



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

February 13, 2024  
7:58:51AM

COUNTY: WAYNE

DISTRICT: SE

CLASS: STATBR

FED-ID: 6125

BRIDGE: L0210

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

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

ROUTE: US67N  
 FEATURE: OTTER CR  
 STATUS: A-OPEN  
 LOG MILE: 38.912  
 DETOUR: 26.00 MILES  
 NHS: YES  
 BUILT: 1955  
 REHAB:  
 LOCATION: S 18 T 27 R 6 E  
 LATITUDE: 36 59 28.11 (DMS)  
 LONGITUDE: 90 26 53.70 (DMS)

# SPANS: 5  
 LANES ON: 2  
 LANES UNDER: 0  
 COMPASS DIRECTION: NORTH to SOUTH  
 DIRECTION OF TRAFFIC: 1-WAY TRAF  
 FUNCTIONAL CLASS: RL-FREEWAY  
 NBI OWNER: MODOT  
 NBI MAINTAINED: MODOT  
 MAINTENANCE DISTRICT: SE  
 MAINTENANCE COUNTY: WAYNE  
 SUB AREA: 7H43

PLACE CODE: 06112 BLACK RIVER  
 LENGTH: 273 FT 0 IN  
 MAXIMUM SPAN: 57 FT 6 IN  
 APPROACH ROADWAY: 26 FT 0 IN  
 CURB TO CURB: 26 FT 0 IN  
 OUT TO OUT: 30 FT 4 IN  
 AADT: 3267  
 AADT YEAR: 2022  
 AADT TRUCK: 29.4%  
 FUTURE AADT: 5717  
 FUTURE AADT YEAR: 2042

DATE: 12/06/2023      RESPONSIBILITY: DISTRICT  
 FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
 TEAM LEADER:      ELEMENT: YES  
 INSPECTOR 2: ED HESS      INSPECTOR 4:  
 INSPECTOR 3:  
 \*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**GENERAL INSPECTION COMMENTS**

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

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

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

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

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

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

**FRACTURE CRITICAL INSPECTION COMMENTS**

**INDEPTH INSPECTION COMMENTS**

**\*\*\*SPECIAL INSPECTION INFORMATION\*\*\***

**\*\*\*UNDERWATER INSPECTION INFORMATION\*\*\***

DATE: 05/09/2017      RESPONSIBILITY: DISTRICT      CATEGORY: DAMAGE POST INCIDE  
 FREQUENCY: 999      CALCULATED INTERVAL\*\*:  
 TEAM LEADER:      INSPECTOR 3: ADAM ZENTZ      NBI: NO  
 INSPECTOR 2: JESSE ELSEMAN      INSPECTOR 4:      METHOD: VISUAL

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

DATE: 12/06/2023      RESPONSIBILITY: DISTRICT      CATEGORY: DRY  
 FREQUENCY: 60      CALCULATED INTERVAL\*\*:  
 TEAM LEADER:      INSPECTOR 3:      NBI: NO  
 INSPECTOR 2: ED HESS      INSPECTOR 4:      METHOD: VISUAL

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

**SPECIAL INSPECTION COMMENTS**

**UNDERWATER INSPECTION COMMENTS**

**OTHER SPECIAL INSPECTIONS**

**OTHER UNDERWATER INSPECTIONS**

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
05/22/2014	120	CHANNEL CROSS SECTIONS	NO		DISTRICT	WT TAPE

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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\*\*\*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, 09/04/2008)--(42'-57'-57'-57') SMP DECK GDR SPANS

[ITEM 58] DECK: 5-FAIR CONDITION COMMENTS: (STEGEC, 12/19/2013)--PATCHES UNDER MAT  
RATING : 05/18/2001

[ITEM 59] SUPER: 5-FAIR CONDITION COMMENTS: (STEGEC, 12/19/2013)--INTEGRAL WITH DECK CONDITIONS  
RATING : 05/18/2001

[ITEM 60] SUB: 7-GOOD CONDITION COMMENTS: (STEGEC, 12/19/2013)--RANDOM SPALLING  
RATING : 05/18/2001

[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE COMMENTS: (STEGEC, 12/19/2013)--AGGRADATION DOWNSTREAM - SOUTH  
RATING : 08/02/2017

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

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

[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD COMMENTS:  
RATING : 05/18/2001

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

[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0 RATING : 01/12/2004 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	
REINFORCED CONCRETE	CURB	BOTH		
REINFORCED CONCRETE	BALUSTER	BOTH		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
SPALLS	THROUGHOUT		MODERATE	

[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 01/08/2010 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	THRIE BEAM TO W-BEAM	BOTH-SOUTH	

[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:



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<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	W-BEAM	BOTH-SOUTH	

[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1      RATING : 01/08/2010      COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	BREKAWAY SYSTEM	BOTH-SOUTH	

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

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>CONDITION*</u>	<u>COMMENTS</u>
ASPHALT/CONCRETE	BITUMINOUS MAT/SLAB	BOTH	FAIR	

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

**DECK PROTECTIVE COMPONENTS:**

<u>SERIES TYPE-#</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS MAT		2017		FAIR

COMMENT:

DECK PROTECTION	NOTAPPLICABLE	NONE
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COMMENT:

MEMBRANE	NOTAPPLICABLE	NONE
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COMMENT:

**DRAINAGE COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
DRAINAGE	REINFORCED CONCRETE	CURB OUTLET		
DRAINAGE	STEEL	MODOT PIPE DRAIN		

**EXPANSION DEVICE COMPONENTS:**

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

COMMENT:

BENT-3		CLOSED EXPANSION JOINT	FELT	FILLED JOINT				POOR
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COMMENT:

BENT-4		CLOSED EXPANSION JOINT	FELT	FILLED JOINT				POOR
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COMMENT:

BENT-5		CLOSED EXPANSION JOINT	FELT	FILLED JOINT				POOR
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COMMENT:

**BANK/SLOPE PROTECTION COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
BANK PROTECTION	ROCK	BLANKET	BOTH	



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**\*\*\*DECK COMPONENTS\*\*\***

<u>SPAN TYPE-#</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>COMMENTS</u>		
<i>MAIN SPANS-1</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PATCHES		RANDOM		MODERATE		(SIMPSB, 10/14/2005)--PATCHES DONE PRIOR TO OVERLAY 2005
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-2</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PATCHES		RANDOM		MODERATE		(SIMPSB, 10/14/2005)--PATCHES DONE PRIOR TO OVERLAY 2005
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-3</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PATCHES		RANDOM		MODERATE		(SIMPSB, 10/14/2005)--PATCHES DONE PRIOR TO OVERLAY 2005
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-4</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PATCHES		RANDOM		MODERATE		(SIMPSB, 10/14/2005)--PATCHES DONE PRIOR TO OVERLAY 2005
TRANSVERSE CRACKS		THROUGHOUT		MANY		
<i>MAIN SPANS-5</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PATCHES		RANDOM		MODERATE		(SIMPSB, 10/14/2005)--PATCHES DONE PRIOR TO OVERLAY 2005
TRANSVERSE CRACKS		THROUGHOUT		MANY		

**\*\*\*SUPERSTRUCTURE COMPONENTS\*\*\***

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>		<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
<i>MAIN SERIES-1</i>	<i>SIMPLE SPAN</i>	<i>REINFORCED CONCRETE</i>		<i>DECK GIR</i>		<i>(WILSOJ, 03/11/2004)--SUPERSTR IS MOVING TRANSVERSELY 2" OUT OF TRAFFIC</i>
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	42 FT 7 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION		DIAPHRAGMS		MODERATE		
DIAGONAL CRACKS		ENDS		MODERATE		(DENNIB1, 12/05/2017)--AFFECTS BEARING
EFFLORESCENCE		DIAPHRAGMS		MEDIUM		
SPALLS		ENDS		MINOR		
VERTICAL CRACKS		ENDS		MINOR		
VERTICAL CRACKS		THROUGHOUT		FINE		
MAIN SPANS-2	NON-COMPOSITE	57 FT 5 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAGONAL CRACKS		ENDS		MODERATE		
SPALLS		ENDS		MINOR		
VERTICAL CRACKS		THROUGHOUT		FINE		
MAIN SPANS-3	NON-COMPOSITE	57 FT 6 IN	NO			

Design\_No = L0210



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<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
HIGH STEEL SPALLS SPALLS VERTICAL CRACKS	GIRDER ENDS EXTERIOR GIRDERS THROUGHOUT		FEW MINOR FINE		
MAIN SPANS-4	NON-COMPOSITE	57 FT 6 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
HIGH STEEL SPALLS VERTICAL CRACKS	GIRDER ENDS THROUGHOUT		FEW FINE		
MAIN SPANS-5	NON-COMPOSITE	57 FT 6 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION EFFLORESCENCE HIGH STEEL SPALLS VERTICAL CRACKS VERTICAL CRACKS	DIAPHRAGMS DIAPHRAGMS GIRDER ENDS DIAPHRAGMS THROUGHOUT		MODERATE MEDIUM FEW MINOR FINE		

**\*\*\*SUBSTRUCTURE COMPONENTS\*\*\***

<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
ABUTMENT-1	LA-15 DEGREES	38 FT 1 IN	REINFORCED CONCRETE	OPEN CONCRETE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>		
BEAM CAP			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
COLUMN			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FOOTING			REINFORCED CONCRETE	SPREAD		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
STRAIGHT WINGS			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
EXPANSION BEARING			STEEL	SLIDING FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BENT-2	LA-15 DEGREES	28 FT 8 IN	REINFORCED CONCRETE	MULTIPLE COLUMN		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>		
BEAM CAP			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
SPALLS			ENDS		MINOR	
COLUMN			REINFORCED CONCRETE	CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
FOOTING			REINFORCED CONCRETE	SPREAD		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
EXPANSION BEARING			STEEL	SLIDING FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BENT-3	LA-15 DEGREES	28 FT 8 IN	REINFORCED CONCRETE	MULTIPLE COLUMN		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</u>		



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	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	REBAR EXPOSED		RANDOM		MINOR		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING		REINFORCED CONCRETE		SPREAD			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>BENT-4</i>	<i>LA-15 DEGREES</i>	<i>28 FT 8 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	DELAMINATION		RANDOM		MINOR		
	REBAR EXPOSED		RANDOM		MINOR		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	VERTICAL CRACKS		RANDOM		MINOR		
FOOTING		REINFORCED CONCRETE		SPREAD			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>BENT-5</i>	<i>LA-15 DEGREES</i>	<i>28 FT 8 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	DETERIORATION		ENDS		MINOR		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	VERTICAL CRACKS		THROUGHOUT		MINOR		
FOOTING		REINFORCED CONCRETE		SPREAD			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>ABUTMENT-6</i>	<i>LA-15 DEGREES</i>	<i>38 FT 1 IN</i>	<i>REINFORCED CONCRETE</i>	<i>OPEN CONCRETE</i>			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING		REINFORCED CONCRETE		SPREAD			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
STRAIGHT WINGS		REINFORCED CONCRETE		CAST-IN-PLACE			
			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE			



Missouri Department of Transportation  
State Bridge Inspection Report

February 13, 2024  
7:58:51AM

COUNTY: WAYNE

DISTRICT: SE

CLASS: STATBR

FED-ID: 6125

BRIDGE: L0210

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.

<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>
----------------------------------	--------------	------------------	-------------	----------------

CLEARANCES UNDER BRIDGE

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

<u>RECORD #</u>	<u>ROUTE</u>	<u># LANES</u>	<u>DIRECTION OF TRAFFIC</u>	<u>RIGHT LATERAL CLEARANCE</u>	<u>LEFT LATERAL CLEARANCE</u>	<u>UR-ID</u>
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<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>
----------------------------------	--------------	------------------	-------------	----------------

\*\*\*STRUCTURE PAINT INFORMATION\*\*\*

CONDITION:

RUST AMOUNT :

STEEL TONS : 0

ORIGINAL PAINT

CONTRACT REPAINT

DEPARTMENT REPAINT

PAINT TYPE :  
NAME :  
PAINT COLOR :  
PAINT YEAR :  
MILS :

PAINT TYPE :  
NAME :  
PAINT COLOR :  
PAINT YEAR :  
MILS :

PAINT TYPE :  
NAME :  
PAINT COLOR :  
PAINT YEAR :  
MILS :

MANUFACTURE :  
SURFACE PREP :

\*\*\*REQUESTED WORK ITEMS\*\*\*

GENERAL WORK COMMENTS:

<u>RESPONSIBILITY</u>	<u>LOCATION</u>	<u>ITEM</u>	<u>CATEGORY</u>	<u>PRIORITY</u>	<u>DATE</u>	<u>WORK ITEM COMMENT</u>
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\*\*\*UTILITY ATTACHMENTS\*\*\*



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

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

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
2025	SE0083	1	2025	REPLACE BRIDGE	

**\*\*\*COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS\*\*\***

NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.

<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>
[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	2/14/2014
[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	5/11/2010
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	40.6%	3/2/2023
Deficiency:	FUNCTIONAL	1/13/2009
Funding Eligibility:	----	----
Estimated New Structure Length:	----	----
Estimated Structure Cost:	----	----
Estimated Total Project Cost:	----	----
Year of Cost Estimate:	----	----

NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NBI items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure size and cost may vary significantly from these numbers once site specific engineering is done.

**\*\*\*ADVANCED SIGN INFORMATION\*\*\***

<u>SIGN #</u>	<u>SIGN TYPE</u>	<u>PROBLEM</u>	<u>PROBLEM DIRECTION</u>
1			

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

<b># OUTFALLS:</b>	<b>INSPECTOR:</b>
<b>STATUS:</b>	<b>DATE:</b>
<b>NOTES:</b>	