Pl. shims of ⅛" & ¼" thickness to be furnished with structural steel. Cost of shims to be included in price bid for other items.

GENERAL NOTES:

All concrete to be class "B" f. See design plans. Top of curbs and end posts to be built parallel to grade. Vertical faces of end posts to be vertical. All exposed edges of end posts to be beveled ½". 6" WF posts to be set normal to grade. 12" L rails shall be fabricated to conform to horizontal and vertical alignment of curb.

BRIDGE OVER ST. LOUIS-SAN FRANCISCO R. R.

STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE

ABOUT 0.6 MILE S. OF MANSFIELD

PROJECT NO. FG-360(6) (RTE. 5) STA. 33+82.70

WRIGHT COUNTY

A-327

DRAWN March 1958 by W.G.S. & J.H.K.
TRACED
CHECKED March 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions

Sheet No. 5 of 5.

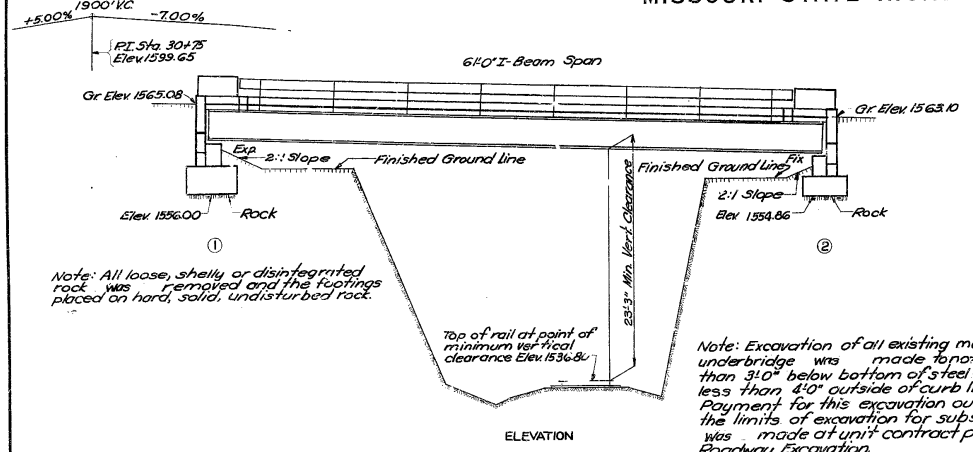
NO CONSTRUCTION CHANGES

125

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

MISSOURI STATE HIGHWAY DEPARTMENT

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5	NO.		19	20	



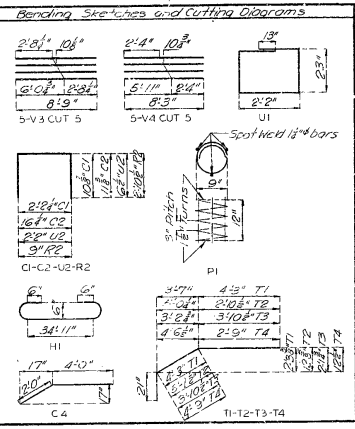
Note: All loose, shelly or disintegrated rock was removed and the footings placed on hard, solid, undisturbed rock.

Note: Excavation of all existing materials underbridge was made to not less than 3'-0" below bottom of steel and not less than 4'-0" outside of curb lines. Payment for this excavation outside the limits of excavation for substructure was made at unit contract price for Roadway Excavation.

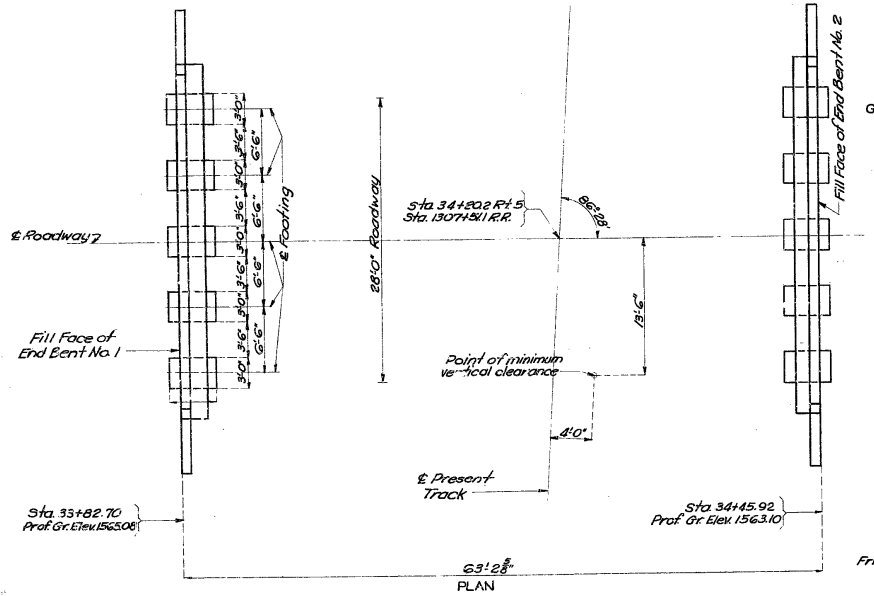
COMPLETE BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location
END BENT NO. 1				
6	#6	37'-6"	H1	Beam
2	#6	35'-0"	H2	"
2	#6	35'-3"	H3	Backwall
4	#4	18'-3"	H4	"
6	#6	7'-9"	H5	Wing
2	#6	6'-0"	H6	"
10	#2	15'-9"	P1	A.B.Wall
4	#6	10'-3"	T1	Wing
4	#6	9'-9"	T2	"
36	#4	9'-3"	U1	Beam
13	#4	3'-3"	U2	"
68	#4	5'-3"	V1	Backwall
4	#4	6'-9"	V2	Wing
6	#4	8'-9"	V3	"
END BENT NO. 2				
6	#6	37'-6"	H1	Beam
2	#6	35'-0"	H2	"
2	#6	35'-3"	H3	Backwall
4	#4	18'-3"	H4	"
6	#6	7'-3"	H7	Wing

Bending Sketches and Cutting Diagrams



No.	Size	Length	Mark	Location
END BENT NO. 2 CONT.				
2	#6	5'-6"	H8	Wing
10	#2	19'-9"	P1	A.B.Wall
4	#6	9'-6"	T3	Wing
4	#6	9'-3"	T4	"
36	#4	9'-3"	U1	Beam
13	#4	3'-3"	U2	"
5	#4	8'-3"	V4	Wing
68	#4	5'-0"	V5	Backwall
4	#4	6'-6"	V6	Wing
SUPERSTRUCTURE				
20	#5	4'-0"	C1	Curb
110	#5	3'-3"	C2	"
12	#5	52'-6"	C3	"
4	#5	6'-0"	C4	"
234	#5	9'-3"	S1	Slab
40	#5	2'-6"	S2	"
92	#5	32'-6"	S3	"
24	#4	3'-9"	R1	End Post
20	#5	6'-6"	R2	" "



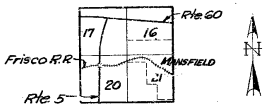
GENERAL NOTES:
Design Specifications A.A.S.H.O. 1953.
Loading H-20-44 (Future wearing surface 15#/sq.ft.)
Structural Steel Stress: 18,000 #/sq.in.
Reinforcing Steel Stress: 20,000 #/sq.in.
Concrete Class "B" Stress: 1,200 #/sq.in.
Concrete for superstructure was Class "B-1" air-entrained.
Concrete for substructure was Class "B" air-entrained.

FINAL QUANTITIES

Item		Substr.	Superstr.	Total
Class 1 Excavation for Structures	Cu. Yds.	154.0		154.0
Class "B" Concrete	Cu. Yds.	39.3		39.3
Class "B-1" Concrete	Cu. Yds.		47.4	47.4
* Fabricated Structural Steel	Lbs.		58,180	58,180
Reinforcing Steel	Lbs.	2,730	11,930	14,660
Gray Iron Alloy Castings	Lbs.		1,040	1,040

Note: All excavation for bridge was paid for as Class 1 Excavation for Structures.
* Final pay weight for Fabricated Structural Steel based on using field rivets except for bolted connections specified for handrail.

High tensile steel bolts were used. They were placed in such a manner that the nuts are in the least exposed position.
Paint: Shop, none; Field, contact surfaces of bolted field connections, except where high tensile bolts are used, one coat of red lead and surfaces inaccessible after erection, three coats of red lead. All other exposed surfaces, first coat red lead, second coat brown, third coat aluminum. Payment for paint, cleaning and painting such surfaces was included in the price bid for items painted.
Qualification of welding operators was required.
Permits were obtained for all truck loads over legal length.



B.M. #5 Elev. 1540.64 "X" on Rock Ledge 50' Rt. Sta. 34+08
B.M. #5A Elev. 1563.71 "X" E. End Bent 2, Bridge Sta. 33+82.70

BRIDGE OVER ST. LOUIS-SAN FRANCISCO R.R.
STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE
ABOUT 0.6 MILE S. OF MANSFIELD
PROJECT NO. FG-360(6) (RTE. 5) STA. 33+82.70
WRIGHT COUNTY

SUBMITTED BY J. A. Williams BRIDGE ENGINEER DATE 5-12-1958
APPROVED BY R. H. Whitten CHIEF ENGINEER DATE 5-12-1958

STDG1105
A-327

Drawn MAR. 1958 by W.G.S.
Checked Mar. 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions.

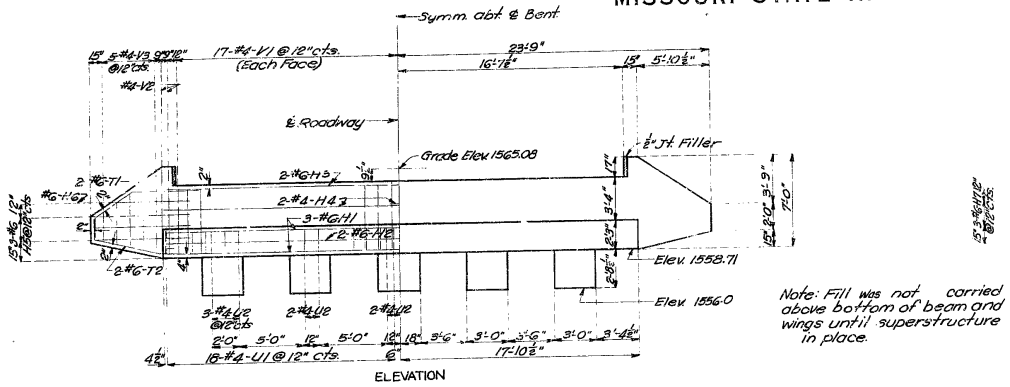
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FINAL PLANS

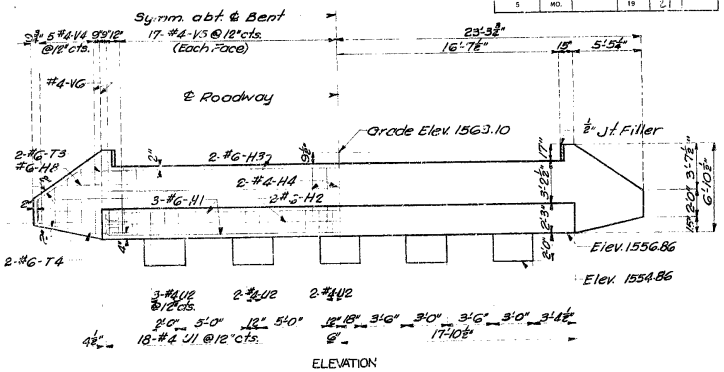
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	21	

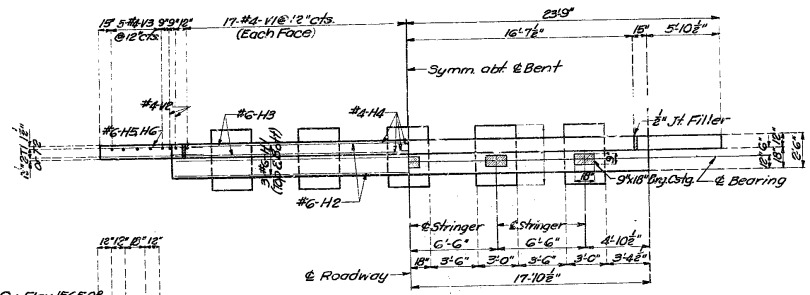


ELEVATION

Note: Fill was not carried above bottom of beam and wings until superstructure in place.

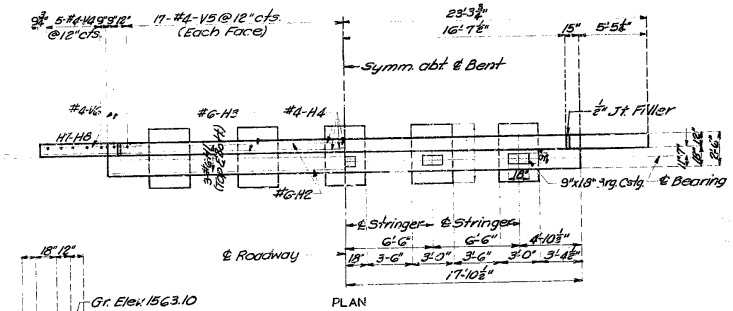


ELEVATION



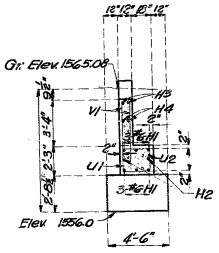
PLAN

END BENT NO. 1

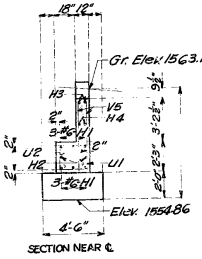


PLAN

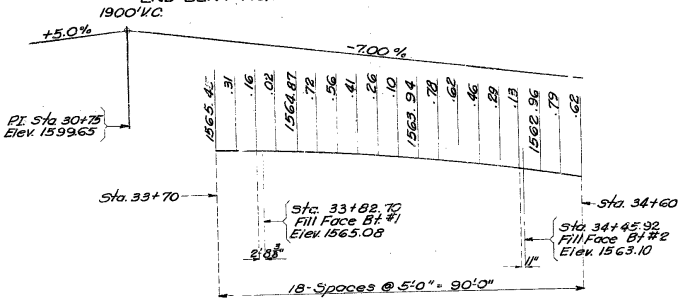
END BENT NO. 2



SECTION NEAR ℄



SECTION NEAR ℄



GRADE ELEVATION ALONG ℄ ROADWAY

BRIDGE OVER ST. LOUIS-SAN FRANCISCO RR.

STATE ROAD FROM RTE. 60 WEST OF MANSFIELD SOUTH TO DOUGLAS CO. LINE

ABOUT 0.6 MILE S. OF MANSFIELD

PROJECT NO. FG-360(6) (KTES) STA. 33+82.70

WRIGHT COUNTY

A-327

Drawn MAR 1958 by W.G.S.

Checked Mar. 1958 by M.E.L.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 2A of 2

FINAL PLANS

167

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

Missouri Department of Transportation
State Bridge Inspection Report

August 18, 2026
1:52:47PM

COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 5511** **BRIDGE: J0754**

GENERAL STRUCTURE INFORMATION

ROUTE:	MO5S	**# SPANS:**	7	**PLACE CODE:**	30664 HART
FEATURE:	WOODS FK	**LANES ON:**	2	**LENGTH:**	363 FT 0 IN
STATUS:	A-OPEN	**LANES UNDER:**	0	**MAXIMUM SPAN:**	52 FT 6 IN
LOG MILE:	286.798	**COMPASS DIRECTION:**	NORTH to SOUTH	**APPROACH ROADWAY:**	20 FT 0 IN
DETOUR:	26.00 MILES	**DIRECTION OF TRAFFIC:**	2-WAY TRAF	**CURB TO CURB:**	22 FT 0 IN
NHS:	NO	**FUNCTIONAL CLASS:**	RL-MINOR ARTERIAL	**OUT TO OUT:**	25 FT 11 IN
BUILT:	1931	**NBI OWNER:**	MODOT	**AADT:**	2170
REHAB:		**NBI MAINTAINED:**	MODOT	**AADT YEAR:**	2024
LOCATION:	S 6 T 29 R 14 W	**MAINTENANCE DISTRICT:**	SE	**AADT TRUCK:**	12.5%
LATITUDE:	37 14 44.04 (DMS)	**MAINTENANCE COUNTY:**	WRIGHT	**FUTURE AADT:**	3689
LONGITUDE:	92 30 30.22 (DMS)	**SUB AREA:**	7H21	**FUTURE AADT YEAR:**	2044

BRIDGE INSPECTION INFORMATION

DATE: 02/27/2025 **RESPONSIBILITY:** DISTRICT
FREQUENCY: 12 **CALCULATED INTERVAL**:** 12
TEAM LEADER: STEVE RIGHTNOWAR **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

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 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.

INDEPTH INSPECTION COMMENTS

SPECIAL INSPECTION INFORMATION

DATE: 07/18/2024 **RESPONSIBILITY:** BRIDGEDIV **CATEGORY:** QUALITY ASSURANCE
FREQUENCY: 999 **CALCULATED INTERVAL**:** **NBI:** NO
TEAM LEADER: KEVIN RAITHEL **INSPECTOR 3:** **METHOD:**
INSPECTOR 2: **INSPECTOR 4:**

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

SPECIAL INSPECTION COMMENTS

(RAITHK, 07/29/2024)--USING THE FIELD VERIFICATION MODEL (FVM) - AS A THIRD PARTY INSPECTOR, I TOOK THE PREVIOUS INSP REPORT INTO THE FIELD AND VERIFIED THOROUGHNESS OF REPORT WITH ASSIGNED CONDITION AND APPRAISAL RATINGS

UNDERWATER INSPECTION INFORMATION

DATE: 07/27/2022 **RESPONSIBILITY:** DIVETEAM **CATEGORY:** DEEP-WADE
FREQUENCY: 60 **CALCULATED INTERVAL**:** 48 **NBI:** YES
TEAM LEADER: TERRY L SHUNAMON **INSPECTOR 3:** JESSE ELSEMAN **METHOD:** PROBE, BOAT, DEPTHSOUND
INSPECTOR 2: ADAM ZENTZ **INSPECTOR 4:**

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

UNDERWATER INSPECTION COMMENTS

OTHER SPECIAL INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
07/27/2022	72	CHANNEL CROSS SECTIONS	NO	108	DISTRICT	MEAS ROD
09/13/2017	999	DECK	NO		DISTRICT	VISUAL

OTHER UNDERWATER INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD

DistrictAbbr = SE and Design_No = J0754

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Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 5511** **BRIDGE: J0754**

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, 08/14/2008)--(47'-52'-52'-52'-52'-52'-52') SMP DECK GDR SPANS

[ITEM 58] DECK: 5-FAIR CONDITION
RATING : 02/01/2006
COMMENTS: (DENNIB1, 02/18/2020)--SATURATION
(RAITHK, 07/29/2024)--QCQA 2024 RECOMMENDS RATING 4 DUE TO THE SUPER RATING

[ITEM 59] SUPER: 4-POOR CONDITION
RATING : 02/21/2024
COMMENTS: (SHRUBM1, 02/17/2012)--CRACKING
(BRAWLK1, 02/21/2024)--EXPOSED REBAR

[ITEM 60] SUB: 4-POOR CONDITION
RATING : 02/21/2024
COMMENTS: (SHRUBM1, 02/17/2012)--CRACKING & EXPOSED REBAR

[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE
RATING : 08/01/2022
COMMENTS: (BOWDEJ1, 12/31/2003)--MINOR SLOPE EROSION
(SHUNAT1, 08/01/2022)--HEAVY DRIFT HABITUALLY RESTRICTING FLOW

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED
RATING : 05/18/2001
EVALUATION TYPE :
COMMENTS:

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

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

RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS

[ITEM 36A] BRIDGE RAILING RATING: *MEETS CURRENT STANDARDS-1* ***RATING :*** *02/18/2020* ***COMMENTS:***

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	THRIE BEAM	BOTH	

[ITEM 36B] TRANSITION RAILING RATING: *MEETS CURRENT STANDARDS-1* ***RATING :*** *02/18/2020* ***COMMENTS:***

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	THRIE BEAM TO W-BEAM		

[ITEM 36C] APPROACH RAILING RATING: *MEETS CURRENT STANDARDS-1* ***RATING :*** *02/28/2022* ***COMMENTS:***

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	W-BEAM		

[ITEM 36D] RAIL END TREATMENT RATING: *MEETS CURRENT STANDARDS-1* ***RATING :*** *02/28/2022* ***COMMENTS:***

DistrictAbbr = SE and Design_No = J0754

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COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 5511** **BRIDGE: J0754**

MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
GALVANIZED STEEL	BREKAWAY SYSTEM		

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

MATERIAL	CONSTRUCTION	DIRECTION	CONDITION*	COMMENTS
ASPHALT	BITUMINOUS MAT	BOTH		

DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS

DECK PROTECTIVE COMPONENTS:

SERIES TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	THICKNESS	YEAR APPLIED	MANUFACTURE	OVERALL CONDITION
MAIN SERIES-1	*WEARING SURFACE*	*ASPHALT*	*BITUMINOUS MAT*	*1 IN*	*2019*		*GOOD*
	DECK PROTECTION	*NOTAPPLICABLE*	*NONE*				
	MEMBRANE	*LIQUID SEALANT*	*BUILT-UP*				

DRAINAGE COMPONENTS:

COMPONENT	MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
DRAINAGE	*REINFORCED CONCRETE*	*CURB OUTLET*		

EXPANSION DEVICE COMPONENTS:

SUB UNIT-#	SUB LABEL	COMPONENT	MATERIAL	CONSTRUCTION	GAP	YEAR APPLIED	MANUFACTURE	OVERALL CONDITION

BANK/SLOPE PROTECTION COMPONENTS:

COMPONENT	MATERIAL	CONSTRUCTION	DIRECTION	COMMENTS
BANK PROTECTION	*ROCK*	*RIP RAP*	*BOTH*	

DECK COMPONENTS

SPAN TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	COMMENTS
MAIN SPANS-1	*DECK*	*REINFORCED CONCRETE*	*CAST-IN-PLACE*	

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SATURATION	THROUGHOUT		MINOR	20 %	
SCALING	THROUGHOUT		MEDIUM		

SPAN TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	COMMENTS
MAIN SPANS-2	*DECK*	*REINFORCED CONCRETE*	*CAST-IN-PLACE*	

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SCALING	THROUGHOUT		MEDIUM		

SPAN TYPE-#	COMPONENT	MATERIAL	CONSTRUCTION	COMMENTS
MAIN SPANS-3	*DECK*	*REINFORCED CONCRETE*	*CAST-IN-PLACE*	

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SCALING	THROUGHOUT		MEDIUM		

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MAIN SPANS-4 *DECK* *REINFORCED CONCRETE* *CAST-IN-PLACE*

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SCALING	THROUGHOUT		MEDIUM		

MAIN SPANS-5 *DECK* *REINFORCED CONCRETE* *CAST-IN-PLACE*

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SCALING	THROUGHOUT		MEDIUM		

MAIN SPANS-6 *DECK* *REINFORCED CONCRETE* *CAST-IN-PLACE*

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SCALING	THROUGHOUT		MEDIUM		

MAIN SPANS-7 *DECK* *REINFORCED CONCRETE* *CAST-IN-PLACE*

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
SATURATION	THROUGHOUT		MINOR		
SCALING	THROUGHOUT		MEDIUM		

SUPERSTRUCTURE COMPONENTS

SERIES TYPE-#	SPAN TYPE	MATERIAL	CONSTRUCTION	LABEL	COMMENTS
MAIN SERIES-1	*SIMPLE SPAN*	*REINFORCED CONCRETE*	*DECK GIR*		*(BOWDEJ1, 12/31/2003)--SEVERAL GDR ENDS CRKD & SAT - REPRD 6 DK ENDS 1985 & 7 ENDS 12/94*

SPAN	COMPOSITE INDICATOR	LENGTH	WEATHERING STEEL	COMMENTS
MAIN SPANS-1	NON-COMPOSITE	47 FT 6 IN	NO	(DENNIB1, 02/20/2014)--PINS IN PLACE TO KEEP SPAN #1 FROM MOVING NORTH

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

SPAN	COMPOSITE INDICATOR	LENGTH	WEATHERING STEEL
MAIN SPANS-2	NON-COMPOSITE	52 FT 6 IN	NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
DETERIORATION	EXTERIOR GIRDERS		MINOR		
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

SPAN	COMPOSITE INDICATOR	LENGTH	WEATHERING STEEL
MAIN SPANS-3	NON-COMPOSITE	52 FT 6 IN	NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

SPAN	COMPOSITE INDICATOR	LENGTH	WEATHERING STEEL
MAIN SPANS-4	NON-COMPOSITE	52 FT 6 IN	NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

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MAIN SPANS-5 NON-COMPOSITE 52 FT 6 IN NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
REBAR EXPOSED	ENDS		MINOR		
SATURATION	EXTERIOR GIRDERS		MINOR		
SPALLS	THROUGHOUT		MODERATE		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

MAIN SPANS-6 NON-COMPOSITE 52 FT 6 IN NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

MAIN SPANS-7 NON-COMPOSITE 52 FT 6 IN NO

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
DELAMINATION	MID SPAN		MODERATE		
EFFLORESCENCE	EXTERIOR GIRDERS		FEW		
SATURATION	EXTERIOR GIRDERS		MINOR		
VERTICAL CRACKS	DIAPHRAGMS		MINOR		
VERTICAL CRACKS	EXTERIOR GIRDERS		FEW		

SUBSTRUCTURE COMPONENTS

SUBSTRUCTURE	SKEW	LENGTH	MATERIAL	CONSTRUCTION	LABEL	COMMENTS
ABUTMENT-1		*25 FT 0 IN*	*REINFORCED CONCRETE*	*OPEN CONCRETE*		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

ASSOCIATED COMPONENT	MATERIAL	CONSTRUCTION
BACKWALL	REINFORCED CONCRETE	CAST-IN-PLACE
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE
FOOTING	REINFORCED CONCRETE	SPREAD
STRAIGHT WINGS	REINFORCED CONCRETE	CAST-IN-PLACE
FIXED BEARING	STEEL	FLAT PLATE

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
VERTICAL CRACKS	THROUGHOUT		FEW		

SUBSTRUCTURE	SKEW	LENGTH	MATERIAL	CONSTRUCTION	LABEL	COMMENTS
BENT-2		*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

ASSOCIATED COMPONENT	MATERIAL	CONSTRUCTION
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
HORIZONTAL CRACKS	THROUGHOUT		FEW		
VERTICAL CRACKS	THROUGHOUT		FEW		

CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
VERTICAL CRACKS	TOP		FEW		

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FOOTING		REINFORCED CONCRETE	SPREAD			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING		STEEL	FLAT PLATE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
BENT-3	*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ASSOCIATED COMPONENT		***MATERIAL***	***CONSTRUCTION***			
BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
DETERIORATION		ENDS		MODERATE		
HORIZONTAL CRACKS		THROUGHOUT		FEW		
LEACHING		THROUGHOUT		MINOR		
VERTICAL CRACKS		THROUGHOUT		FEW		
COLUMN		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
REBAR EXPOSED		THROUGHOUT		MODERATE		
REBAR SECTION LOSS		THROUGHOUT		INITIAL		
SPALLS		THROUGHOUT		MODERATE		
FOOTING		REINFORCED CONCRETE	SPREAD			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING		STEEL	FLAT PLATE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
BENT-4	*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ASSOCIATED COMPONENT		***MATERIAL***	***CONSTRUCTION***			
BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
HORIZONTAL CRACKS		THROUGHOUT		FEW		
LEACHING		THROUGHOUT		MINOR		
COLUMN		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
REBAR EXPOSED		THROUGHOUT		MODERATE		
REBAR SECTION LOSS		THROUGHOUT		INITIAL		
SPALLS		TOP		MODERATE		
VERTICAL CRACKS		TOP		OPEN		
FOOTING		REINFORCED CONCRETE	SPREAD			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM		REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING		STEEL	FLAT PLATE			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
BENT-5	*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*			
CONDITION		***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ASSOCIATED COMPONENT		***MATERIAL***	***CONSTRUCTION***			
BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			

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CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
HORIZONTAL CRACKS	THROUGHOUT		FEW		
LEACHING	THROUGHOUT		MINOR		
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
REBAR EXPOSED	THROUGHOUT		MODERATE		
REBAR SECTION LOSS	THROUGHOUT		INITIAL		
SPALLS	THROUGHOUT		MODERATE		
VERTICAL CRACKS	TOP		OPEN		
FOOTING	REINFORCED CONCRETE	SPREAD			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING	STEEL	FLAT PLATE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
BENT-6	*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*		
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ASSOCIATED COMPONENT	***MATERIAL***	***CONSTRUCTION***			
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
HORIZONTAL CRACKS	THROUGHOUT		FEW		
LEACHING	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		FEW		
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FOOTING	REINFORCED CONCRETE	SPREAD			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING	STEEL	FLAT PLATE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
BENT-7	*23 FT 6 IN*	*REINFORCED CONCRETE*	*MULTIPLE COLUMN*		
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ASSOCIATED COMPONENT	***MATERIAL***	***CONSTRUCTION***			
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
LEACHING	THROUGHOUT		MINOR		
VERTICAL CRACKS	ENDS		FEW		
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
VERTICAL CRACKS	THROUGHOUT		MODERATE		
FOOTING	REINFORCED CONCRETE	SPREAD			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
TIE BEAM	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
FIXED BEARING	STEEL	FLAT PLATE			
CONDITION	***LOCATION 1***	***LOCATION 2***	***SEVERITY***	***MEASUREMENT***	***COMMENT***
ABUTMENT-8	*25 FT 0 IN*	*REINFORCED CONCRETE*	*OPEN CONCRETE*		

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.

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CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
ASSOCIATED COMPONENT	MATERIAL	CONSTRUCTION			
BACKWALL	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
VERTICAL CRACKS	THROUGHOUT		FEW		
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
FOOTING	REINFORCED CONCRETE	SPREAD			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
STRAIGHT WINGS	REINFORCED CONCRETE	CAST-IN-PLACE			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT
FIXED BEARING	STEEL	FLAT PLATE			
CONDITION	LOCATION 1	LOCATION 2	SEVERITY	MEASUREMENT	COMMENT

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.

VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT

CLEARANCES UNDER BRIDGE

**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID

VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT

STRUCTURE PAINT INFORMATION

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Missouri Department of Transportation
State Bridge Inspection Report

August 18, 2026
1:52:47PM

COUNTY: WRIGHT **DISTRICT: SE** **CLASS: STATBR** **FED-ID: 5511** **BRIDGE: J0754**

CONDITION: **RUST AMOUNT :** **STEEL TONS :** 0

ORIGINAL PAINT	CONTRACT REPAINT	DEPARTMENT REPAINT	
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:

RESPONSIBILITY	*LOCATION*	*ITEM*	*CATEGORY*	*PRIORITY*	*DATE*	*WORK ITEM COMMENT*
REGIONAL	SUPER-GIRDERS	REPAIR GIRDER ENDS	SUPERSTRUCTURE	2	07/18/2024	
REGIONAL	ABUTMENT-COLUMN	REPAIR COLUMN OR SHAFT	SUBSTRUCTURE	2	02/27/2025	(BRAWLK1, 02/27/2025)--REPAIR COLUMN @ BENT 2,3,4 COLUMNS ARE IN WATER

UTILITY ATTACHMENTS

UTILITY	*OWNER*	*METHOD*	*MEASUREMENT TYPE*	*VALUE*	*NUMBER*	*UTILITY ATTACHMENT COMMENT*
OTHER		ENCASED			1	(BOWDEJ1, 12/31/2003)--USGS SURVEY MARKER @ NW WING

PROGRAM NOTES INFORMATION

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT

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.

Rated Item	Rating	Rating Date
[Item 67] Structure Evaluation Rating:	4-MEETS MINIMUM TOLERABLE	2/26/2024
[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	2/26/2024
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	39.5%	7/16/2025
Deficiency:	STRUCTURAL	7/16/2025
Funding Eligibility:	FULL	----
Estimated New Structure Length:	394 FT.	----
Estimated Structure Cost:	$2,521,206	----
Estimated Total Project Cost:	$3,781,809	----
Year of Cost Estimate:	2026	----

NOTE: The above structure length and cost estimates are computer generated using algorithims in the TMS system. These algorithims 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			

OUTFALL INSPECTION INFORMATION

 # OUTFALLS: **INSPECTOR:**
STATUS: **DATE:**
NOTES:

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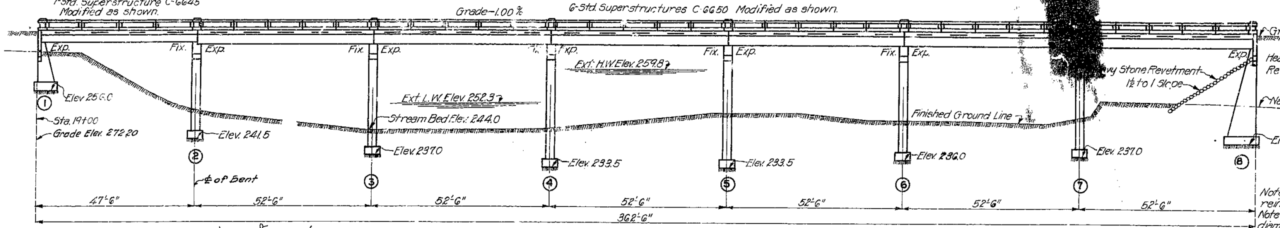
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This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
0	MO.	R5-584B	19		2

Note:- For detail of handrail and curb see Std. C-6502. For span (1-2) see 45'R, for Span (7-8) see 50'C" and for int. spans see 50"B".

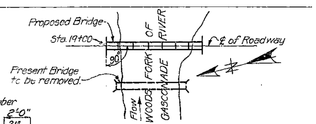


GENERAL ELEVATION

Note: Carry all footings at least 18" into shale or other soft rock or 6" into solid hard rock.

Note: Banks to be maintained during construction or restored to natural position.

Note:- For additional bill of reinforcing steel see Sheet No. 2.
Note: Reinforcing bars ¾" or over in diameter, which are bent to an angle greater than 90°, shall be of structural grade.

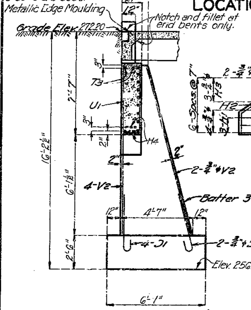


LOCATION SKETCH

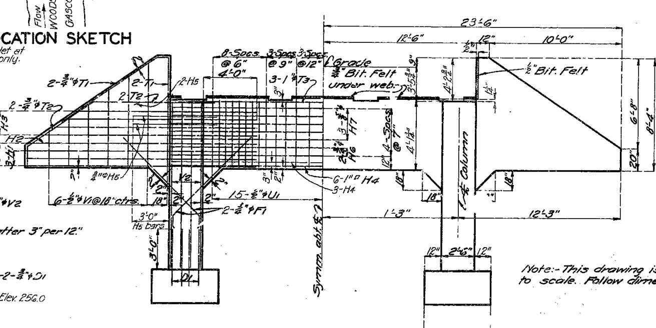
Note: Excavation required to place superstructure allowing 4'-0" below bottom of girders and 4'-0" outside of curb lines will be paid for at unit price bid for roadway excavation.

Note:- Space back and front of bearing plates and space between top of bent and bottom of girder webs to be left open to depth of plates.

Note: Omit temporary timber header as shown on Stds. C-6645 & C-6650. Metallic Edge Moulding.



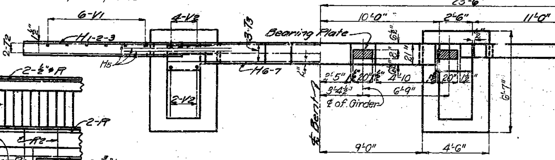
SECTION AT ℄



ELEVATION

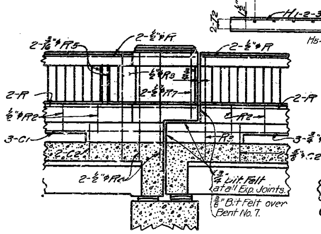
Note:- This drawing is not to scale. Follow dimensions.

Note:- Space back and front and 1½" each side of bearing plates to be left open to depth of plates.

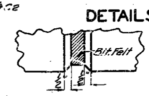


PLAN

DETAILS OF END BENT NO. 1

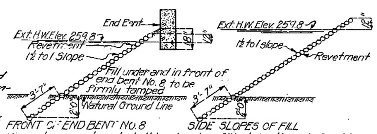


SECTION THRU EXPANSION JOINT



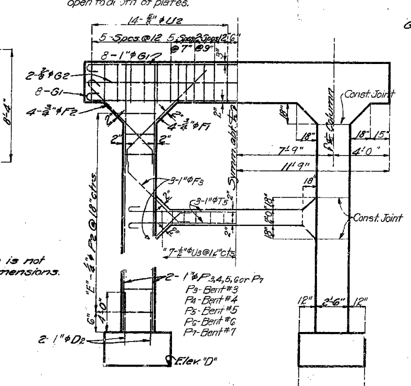
Note:- Use bevel as shown for exposed faces of all joints consisting of bituminous felt except at top surface of roadway slab. Use edging tool at top surface of roadway each side of felt joint.

DETAIL OF BEVEL FOR BIT. FELT JOINTS

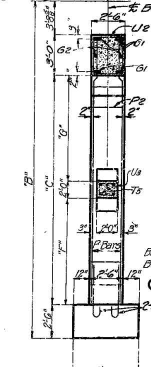


Heavy stone revetment shall be placed on fill at South end of bridge as shown in sketches. Approximately 230 sq. yds. of heavy stone revetment work included in road contract.

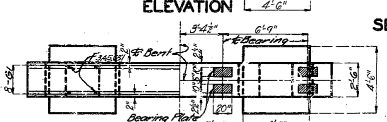
HEAVY STONE REVETMENT SKETCHES



ELEVATION



SECTION AT ℄



PLAN

DETAILS OF INTERMEDIATE BENTS NO. 3, 4, 5, 6 & 7.

BENT DIMENSIONS

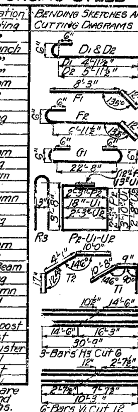
Bent No.	Grade Elev. "A"	Footing Elev. "D"	"B"	"C"	No. of "E" Bars	"F"	"G"
3	271.20	237.0	34'-2⅜"	24'-11⅞"	17	11'-6"	11'-5⅜"
4	270.68	233.5	37'-2½"	27'-1⅛"	19	13'-0"	12'-11⅜"
5	270.15	233.5	36'-7¾"	27'-5⅝"	18	13'-0"	12'-5⅝"
6	269.63	236.0	33'-7½"	24'-4⅛"	16	11'-6"	10'-10⅜"
7	269.10	237.0	32'-..."	22'-10⅜"	15	10'-6"	10'-4⅛"

BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location
24	¾"Φ	6'-3"	D1	Footing
48	1"Φ	7'-3"	D2	"
64	¾"Φ	9'-3"	F1	Haunch
48	¾"Φ	9'-3"	F2	"
60	1"Φ	9'-6"	F3	"
96	1"Φ	25'-3"	G1	Beam
12	⅞"Φ	23'-3"	G2	"
12	¾"Φ	17'-6"	H1	Wing
4	¾"Φ	17'-0"	H2	"
6	¾"Φ	30'-9"	H3	"
20	1"□	24'-9"	H4	Beam
16	¾"Φ	9'-0"	H5	Wing
4	¾"Φ	24'-9"	H6	Beam
6	⅝"Φ	24'-9"	H7	"
8	1"Φ	23'-9"	P1	Column
198	¼"Φ	10'-0"	P2	"
8	¾"Φ	19'-9"	T1	Wing
4	¾"Φ	15'-6"	T2	"
29	½"Φ	11'-9"	U1	Beam
168	⅝"Φ	11'-0"	U2	"
65	½"Φ	8'-0"	U3	Tie Beam
12	½"Φ	10'-3"	V1	Wing
12	¾"Φ	10'-0"	V2	Column
16	½"Φ	13'-0"	R451	Rail
280	½"Φ	9"	R2	"
244	½"Φ	7'-9"	R3	Subpost
64	½"Φ	4'-0"	R4	Post
3528	3/16"Φ	18"	R5	Baluster
16	½"Φ	10'-6"	R456	Rail
24	½"Φ	2'-3"	R7	Post
40	½"Φ	12'-0"	R508	Rail

Note:- Dimensions of bars are given along center line and are for computed lengths.

BENDING SKETCHES AND CUTTING DIAGRAMS



Note:- Above steel is not complete. See Sheet No. 2 and Std. C-6645 & C-6650 for B, C & S bars in superstructure.

ESTIMATED QUANTITIES

Item		Superstr.	Substr.	Total
Excavation Class 1	Cu. Yds.		80	80
Excavation Class 2	Cu. Yds.		476	476
1:2:3 mix Concrete	Cu. Yds.	34.9		34.9
1:2:3½ mix Concrete	Cu. Yds.	532.2		532.2
1:2:4 mix Concrete	Cu. Yds.		203.6	203.6
Reinforcing Steel	Lbs.	140,220	23,880	164,100
Phosphor Bronze Brg. Pls.	4-Sets (8"x 20") 5 Plates each.			
Phosphor Bronze Brg. Pls.	24-Sets (10"x 20) 5 Plates each.			

Bridge excavation above Elev. 252.5 will be paid for as Class 1, Bridge Excavation.
Bridge excavation below Elev. 252.5 will be paid for as Class 2, Bridge Excavation.

GENERAL NOTES:-

Concrete in handrail to be 1:2:3 mix. Class "A". Concrete in slab, curbs and girders to be 1:2:3½ mix. Class "X". All other concrete to be 1:2:4 mix. Class "B".

Exposed edges to be beveled ¾" where no other bevel is noted.

Where bituminous felt is used in expansion or partition joints in concrete, stitch felt in vertical joints securely to one face of concrete with copper wire.

Two name plates type "A" as shown on Std. S-818 to be furnished and placed by contractor. Cost of name plates to be included in price bid for other items.

Only sufficient camber to be used in construction to insure against settlement below lines given as finished grade.

No permanent camber required in individual spans.

Bridge excavation in accordance with Section I of Standard Specifications issued April 1, 1930, except that quantities paid for will be computed from extreme low water Elev. 252.3 where existing ground line is below this elevation.

B.M. Elev. 265.97 - Top Bolt on N.E. Corner Bridge seat 135' Rt. Sta. 19+54.

BRIDGE OVER WOOD'S FORK-GASCONADE R.

STATE ROAD FROM HARTVILLE TO MANSFIELD

ABOUT 12.3 MILES NORTH OF MANSFIELD

PROJECT NO. R.5-584B STA. 19+00

WRIGHT COUNTY

SUBMITTED BY [signature] BRIDGE ENGINEER DATE 11/17/31

APPROVED BY T.H. Cutler CHIEF ENGINEER DATE 11/17/31

STD. C-6502
STD. C-6645
STD. S818
STD. C-6650

J-754

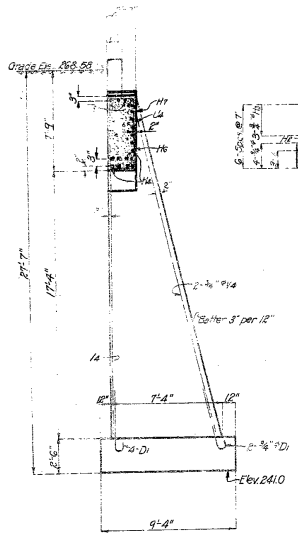
Ass'b'd. Nov. 1931 by I.B.-H.W.H.
Ch'k'd. Nov. 1931 by A.J.E.
Drawn Oct. 1929 by C.A.F.
Checked Oct. 1929 by N.W.R.

Sheet No. 1 of 2.

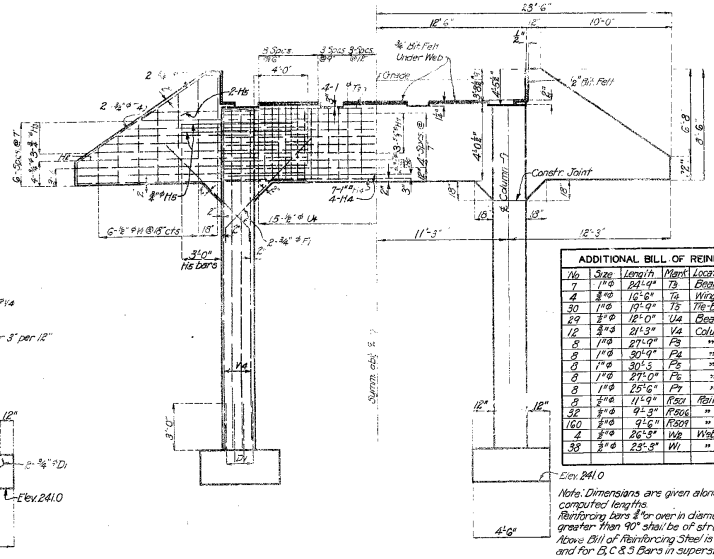
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MISSOURI STATE HIGHWAY DEPARTMENT



SECTION AT ℄

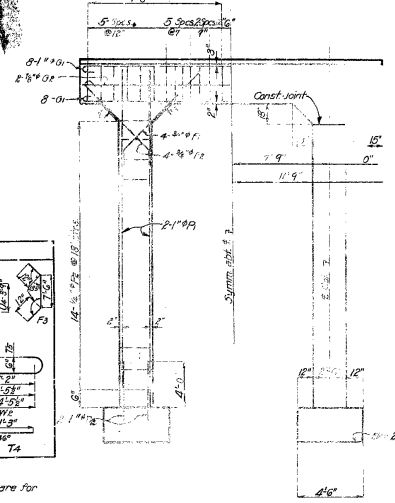


ELEVATION

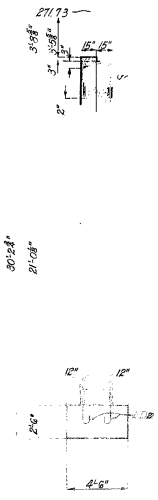
ADDITIONAL BILL OF REINFORCING STEEL

No	Size	Length	Mark	Location
7	1" ⌀	24'-0"	T3	Beam
4	⅝" ⌀	16'-6"	T4	Wing
30	1" ⌀	19'-9"	T5	Tie-Beam
24	¾" ⌀	12'-0"	U4	Beam
12	¾" ⌀	21'-3"	V4	Column
8	1" ⌀	27'-0"	P3	"
9	1" ⌀	30'-9"	P4	"
9	1" ⌀	30'-5"	P5	"
8	1" ⌀	27'-0"	P6	"
8	1" ⌀	25'-6"	P7	"
9	⅝" ⌀	11'-9"	R501	Rail
32	⅝" ⌀	9'-3"	R606	"
160	⅝" ⌀	9'-6"	R609	"
4	⅝" ⌀	26'-5"	W2	Web
38	⅝" ⌀	23'-8"	W1	"

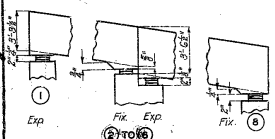
Note: Dimensions are given along ℄ of bars and are for computed lengths.
Reinforcing bars ¾" or over in diameter which are bent to an angle greater than 90° shall be of structural grade.
Above Bill of Reinforcing Steel is not complete. See Sheet No. 1 and for B, C & S Bars in superstructure see Std. C-GG45 & Std. C-GG50.



ELEVATION



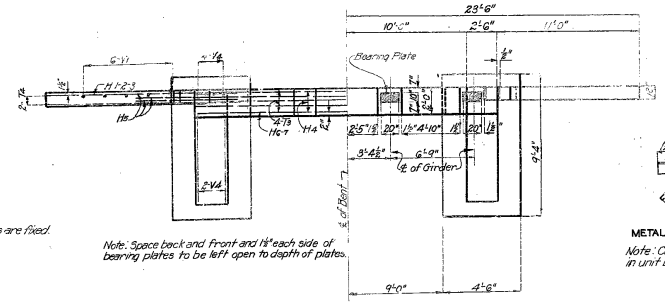
SECTION AT ℄



Note: Bent No. 7 similar to other inf. bents except both spans are fixed.

DETAIL OF HAUNCHES

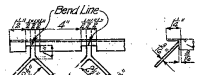
Note: Rail and top of posts to be built parallel to grade. Posts, subposts & balusters to be built vertical. All bearings to be horizontal.



PLAN

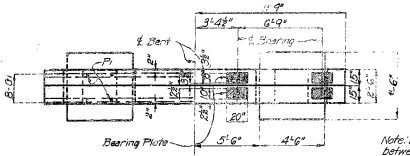
DETAILS OF END BENT NO. 8

Note: Space back and front and 1½" each side of bearing plates to be left open to depth of plates.



METALLIC EDGE MOULDING

Note: Cost of metallic edge moulding will be included in unit bid price for concrete.
Note: This drawing is not to scale. Follow dimensions.



PLAN

DETAILS OF INTERMEDIATE BENT NO. 2

Note: Space back and front of bearing plates and space between top of bents and bottom of girder webs to be left open to depth of plates.

BRIDGE OVER WOO'DS FORK-GASCONADE R.

STATE ROAD FROM HARTVILLE TO MANSFIELD

ABOUT 12.5 MILES NORTH OF MANSFIELD

PROJECT NO. R.5-564B STA. 19+00

FINISHED

FINISHED WRIGHT COUNTY

SUBMITTED BY W. Rotary BRIDGE ENGR. DATE 11/17/31

APPROVED BY T.H. Cutler CHIEF ENGINEER DATE 11/17/31

STD.C-650.2
STD.C-864.5
STD 581.8
STD C-3650
J-754

Assembled Nov. 1931 By I.B.-H.W.H.
Checked Nov. 1931 By G.F.K.
Drawn Nov. 1929 By T.H.M. & H.W.H.
Checked Nov. 1929 By H.W.H.

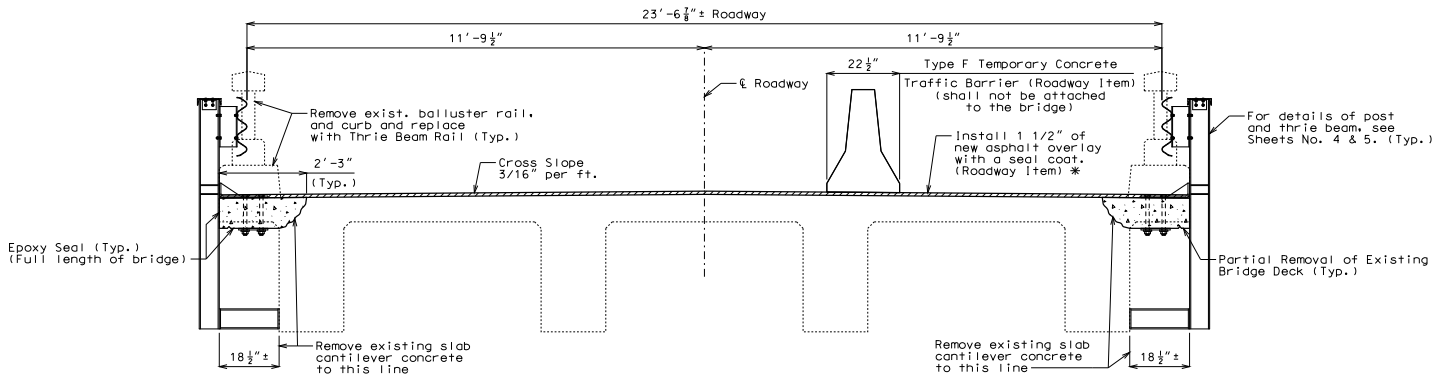
Sheet No. 2 of 2

< GIRDER SPANS

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SEC/SUR 6 TWP 29N RGE 14W

U.I.P. & REHAB. EXISTING (45'), 6(50') CONCRETE DECK GIRDER SPANS



TYPICAL SECTION THRU EXISTING DECK

✱ District Maintenance will remove existing overlay and repair bridge deck prior to construction.

General Notes:

Design Specifications:
2002 AASHTO LFD (17th Ed.) Standard Specifications

Design Unit Stresses:

Class B-2 Concrete (Slab Cantilever)	f'c = 4.000 psi
Reinforcing Steel (Grade 60)	fy = 60.000 psi

Joint Filler:
All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber expansion and partition joint filler, except as noted.

Reinforcing Steel:
Minimum clearance to reinforcing steel shall be 1 1/2", unless otherwise shown.

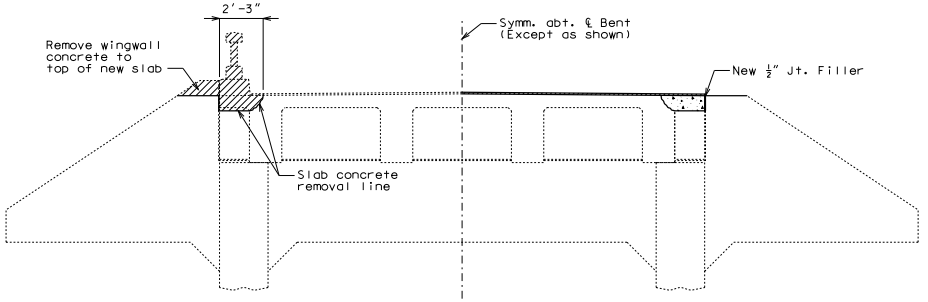
Miscellaneous:
Bars bonded in old concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, old bars shall extend into new concrete at least 40 diameters for smooth bars and 30 diameters for deformed bars, unless otherwise noted.

Outline of old work is indicated by light dashed lines. Heavy lines indicate new work.

Contractor shall verify all dimensions in field before ordering new material.

The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.

Traffic Handling:
Traffic to be maintained on structure during construction. See roadway plans for traffic control.



DETAILS OF CONCRETE REMOVAL AT END BENTS

DETAILS OF NEW CONCRETE AT END BENTS

The cost of concrete removal as shown will be considered completely covered by the contract unit price for Partial Removal of Existing Bridge Decks. Wingwall reinforcement shall be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

Estimated Quantities

Item		Total
Partial Removal of Existing Bridge Decks	sq. foot	1631
Class B-2 Concrete	cu. yard	42.0
Clean and Epoxy Seal	sq. foot	1675
Reinforcing Steel (Epoxy Coated)	pound	11,410
Bridge Guardrail (Thrie Beam)	linear foot	713

Cost of any required excavation for bridge will be considered completely covered by the contract unit price for other items.

REPAIRS TO BRIDGE: ROUTE 5 OVER WOODS FORK OF GASCONADE RIVER

ROUTE 5 FROM ROUTE 38 TO ROUTE V
ABOUT 0.4 MILE SOUTH OF ROUTE 38
BEG. STA. 19+00.00± (MATCH EXISTING)

STD. 606.60
STD. 617.10
STD. 617.20
STD. 706.35

Detailed Dec. 2017
Checked Jan. 2018

Note: This drawing is not to scale. Follow dimensions.

STATE OF MISSOURI
ANOUSONE ARDUNPRADITH
NUMBER PE-2009017
PROFESSIONAL ENGINEER
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

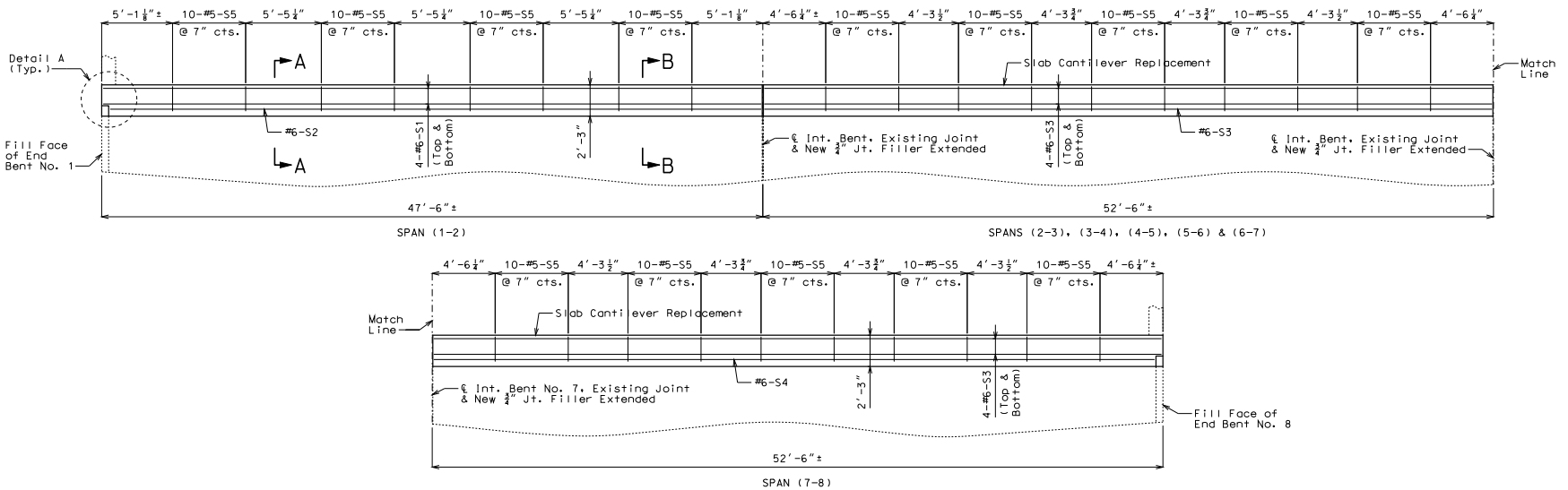
DATE PREPARED 3/12/2018
ROUTE 5 | STATE MO
DISTRICT BR | SHEET NO. 1
COUNTY WRIGHT
JOB NO. J9P3288
CONTRACT ID.
PROJECT NO.
BRIDGE NO. J07541

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

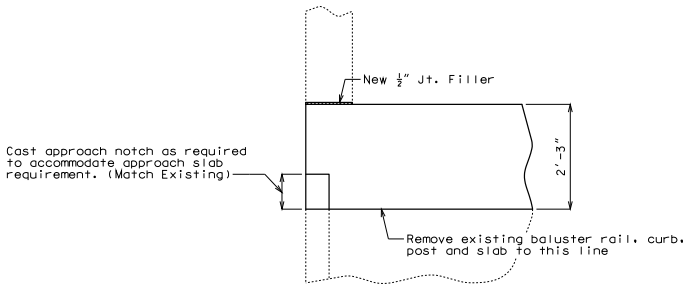
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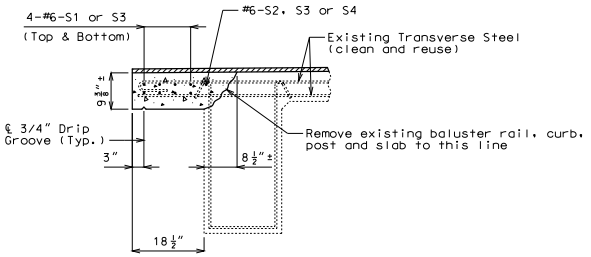


PART PLAN OF SLAB SHOWING SLAB CANTILEVER REINFORCEMENT

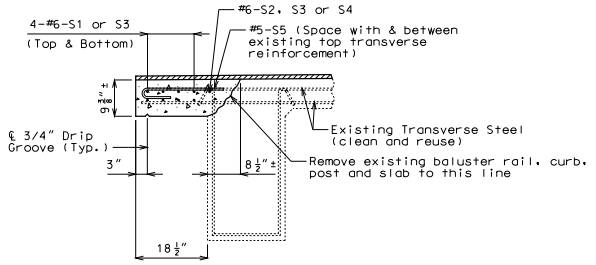
(Left side shown; right side similar)



DETAIL A



SECTION A-A



SECTION B-B

Detailed Jan. 2018
Checked Jan. 2018

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 2 of 6

STATE OF MISSOURI
ANOUSONE ARDUNPRADITH
NUMBER PE-2009?
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DATE PREPARED 2/13/2018

ROUTE	STATE
5	MO
DISTRICT	SHEET NO.
BR	2

COUNTY WRIGHT

JOB NO. J9P3288

CONTRACT ID.

PROJECT NO.

BRIDGE NO. J07541

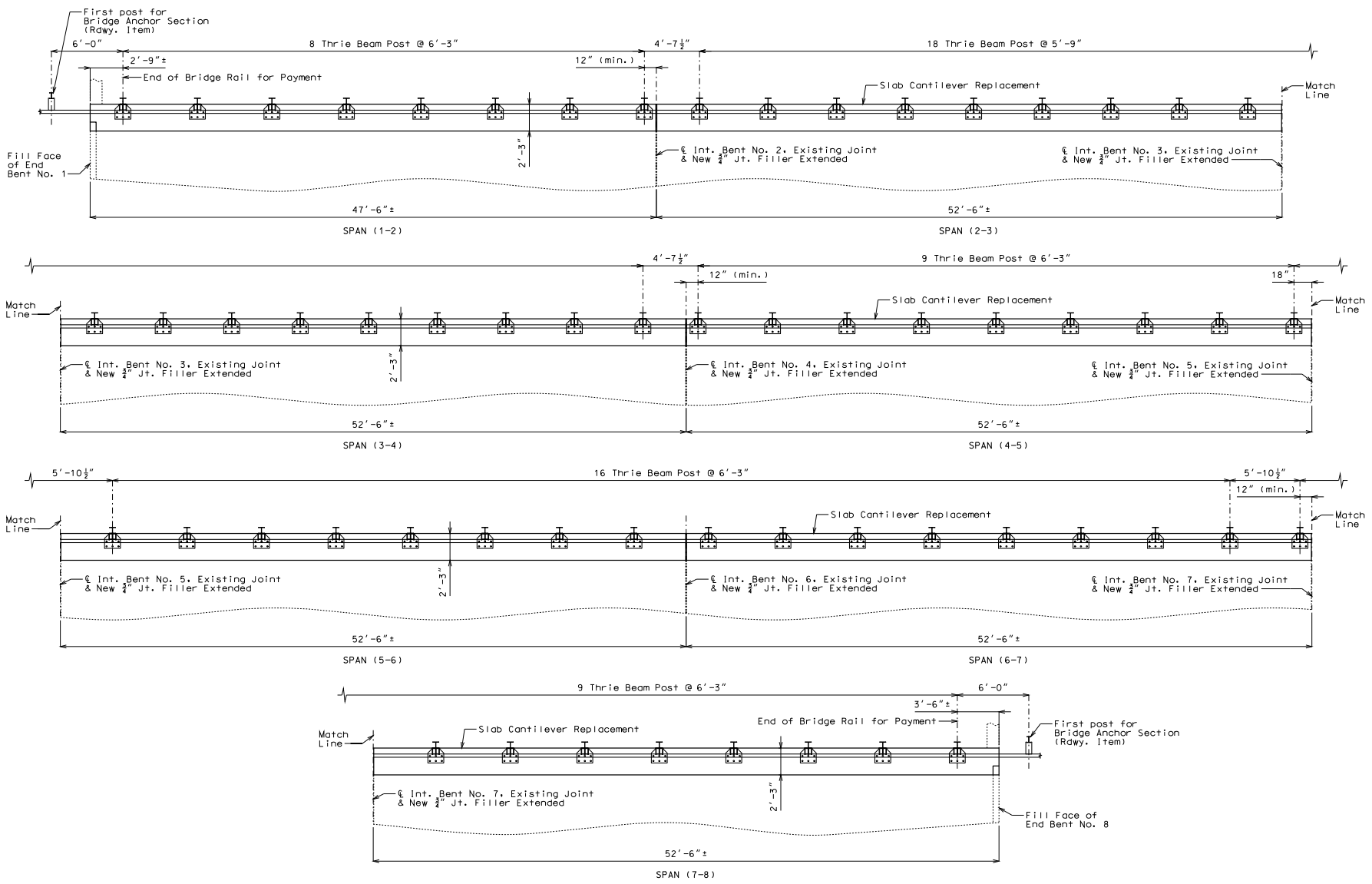
DESCRIPTION	DATE

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PART PLAN OF SLAB SHOWING RAIL POST SPACING

(Left side shown; right side similar)

Detailed Jan. 2018
Checked Jan. 2018

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 3 of 6

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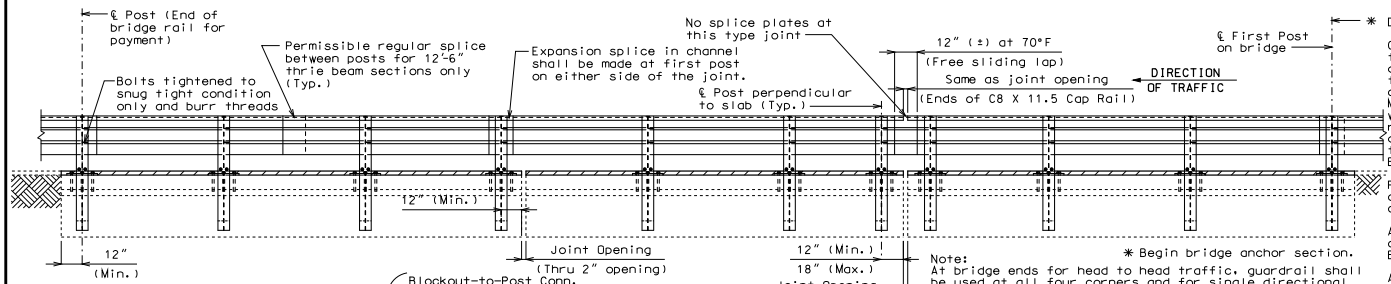
DATE PREPARED 2/13/2018
ROUTE 5 | STATE MO
DISTRICT BR | SHEET NO. 3
COUNTY WRIGHT
JOB NO. J9P3288
CONTRACT ID.
PROJECT NO.
BRIDGE NO. J07541

DESCRIPTION | DATE

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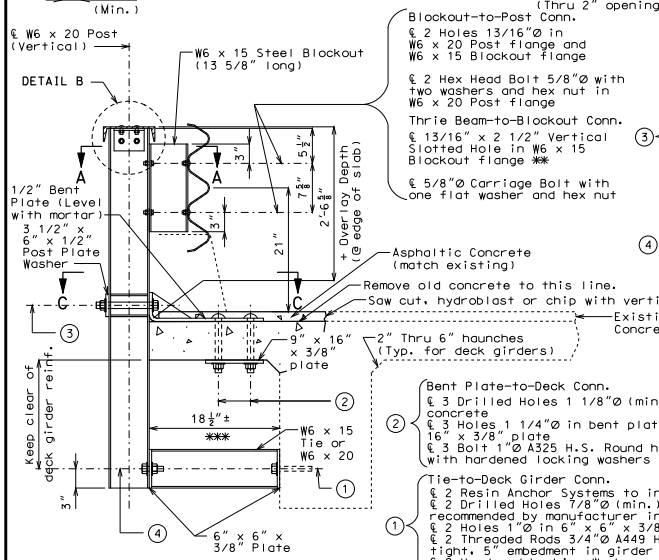
Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C



✱ Begin bridge anchor section.

Note:
At bridge ends for head to head traffic, guardrail shall be used at all four corners and for single directional traffic, guardrail shall be used at entrance ends only unless required at the exit.

PART ELEVATION SHOWING THRIE BEAM RAIL



✱✱✱ Cantilever may vary.

Blockout-to-Post Conn.
℄ 2 Holes 13/16"Ø in W6 x 20 Post flange and W6 x 15 Blockout flange
℄ 2 Hex Head Bolt 5/8"Ø with two washers and hex nut in W6 x 20 Post flange
Thrie Beam-to-Blockout Conn.
℄ 13/16" x 2 1/2" Vertical Slotted Hole in W6 x 15 Blockout flange ✱✱
℄ 5/8"Ø Carriage Bolt with one flat washer and hex nut

③ Post-to-Bent Plate Conn.
℄ 2 Bolts 1"Ø A325 H.S. with hardened washers and hex nuts
℄ 2 Vertical Slotted Holes 1 1/16" x 1 1/2" in post flanges
℄ 2 Holes 1 1/16"Ø in bent plate and post plate washer

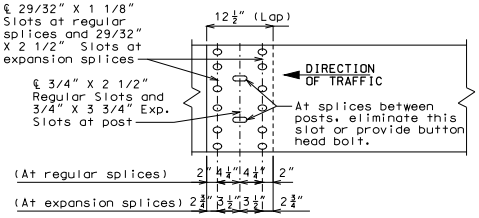
④ Post-to-Tie Conn.
℄ 2 Bolts 3/4"Ø A325 H.S. with hardened washers and hex nuts
℄ 2 Holes 15/16"Ø in post flange and 6" x 6" x 3/8" plate

② Bent Plate-to-Deck Conn.
℄ 3 Drilled Holes 1 1/8"Ø (min.) in new concrete
℄ 3 Holes 1 1/4"Ø in bent plate and 9" x 16" x 3/8" plate
℄ 3 Bolt 1"Ø A325 H.S. Round head bolts, snug tight, with hardened locking washers and hex nuts

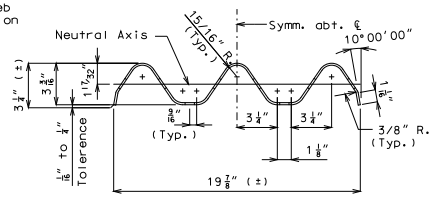
① Tie-to-Deck Girder Conn.
℄ 2 Resin Anchor Systems to include:
℄ 2 Drilled Holes 7/8"Ø (min.) or as recommended by manufacturer in girder
℄ 2 Holes 1"Ø in 6" x 6" x 3/8" plate
℄ 2 Threaded Rods 3/4"Ø A449 H.S., snug tight, 5" embedment in girder
℄ 2 Hardened Locking Washers
℄ 2 Hex Nuts

✱✱ Required on one side of web only, but may be provided on both sides of web at the contractor's option.

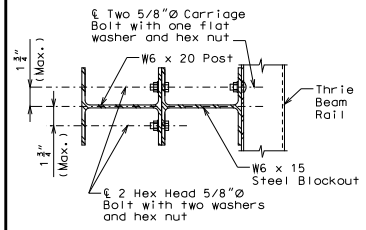
PART SECTION AT RAIL POST
Note: For Section C-C, see Sheet No. 5.



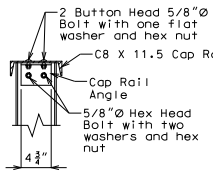
THRIE BEAM RAIL SPLICE DETAILS



SECTION THRU THRIE BEAM RAIL



SECTION A-A



DETAIL B

GENERAL NOTES:

✱ Design Specifications: 2002 - AASHTO 17th Edition

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers, and plates will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

All steel connecting bolts and fasteners for posts and railing, and all anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be 3" x 1 3/4" and placed between the blockout and the thrie beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

At the expansion slots in the thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blockout on wings, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

5/8"Ø button-head, oval shoulder bolts with 3/8" min. thickness hex nuts shall be used at all slots.

Thrie beam guardrail on the bridge shall be 12 gage steel.

Posts, cap rail angles, bent plates, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Washers shall be used at all post bolts between the bolt head and beam. The flat washers shall be rectangular in shape 3" x 1 3/4" x 3/16" minimum and with a 11/16" x 1" slot, or when necessary of such design as to fit the contour of the beam. A 3" x 1 3/4" x 5/8" rectangular washer shall be used between the blockout and the thrie beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the thrie beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the thrie beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the thrie beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions does not exceed 200 ft.

Contractor shall verify all dimensions before ordering materials.

Shim plates 6" x 6" x 1/16" may be used between the top of the post and the channel member as required for vertical alignment.

See slab sheet for rail post spacing.

See Missouri Standard Plans 606.00 for details not shown.

STATE OF MISSOURI
ANOUSONE ARDUNPRADITH
NUMBER PE-2009?
PROFESSIONAL ENGINEER
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DATE PREPARED 2/13/2018
ROUTE 5 | STATE MO
DISTRICT BR | SHEET NO. 4
COUNTY WRIGHT
JOB NO. J9P3288
CONTRACT ID.
PROJECT NO.
BRIDGE NO. J07541

DESCRIPTION | DATE

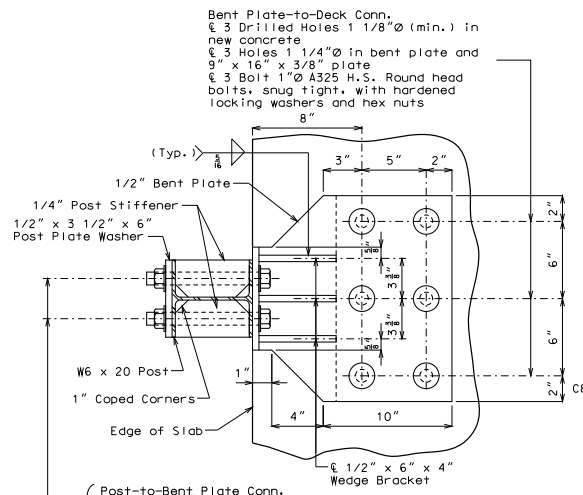
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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Detailed Jan. 2018
Checked Jan. 2018

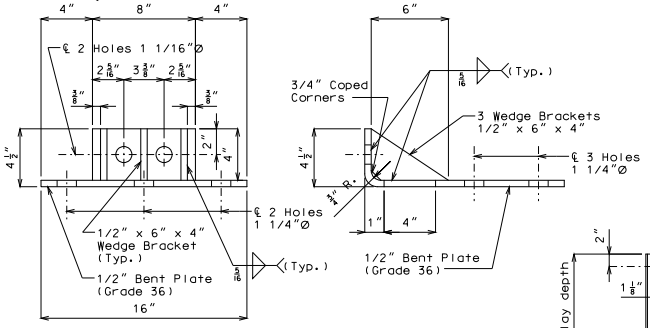
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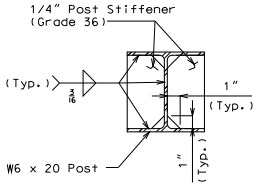


SECTION C-C

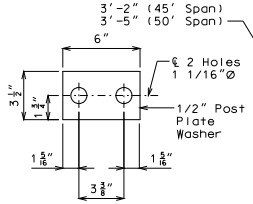
Post-to-Bent Plate Conn.
℄ Bolt 1"Ø A325 H.S. with hardened washers and hex nuts
℄ Vertical Slotted Hole 1 1/16" x 1 1/2" in post flanges
℄ Holes 1 1/16"Ø in bent plate and post plate washer



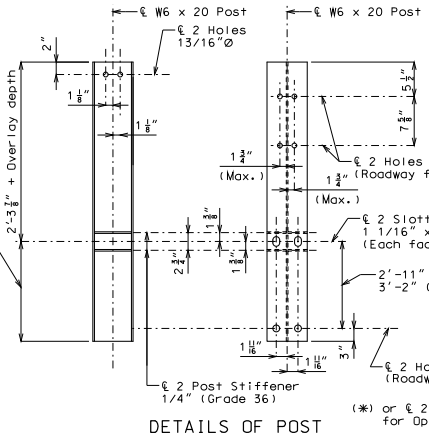
1/2" BENT PLATE AND WEDGE BRACKET



POST STIFFENER

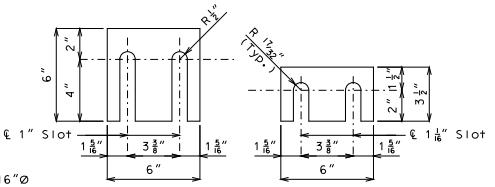


POST PLATE WASHER



(*) or ℄ 2 Holes 15/16"Ø for Optional Tie Conn.

DETAILS OF POST



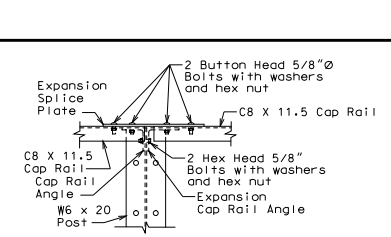
DETAIL OF SHIM PLATES

Notes:

Shim plates 6"x 6" x 1/16" may be used between post W6 x 20 and 6" x 6" x 3/8" plate and shim plates 6" x 3 1/2" x 1/16" may be used between post W6 x 20 and 1/2" bent plate connection as required for horizontal alignment.

Shim plates may vary in thickness from 1/16" to the thickness required, and may be used in multiples.

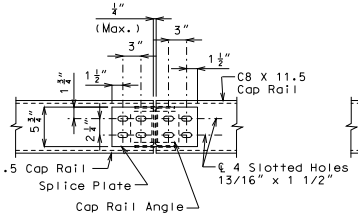
Shim plates shall be galvanized after fabrication.



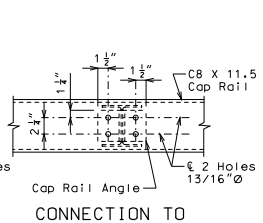
TYPICAL SPLICE ELEVATION

CONNECTION TO RAIL POST ELEVATION

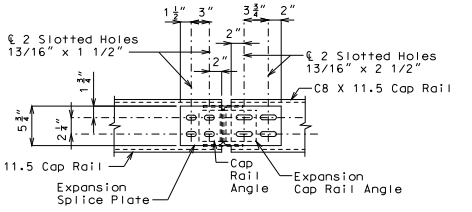
EXPANSION SPLICE ELEVATION



TYPICAL SPLICE PLAN

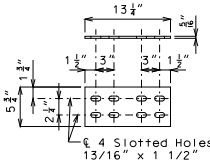


CONNECTION TO RAIL POST PLAN

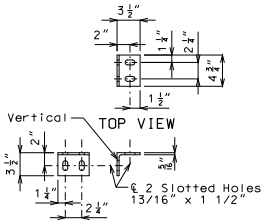


EXPANSION SPLICE PLAN

Expansion slots same side of post as exp. joint

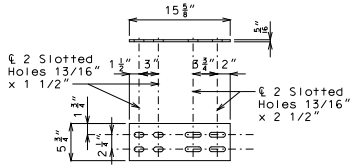


SPLICE PLATE

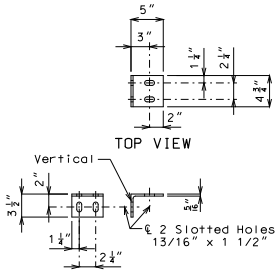


SIDE VIEW

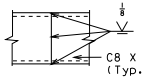
CAP RAIL ANGLE
∠3 1/2 x 3 1/2 x 5/16



EXPANSION SPLICE PLATE



EXPANSION CAP RAIL ANGLE
∠5 x 3 1/2 x 5/16



OPTIONAL SPLICE

Shop or field splice at any location (Max. one per panel)

Detailed Jan. 2018
Checked Jan. 2018

Note: This drawing is not to scale. Follow dimensions.

STATE OF MISSOURI
ANOUSONE ARDUNPRADITH
NUMBER PE-2009?
PROFESSIONAL ENGINEER
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ROUTE 5 | STATE MO
DISTRICT BR | SHEET NO. 5
COUNTY WRIGHT
JOB NO. J9P3288
CONTRACT ID.
PROJECT NO.
BRIDGE NO. J07541

DESCRIPTION | DATE

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105 WEST CAPITOL
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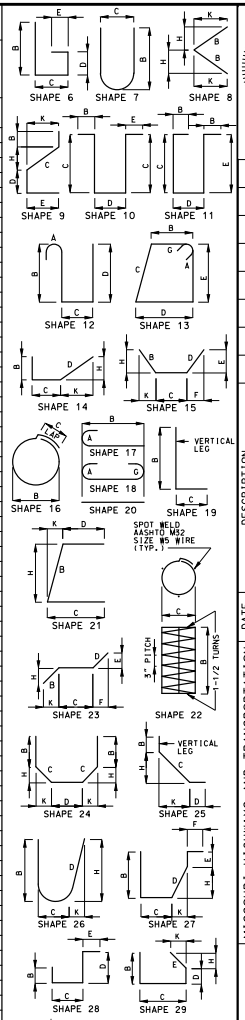
barbill_i Effective: May 2016 Supercedes: Aug. 2008

BILL OF REINFORCING STEEL

NO. REQ'D.	MARK NO. SIZE	MARK NO. MARK	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS B FT.	B IN.	C FT.	C IN.	D FT.	D IN.	E FT.	E IN.	F FT.	F IN.	H FT.	H IN.	K FT.	K IN.	NOMINAL LENGTH FT.	NOMINAL LENGTH IN.	ACTUAL LENGTH FT.	ACTUAL LENGTH IN.	WEIGHT LBS.
			SLAB																									
16	6	S1	SLAB	E	20					47	3.000													47	3	47	3	1136
2	6	S2	SLAB	E	20					46	9.000													46	9	46	9	140
106	6	S3	SLAB	E	20					52	3.000													52	3	52	3	8319
2	6	S4	SLAB	E	20					51	9.000													51	9	51	9	155
680	5	S5	SLAB	E	17						21.000													2	4	2	4	1655
			TOTALS																									
	5			E																								1655
	6			E																								9750
			TOTAL																									0
			TOTAL	E																								11405

BILL OF REINFORCING STEEL

NO. REQ'D.	MARK NO. SIZE	MARK NO. MARK	LOCATION	EPOXY (E)	SHAPE NO.	STIRRUP (S)	SUBSTR. (X)	VARIES (V)	NO. EACH	DIMENSIONS B FT.	B IN.	C FT.	C IN.	D FT.	D IN.	E FT.	E IN.	F FT.	F IN.	H FT.	H IN.	K FT.	K IN.	NOMINAL LENGTH FT.	NOMINAL LENGTH IN.	ACTUAL LENGTH FT.	ACTUAL LENGTH IN.	WEIGHT LBS.



STATE OF MISSOURI
ANOUSHE ARJUNPRADITH
NUMBER PE-2009T
PROFESSIONAL ENGINEER
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED 2/13/2018

ROUTE	STATE
5	MO
DISTRICT	SHEET NO.
BR	6

COUNTY WRIGHT

JOB NO. J9P3288

CONTRACT ID.

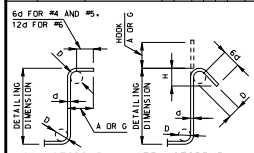
PROJECT NO.

BRIDGE NO. J07541

DESCRIPTION | DATE

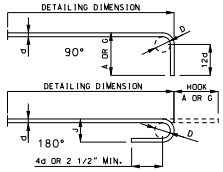
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



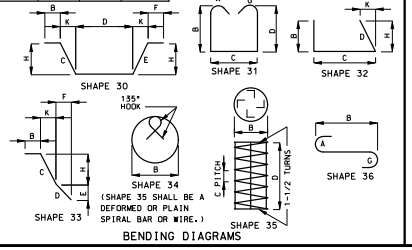
STIRRUP HOOK DIMENSIONS GRADES 40 - 50 - 60 KSI					
BAR SIZE	D (IN.)	90° HOOK HOOK A OR G	90° HOOK APPROX. H	135° HOOK HOOK A OR G	135° HOOK APPROX. H
#4	2"	4 1/2"	3"	4 1/2"	3"
#5	2 1/2"	6"	4"	5 1/2"	3 3/4"
#6	4 1/2"	12"	8"	8"	4 1/2"

NOTE: UNLESS OTHERWISE NOTED, DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR.



END HOOK DIMENSIONS				
BAR SIZE	D (IN.)	ALL GRADES 180° HOOKS A OR G	ALL GRADES 180° HOOKS J	ALL GRADES 90° HOOKS A OR G
#3	2 1/4"	5"	3"	6"
#4	3"	6"	4"	8"
#5	3 3/4"	7"	5"	10"
#6	4 1/2"	8"	6"	12"
#7	5 1/4"	10"	7"	14"
#8	6"	11"	8"	16"
#9	9 1/2"	15"	11 3/4"	19"
#10	10 3/4"	17"	13 1/4"	22"
#11	12"	19"	14 3/4"	2'-0"
#14	18 1/4"	2'-3"	21 3/4"	2'-7"

NOTE:
ALL STANDARD HOOKS AND BENDS OTHER THAN 180 DEGREE ARE TO BE BENT WITH SAME PROCEDURE AS FOR 90 DEGREE STANDARD HOOKS.
HOOKS AND BENDS SHALL BE IN ACCORDANCE WITH THE PROCEDURES AS SHOWN ON THIS SHEET.
E = EPOXY COATED REINFORCEMENT.
S = STIRRUP.
X = BAR IS INCLUDED IN SUBSTRUCTURE QUANTITIES.
V = BAR DIMENSIONS VARY IN EQUAL INCREMENTS BETWEEN DIMENSIONS SHOWN ON THIS LINE AND THE FOLLOWING LINE.
NO. EA. = NUMBER OF BARS OF EACH LENGTH.
NOMINAL LENGTHS ARE BASED ON OUT TO OUT DIMENSIONS SHOWN IN BENDING DIAGRAMS AND ARE LISTED FOR FABRICATORS USE. (NEAREST INCH)
ACTUAL LENGTHS ARE MEASURED ALONG CENTERLINE BAR TO THE NEAREST INCH.
PAYWEIGHTS ARE BASED ON ACTUAL LENGTHS.
FOUR ANGLE OR CHANNEL SPACERS ARE REQUIRED FOR EACH COLUMN SPIRAL. SPACERS ARE TO BE PLACED ON INSIDE OF SPIRALS. LENGTH AND WEIGHT OF COLUMN SPIRALS DO NOT INCLUDE SPLICES OR SPACERS.
REINFORCING STEEL (GRADE 60) FY = 60.000 PSI.



BENDING DIAGRAMS

Detailed Jan. 2018
Checked Jan. 2018

Note: This drawing is not to scale. Follow dimensions.

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PROJECT SUMMARY REPORT FOR SE0291 AS OF Aug 14, 2026

Work District	SOUTHEAST	**Status**	ONEDOT APPROVED	**Version**	APPROVED STIP	**Project Manager**	SEIJI SHIMBO	**Payment Project**	N
Award Month/Award Year		**Letting Date**		**Estimated Submittal Date**	Mar 11, 2026	**Let by**	CENTRAL OFFICE	**Letting Exclusion**	N

Primary Route	MO 5 S	**County**	WRIGHT
Description / Location	Bridge replacement over BNSF Railway.		
Reason / Remarks	Project involves bridge A0327.		
District Comments			

Project Amounts	**Total Estimated Cost for the Project**									
Typical Bridge	**Major Bridge**	**Pavement**	**Safety**	**Mobility**	**Capital Improvement**	**Contingency**	**Other Non-Contractual**	**Right of Way Acquisition**	**Preliminary Engineering**	**Construction Engineering**
1,311			608			38		26	170	170
Total Bridge	**1,311**			**Total Contract Estimate**	**1,919**	**Total Construction**	**1,957**		**Total Engineering**	**340**
						Total Right of Way and Construction		**1,983**	**Total Project**	**2,323**

Yearly Program Amounts	**Amount Programmed by SFY**									
	Prior to 2027	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Future**	**Program Total**	**Project Total**
Preliminary Engineering	20	20	40	45	45				150	170
Construction Engineering					170				170	170
Right of Way Acquisition				26					26	26
Construction					1,957				1,957	1,957
Total	**20**	**20**	**40**	**71**	**2,172**				**2,303**	**2,323**

How the District is Funding the Project										
Funding Category										
Asset Management - CN	0	0	0	0	1,957	0	0	0	1,957	1,957
Asset Management - RW	0	0	0	26	0	0	0	0	26	26
Total	**0**	**0**	**0**	**26**	**1,957**	**0**	**0**	**0**	**1,983**	**1,983**
Funding From Other Sources										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Funds Transfer										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Right of Way and Construction	**0**	**0**	**0**	**26**	**1,957**	**0**	**0**	**0**	**1,983**	**1,983**
Engineering	20	20	40	45	215	0	0	0	320	340
Funding From Other Sources - Engineering										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Funds Transfer - Engineering										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Engineering	**20**	**20**	**40**	**45**	**215**	**0**	**0**	**0**	**320**	**340**
Total Project	**20**	**20**	**40**	**71**	**2,172**	**0**	**0**	**0**	**2,303**	**2,323**

Bridge Count	1	**Railroads Impacted**	1	**Improvement**	**Action**	**Detailed Work**	**Federal Funds Category**	**Initiatives**
Bridges				BRIDGE		BRIDGE REPLACEMENT	NHPP	
				SAFETY	REPLACE	BARRIERS		
				SAFETY	MODIFY	ROADWAY ALIGNMENT		
A0327 ,								

Route	**Begin Log**	**End Log**	**Begin County**	**TMA**	**Travelway ID**	**System**	**Functional Class**	**NHS**	**AADT**	**Conflict of Interest**
MO 5 S	299.082	299.282	WRIGHT	N	1,975	PRIMARY	MINOR ARTERIAL	N	2,747	N

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PROJECT SUMMARY REPORT FOR SE0291 AS OF Aug 14, 2026

Route	Begin Log	End Log	Begin County	TMA	Travelway ID	System	Functional Class	NHS	AADT	Conflict of Interest
MO 5 N	53.486	53.686	WRIGHT	N	1,976	PRIMARY	MINOR ARTERIAL	N	2,747	N

Lane Miles	0.4	Centerline Miles	0.2

TIP Number	

Planning Organization	Federal District	Senate District	House District
SO CENTRAL OZARK COUN OF GOVTS	8	16	141

Docusign Envelope ID: 9FCE0452-06C1-88F3-804E-745F57F34A0C

PROJECT SUMMARY REPORT FOR SE0292 AS OF Aug 14, 2026

Work District	SOUTHEAST	**Status**	ONEDOT APPROVED	**Version**	APPROVED STIP	**Project Manager**	SEIJI SHIMBO	**Payment Project**	N
Award Month/Award Year		**Letting Date**		**Estimated Submittal Date**	Feb 26, 2026	**Let by**	CENTRAL OFFICE	**Letting Exclusion**	N

Primary Route	MO 5 S
County	WRIGHT
Description / Location	Bridge replacement over Woods Fork.
Reason / Remarks	Project involves bridge J0754.
District Comments	

Project Amounts	**Total Estimated Cost for the Project**									
Typical Bridge	**Major Bridge**	**Pavement**	**Safety**	**Mobility**	**Capital Improvement**	**Contingency**	**Other Non-Contractual**	**Right of Way Acquisition**	**Preliminary Engineering**	**Construction Engineering**
3,275			77			67		49	320	320
Total Bridge	**3,275**			**Total Contract Estimate**	**3,352**	**Total Construction**	**3,419**		**Total Engineering**	**640**
						Total Right of Way and Construction		**3,468**	**Total Project**	**4,108**

Yearly Program Amounts	**Amount Programmed by SFY**									
	Prior to 2027	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Future**	**Program Total**	**Project Total**
Preliminary Engineering	60	60	60	70	70				260	320
Construction Engineering					320				320	320
Right of Way Acquisition				49					49	49
Construction					3,419				3,419	3,419
Total	**60**	**60**	**60**	**119**	**3,809**				**4,048**	**4,108**

How the District is Funding the Project										
Funding Category										
Asset Management - CN	0	0	0	0	3,419	0	0	0	3,419	3,419
Asset Management - RW	0	0	0	49	0	0	0	0	49	49
Total	**0**	**0**	**0**	**49**	**3,419**	**0**	**0**	**0**	**3,468**	**3,468**
Funding From Other Sources										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Funds Transfer										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Right of Way and Construction	**0**	**0**	**0**	**49**	**3,419**	**0**	**0**	**0**	**3,468**	**3,468**
Engineering	60	60	60	70	390	0	0	0	580	640
Funding From Other Sources - Engineering										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Funds Transfer - Engineering										
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Engineering	**60**	**60**	**60**	**70**	**390**	**0**	**0**	**0**	**580**	**640**
Total Project	**60**	**60**	**60**	**119**	**3,809**	**0**	**0**	**0**	**4,048**	**4,108**

Bridge Count	1	**Railroads Impacted**	0	**Improvement**	**Action**	**Detailed Work**	**Federal Funds Category**	**Initiatives**
Bridges				BRIDGE		BRIDGE REPLACEMENT	NHPP	
J0754 ,				SAFETY	REPLACE	BARRIERS		

Route	**Begin Log**	**End Log**	**Begin County**	**TMA**	**Travelway ID**	**System**	**Functional Class**	**NHS**	**AADT**	**Conflict of Interest**
MO 5 S	286.697	286.897	WRIGHT	N	1,975	PRIMARY	MINOR ARTERIAL	N	1,116	N
MO 5 N	65.858	66.058	WRIGHT	N	1,976	PRIMARY	MINOR ARTERIAL	N	1,116	N

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PROJECT SUMMARY REPORT FOR SE0292 AS OF Aug 14, 2026

Lane Miles	0.4	Centerline Miles	0.2

TIP Number	

Planning Organization	Federal District	Senate District	House District
SO CENTRAL OZARK COUN OF GOVTS	8	16	141