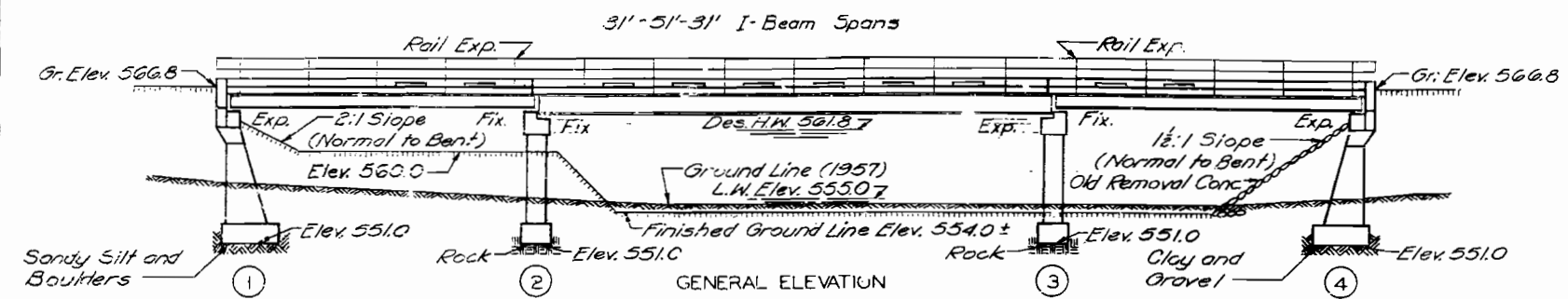
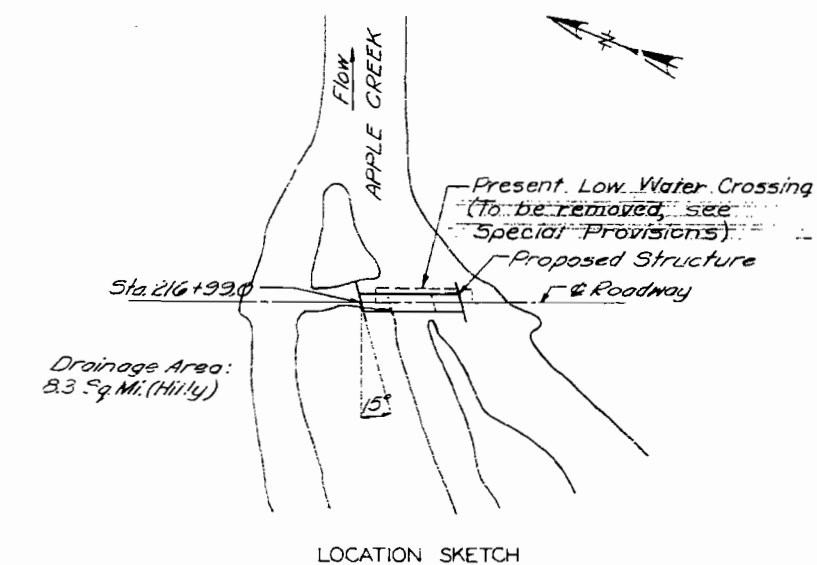
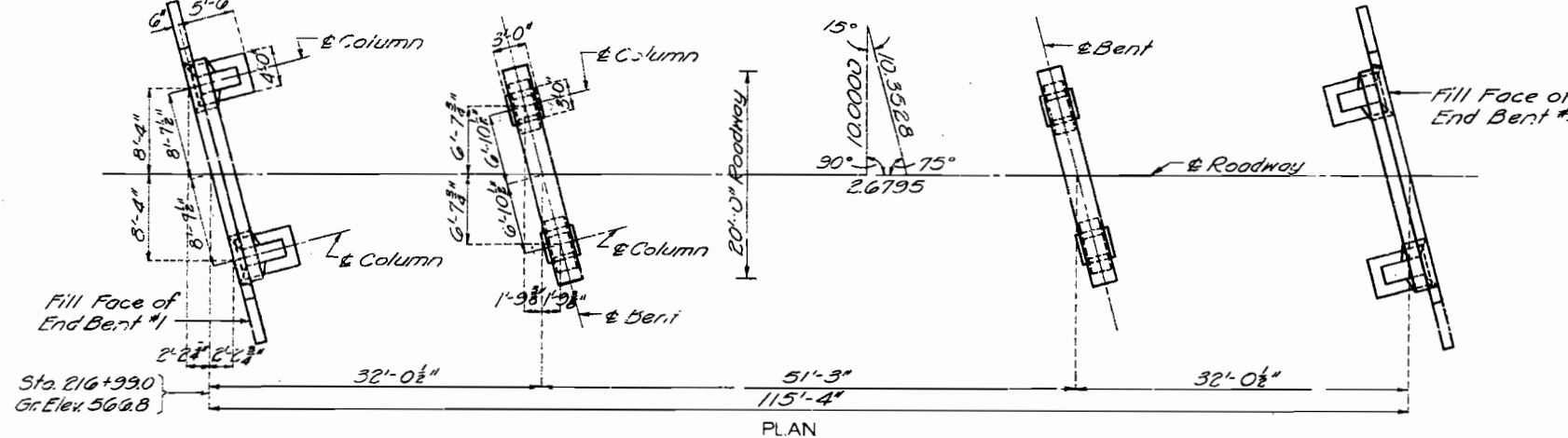


MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	12	



Note: The footings for Bents No. 1 and 4 shall be placed on clay and gravel or sandy silt and boulders satisfactory to the Engineer.
 Bearing of 4 ton/sq.ft. used in design for Bents No. 1 and 4.
 All loose, shelly or disintegrated rock shall be removed and the footings for Bents No. 2 and 3 placed on or into hard, solid, undisturbed rock.
 Bearing of 6 ton/sq.ft. used in design for Bents No. 2 and 3.
 In no case shall footings of Bents No. 2 and 3 be placed higher than elevations shown.



GENERAL NOTES:
 Design Specifications A.A.S.H.O. 1957
 Loading: H15-44 (One Lane)
 Structural Steel Stress: 18,000 #/sq.in.
 Reinforcing Steel Stress: 20,000 #/sq.in.
 Class "B" Concrete Stress: 1,200 #/sq.in.
 All concrete shall be Class "B".
 Rivets 7/8", holes 1 1/8" except as noted.
 Field connections shall be riveted except as noted in handrail details or, if the Contractor desires to eliminate all field riveting on this project, he may use machine bolts for field connections. Heads and nuts of machine bolts shall be American Standard Regular.
 Paint: Shop, none; Field, contact surfaces of bolted field connections, one coat of red lead and surfaces inaccessible after erection, three coats of red lead. No other paint to be applied by Contractor. Red lead required shall be furnished by Contractor. Payment for cleaning and painting such surfaces will be included in unit price bid for Fabricated Structural Steel.
 Where joint filler is specified on the plans it shall conform with the requirements for Premoulded Material for Filler as given in Section 59-22D of the Standard Specifications.

COMPLETE BILL OF REINFORCING STEEL			Bending Sketches & Cutting Diagrams						
End Bents No. 1 & 4			Superstructure						
No.	Size	Length	Mark	Location	No.	Size	Length	Mark	Location
6	#6	23'-0"	H1	Beam	176	#5	2'-3"	C1	Curb
10	#3	21'-9"	H2	"	6	#6	31'-9"	C2	"
4	#6	21'-9"	H3	"	6	#6	31'-9"	C3	"
4	#6	23'-0"	H4	Sk Wall	12	#5	20'-8"	C4	"
16	#5	7'-9"	H5	Wing	330	#5	22'-0"	S1	Slab
4	#5	7'-3"	H6	"	152	#4	10'-9"	S2	"
8	#4	7'-6"	V1	"	18	#5	24'-9"	S3	"
50	#4	3'-9"	V2	Sk Wall	36	#5	21'-9"	S4	"
4	#4	5'-0"	V3	"	76	#4	26'-3"	S5	"
12	#6	11'-6"	V4	Column					
16	#6	11'-0"	V5	"					
8	#4	9'-9"	V6	"					
32	#3	9'-2"	V7	"					
12	#6	7'-0"	F1	Col. Fch.					
8	#6	7'-0"	F2	"					
8	#6	10'-3"	T1	Wing					
28	#6	4'-9"	D1	Footing					
44	#4	10'-6"	U1	Beam					
14	#4	3'-0"	U2	"					
4	#5	6'-6"	H7	Hing					
Int. Bents No. 2 & 3									
32	#6	4'-0"	D2	Footing					
16	#6	7'-9"	F3	Col. Fch.					
16	#6	7'-6"	F4	"					
8	#8	23'-3"	B1	Beam					
12	#8	21'-3"	G2	"					
4	#6	21'-3"	G3	"					
4	#4	21'-3"	G4	"					
28	#3	7'-9"	P1	Column					
32	#6	10'-3"	P2	"					
44	#4	9'-3"	U3	Beam					
14	#4	3'-3"	U4	"					
58	#4	3'-0"	U5	"					

ESTIMATED QUANTITIES			
Item	Substr.	Superstr.	Total
Class 1 Excavation for Structures	Cu. Yds.	10	10
Class 2 Excavation for Structures	Cu. Yds.	66	66
Class "B" Concrete	Cu. Yds.	46.8	55.1
Fabricated Structural Steel	Lbs.	48,280	48,280
Gray Iron Alloy Castings	Lbs.	430	430
Reinforcing Steel	Lbs.	6,050	13,720

Note: Excavation for Bridge made above Elev. 5560 will be paid for as Class 1 Excavation for Structure.
 Excavation for Bridge made below Elev. 5560 will be paid for as Class 2 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.#6 - Elev. 557.90 Nail in side 30" Sycamore
 55' Lt. Sta. 217+90 (U.S.G.S. DATUM).
BRIDGE OVER APPLE CREEK
 STATE ROAD FROM HIGHLAND TO MILLHEIM
 ABOUT 24.5 MILES W. OF WITTENBERG
 PROJECT NO. S-9932 SK STA. 216+99.0
PERRY COUNTY

SUBMITTED BY J. A. Williams DATE 7-21-1958
 APPROVED BY Ray M. Witter DATE 7-21-1958

Drawn JULY 1959 by C.D.W.
 Checked JULY 1959 by W.F.D.

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

Sheet No. 1 of 6.

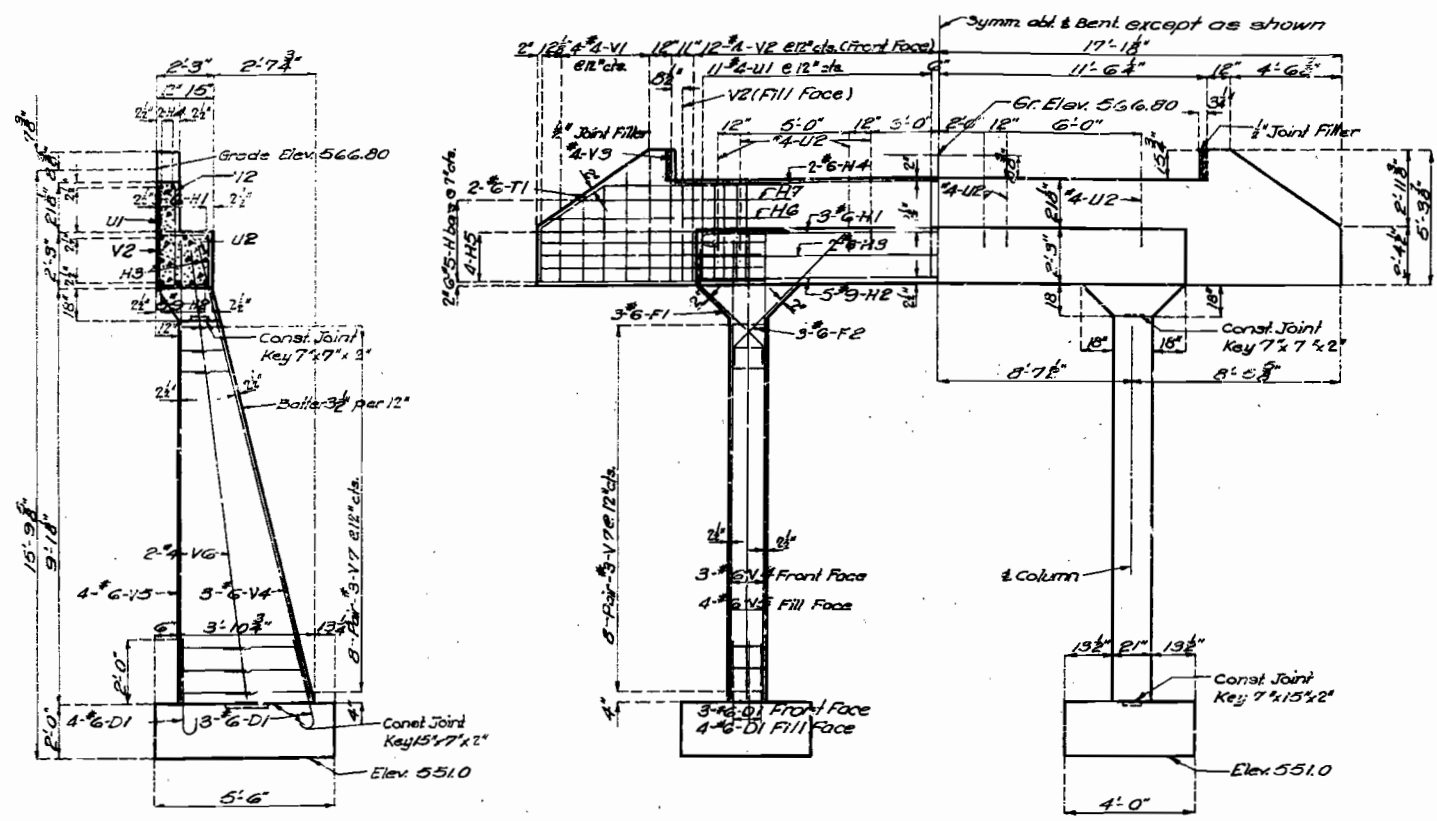
SEE FINAL PLANS BROWN LINES

STDG-10R7
 N-877

64

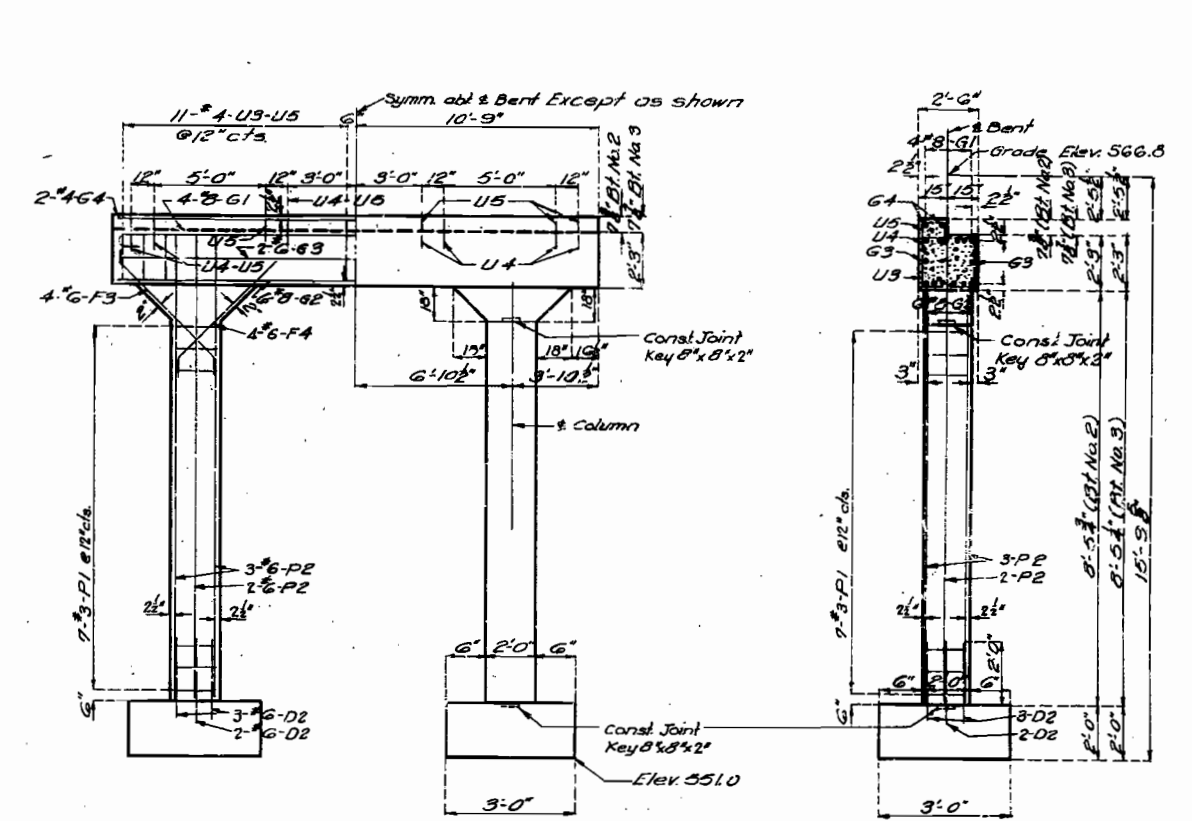
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	ST./TE.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO		19	3	



SECTION AT E

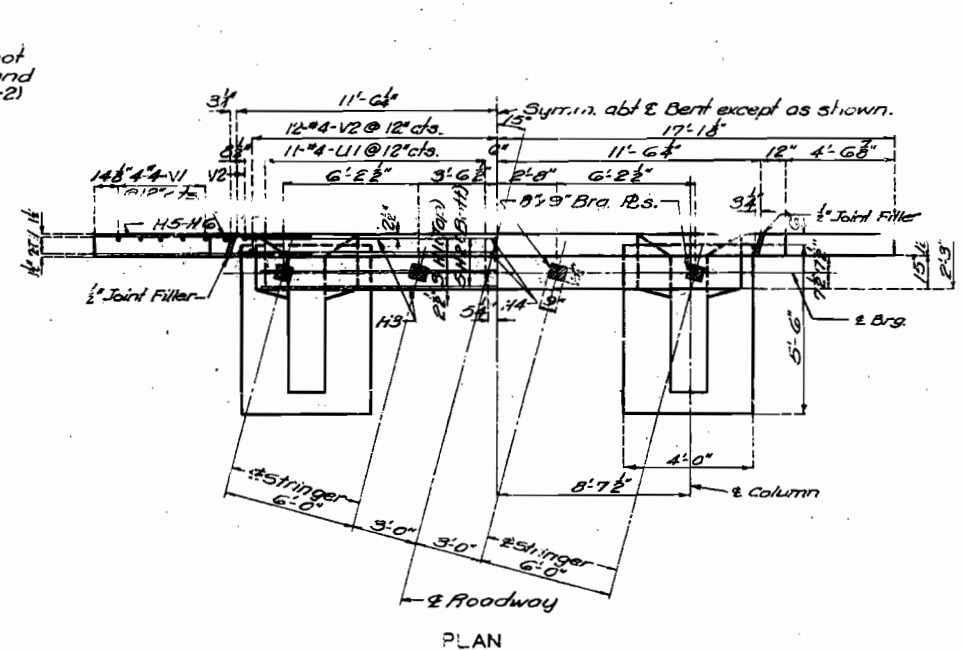
ELEVATION



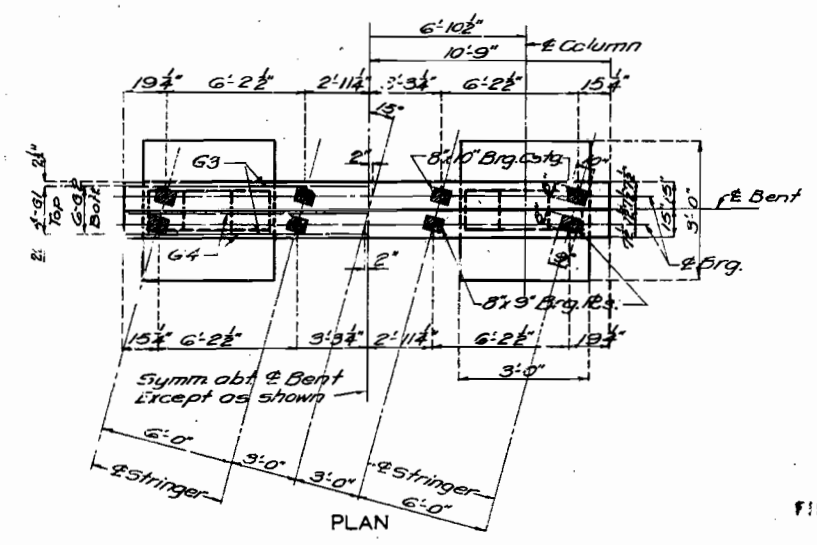
ELEVATION

SECTION AT E

Note: Fill at End Bents No. 1 & 4 shall not be carried above bottom of beam and wings until superstructure spans (1-2) and (3-4) are in place.



DETAILS OF END BENTS NO. 1 & 4



DETAILS OF INT. BENTS NO. 2 & 3

BRIDGE OVER APPLE CREEK
 STATE ROAD FROM HIGHLAND TO MILLHEIM
 ABOUT 24.5 MILES W. OF WITTENBERG
 PROJECT NO. S-993(2) (SK) STA. 216+99.0
PERRY COUNTY

Assembled July 1959 by W.K. & J.C.F.
 Checked July 1959 by W.F.D.

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

Sheet No. 2 of 6

SEE FINAL PLANS BROWN-LINES

N-877

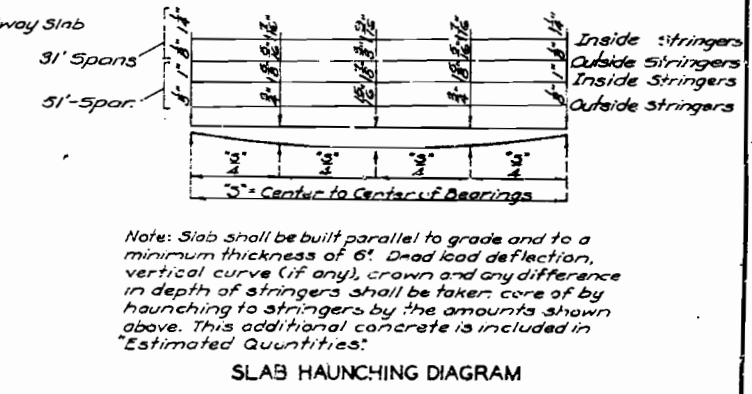
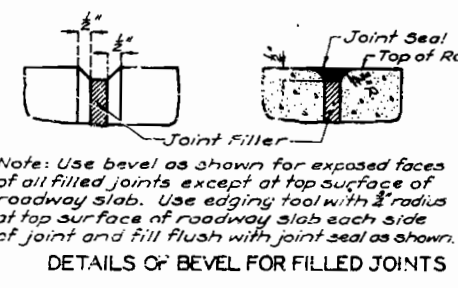
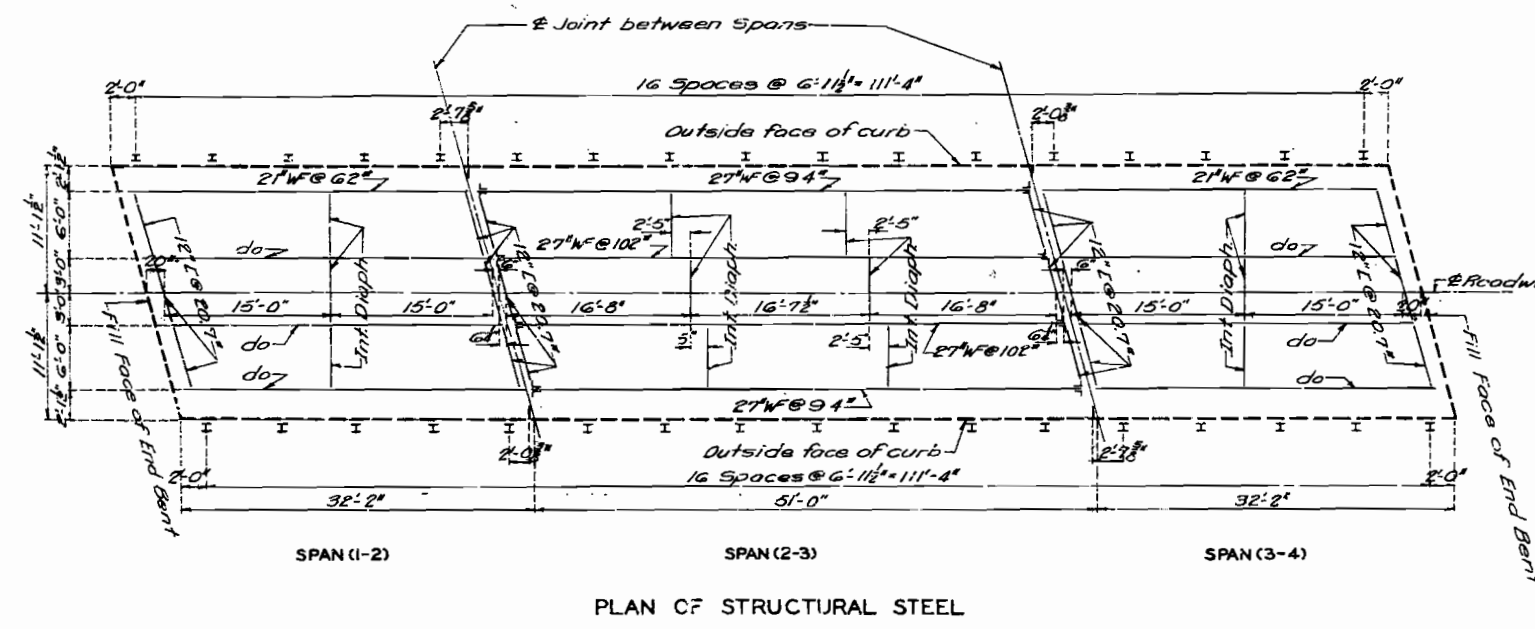
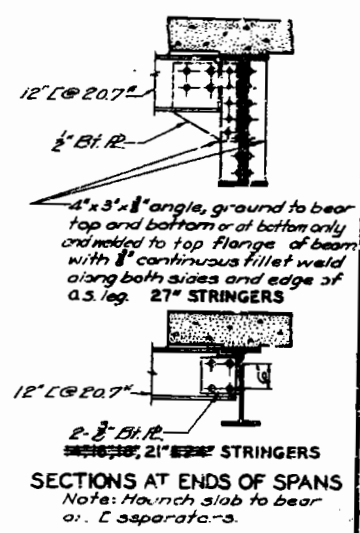
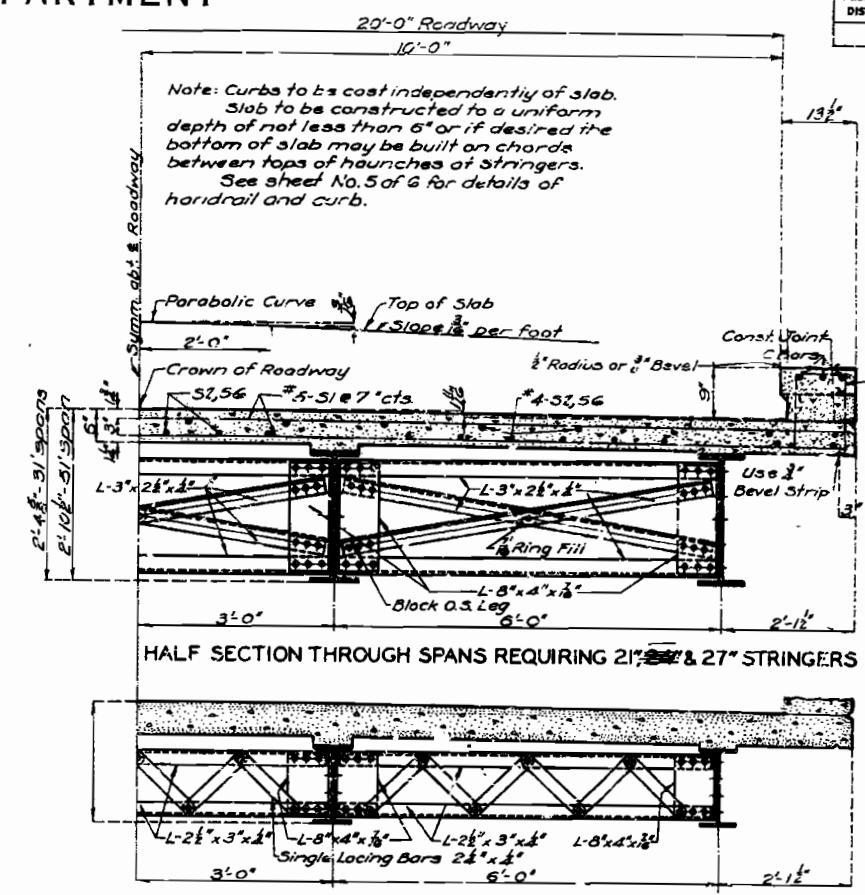
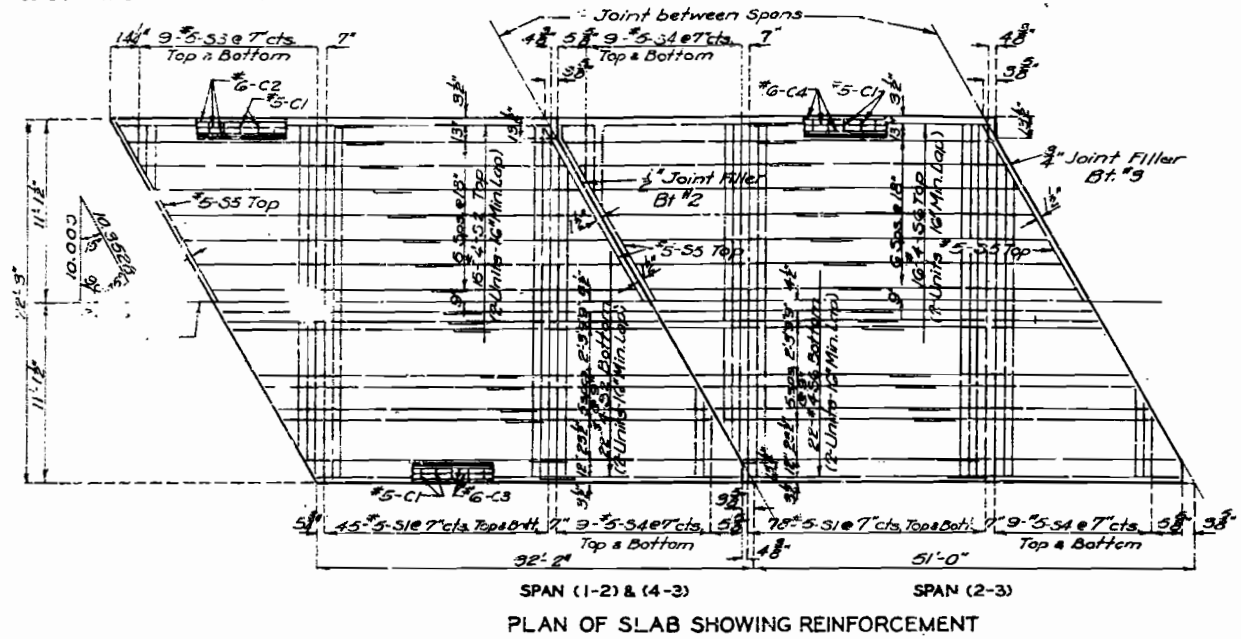
2 Col. End & 2 Col. Int. } 20' or 22' Rdwy.
 Square & Skewed } H/O

65

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	16	

Note: Space dowel bars C1 L1 approximately 12" centers in curbs between outlets and at ends.



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BRIDGE OVER APPLE CREEK

STATE ROAD FROM HIGHLAND TO MILLHEIM
ABOUT 24.5 MILES W. OF WITTENBERG
PROJECT NO. S-993(2) (SK) STA. 216+99.0

PERRY COUNTY

Assembled June 1959 by R.C.L. & J.C.F.
Checked July 1959 by W.F.D.

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

Sheet No. 3 of 6.

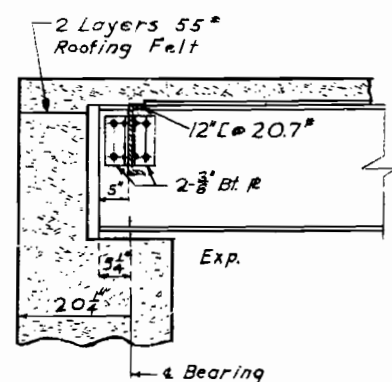
NO CONSTRUCTION CHANGES

N-877

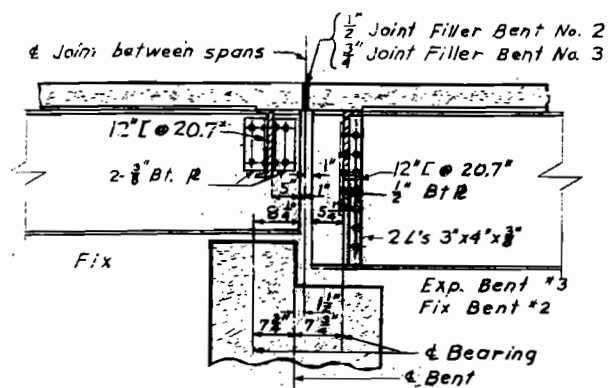
Rev. Feb. 1955

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	15	

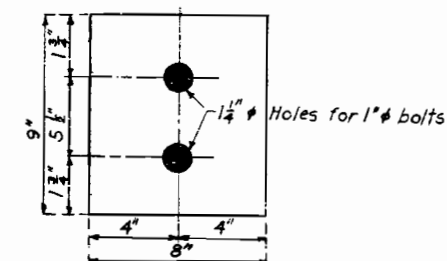


END SPANS NO. 1 & 4

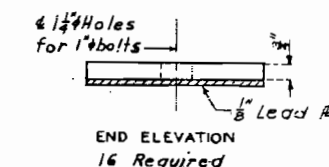


INT. BENTS NO. 2 & 3

PART LONGITUDINAL SECTION



PLAN



DETAILS OF STRUCTURAL STEEL PLATES

Spans (1-2) & (3-4)

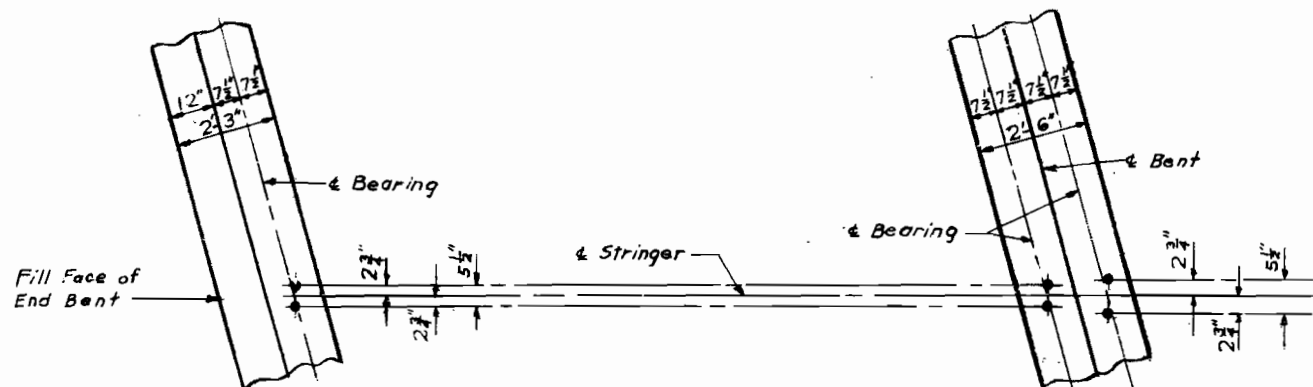
Note: Material for 8" x 9" plates to be Structural Steel.

Anchor bolts shall be 1" swaged bolts, no head, Hex. nuts and shall extend 10" into concrete.

Lead plates under bearings shall be approximately 1/8" in thickness and weigh 8 1/2#. Cost of lead plates shall be included in price bid for other items.

Bearing plates to be straightened to plane surfaces.

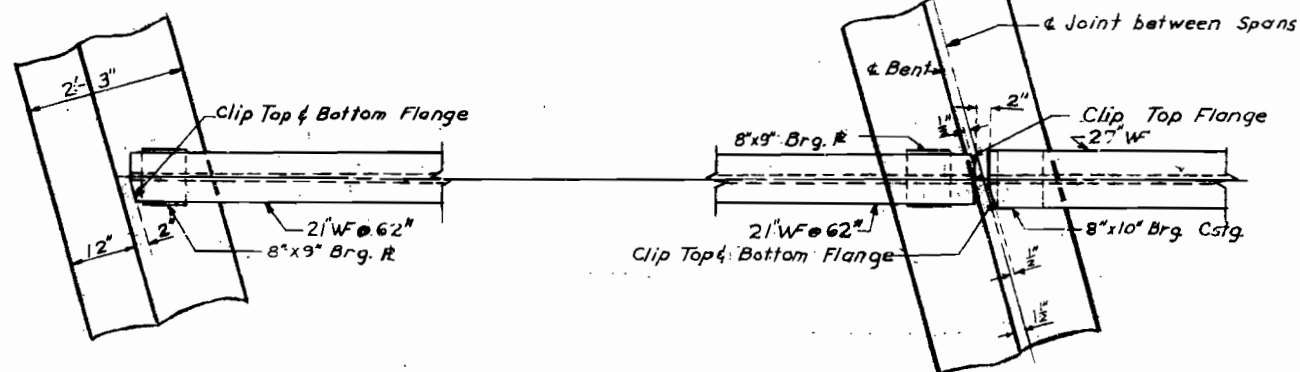
Bottom flange of beam shall have 1 1/4" holes at fixed end and 1 1/4" x 2 1/2" slots at expansion end.



END BENTS NO. 1 & 4

INT. BENTS NO. 2 & 3

PART ANCHOR BOLT PLAN



END BENTS NO. 1 & 4

INT. BENTS NO. 2 & 3

PART PLAN OF STRINGERS AT BENTS

BRIDGE OVER APPLE CREEK

STATE ROAD FROM HIGHLAND TO MILLHEIM

ABOUT 24.5 MILES W. OF WITTENBERG

PROJECT NO. S-993(2) SK STA. 216 - 99.0

PERRY

COUNTY

67

Drawn July 1959 by RCL
Checked July 1959 by W.F.D.

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

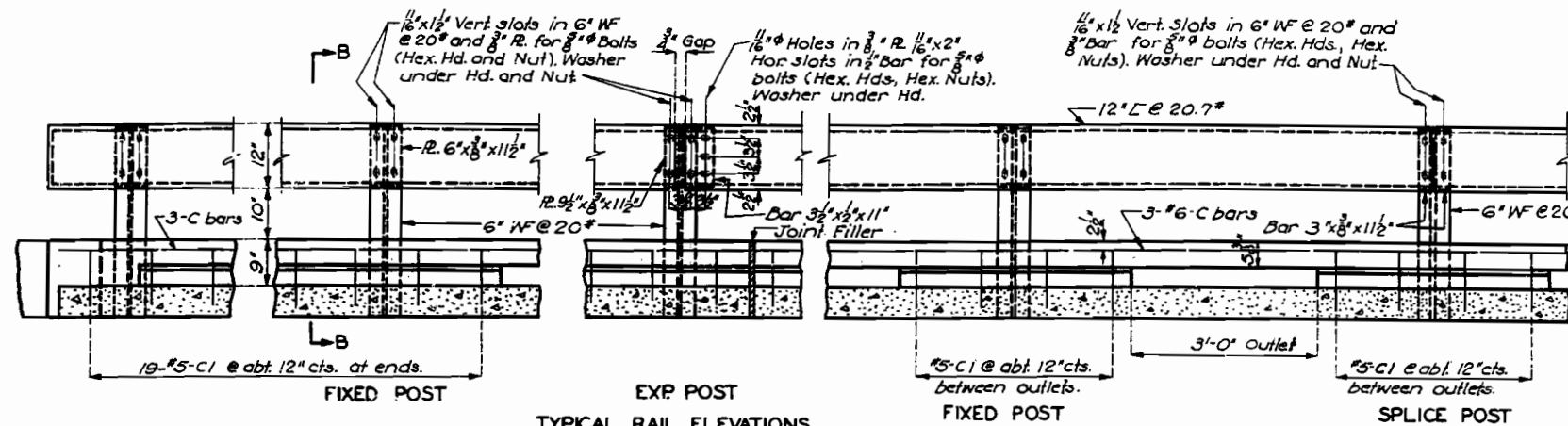
Sheet No. 4 of 6

NO CONSTRUCTION CHANGES

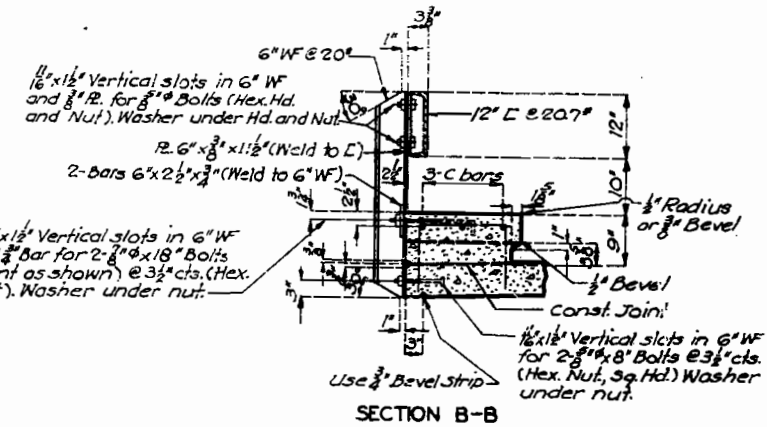
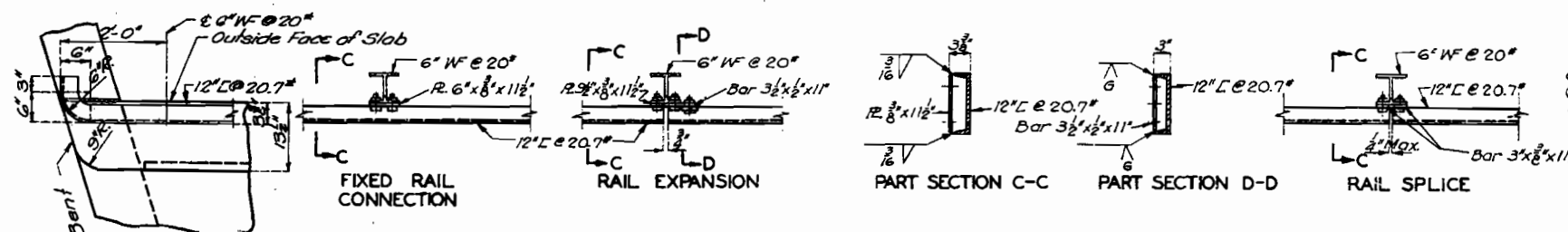
N-877

MISSOURI STATE HIGHWAY DEPARTMENT

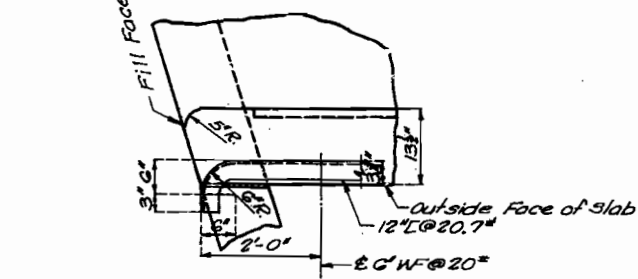
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		19	16	



Note: Outlets to be centered between railposts. For location of outlets see sheet No. 1 of G.



Note: Channel rail to be adjusted for horizontal alignment by use of full size metal shims placed between 6" WF and connection R. shims of 3/4" thickness to be furnished with structural steel. Cost of shims to be included in price bid for other items.



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FINISHED

BRIDGE OVER APPLE CREEK
 STATE ROAD FROM HIGHLAND TO MILLHEIM
 ABOUT 24.5 MILES W. OF WITTENBERG
 PROJECT NO. S-993(2) (SK) STA. 216+99.0
 PERRY COUNTY

FINISHED

FINISHED

Assembled June 1959 by LEGNRS
 Checked July 1959 by WFD.

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

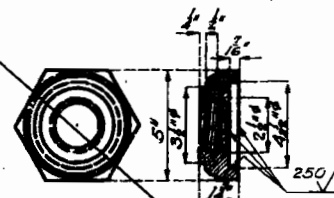
Sheet No. 5 of 6.

NO CONSTRUCTION CHANGES

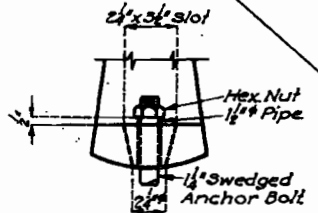
N-877

MISSOURI STATE HIGHWAY DEPARTMENT

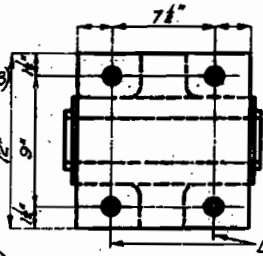
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MO.		19	17	



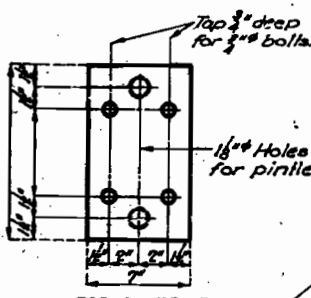
CAST STEEL NUT
- Required
- 3 # Rolled steel pins required (AISI C1018)



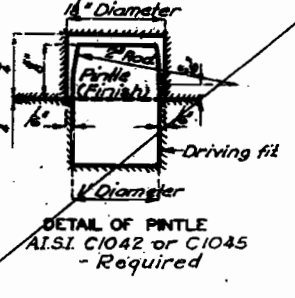
Hex Nut
1/2" Pipe
1/4" Swaged Anchor Bolt



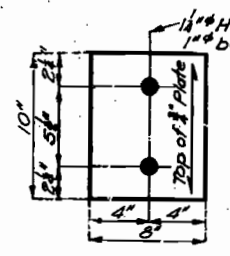
Drill 1/2" holes for 1" turned bolts or high tensile bolts.



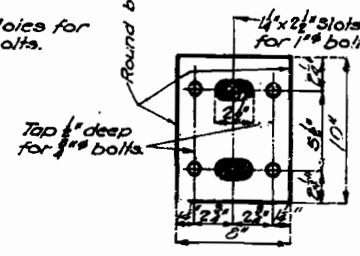
TOP PLATE - EXP



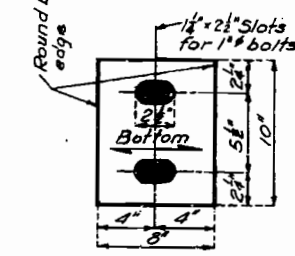
DETAIL OF PIN
AISI C1042 or C1045 - Required



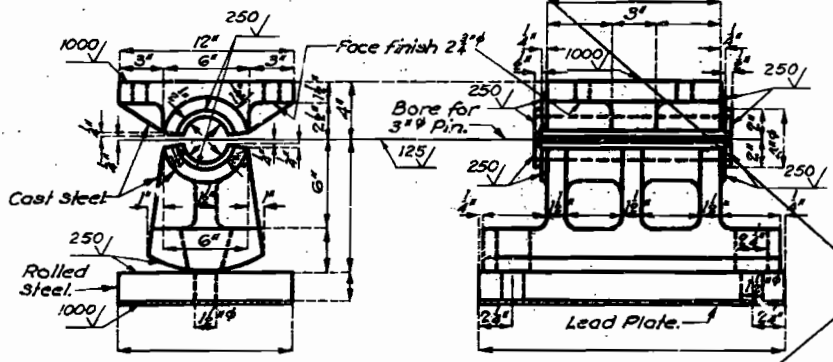
BOTTOM PLATES



TOP PLATES

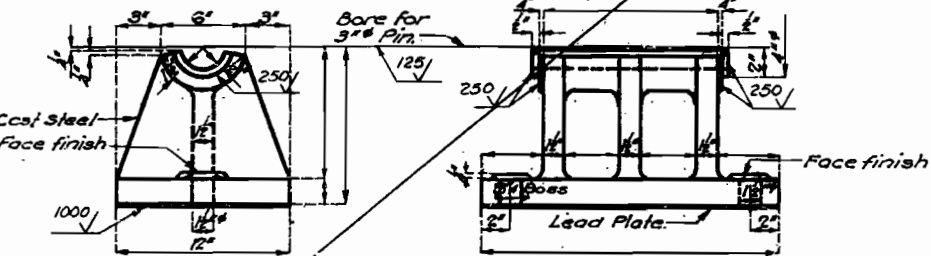


FLOATER PLATES



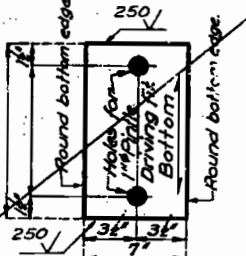
EXPANSION ROCKER

Note: Cast steel cap same as shown above.

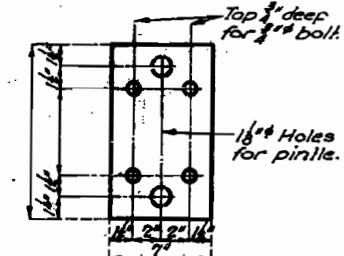


FIXED PEDESTAL

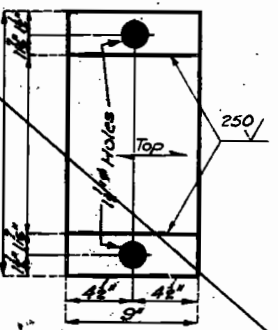
TYPE 'A'



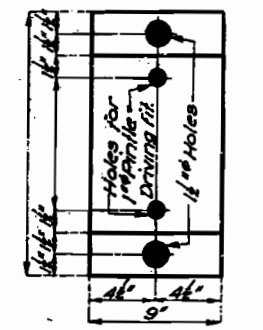
FLOATER PLATE - EXP



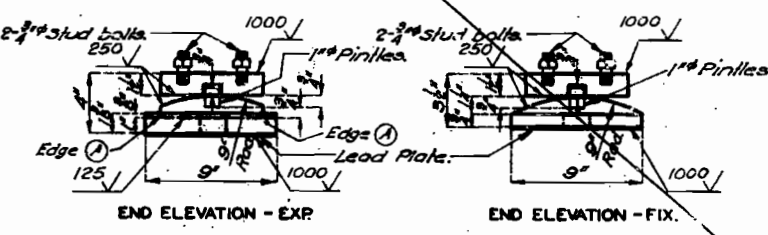
TOP PLATE - FIX



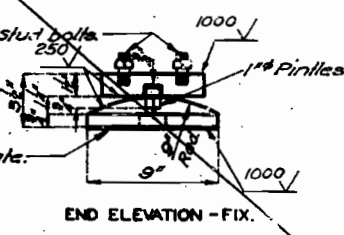
BOTTOM PLATE - EXP



BOTTOM PLATE - FIX

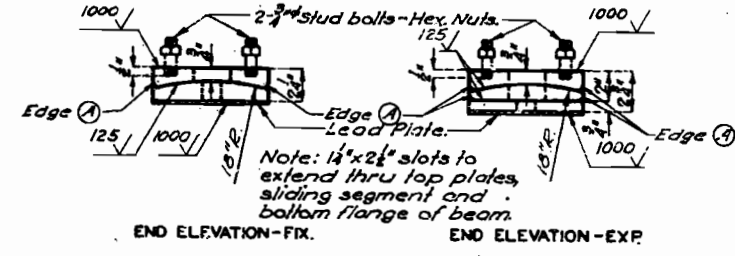


END ELEVATION - EXP



END ELEVATION - FIX

TYPE 'B'



END ELEVATION - FIX

END ELEVATION - EXP

Required: 4 sets 8" x 10" Each set consists of 5 plates each.
For 51' Span

TYPE 'C'

GENERAL NOTES:

- Finish all surfaces as indicated.
- All fillets for Type 'A' castings shall have 3/4" radius.
- Material for Type 'A' castings shall be Cast steel, except as noted. Material for Type 'B' and Type 'C' castings shall be either gray iron alloy or cast steel but payment will be made as Gray Iron Alloy.
- All pins, bolts, nuts, pipe sleeves, rolled steel and pintles shall be paid for as Structural Steel.
- Anchor bolts for Type 'A' and Type 'B' castings shall be 1 1/2" swaged bolts with Hex. nuts and shall extend 12" into concrete.
- Anchor bolts for Type 'C' castings shall be 1" swaged bolts, no heads or nuts and shall extend 10" into concrete. Top ends of anchor bolts shall be above the top of castings but not higher than 1/2" below the top surface of the bottom flange of beam.
- Lead Plates under bearings shall be approximately 1/2" thickness and weigh 8 1/2 lbs. Cost of lead plates shall be included in price bid for other items.
- Edge (A) to be rounded (1/4" to 3/8" Radius).

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Assembled June 1959 by R.C.L. & C.D.W.
Checked July 1959 by W.F.D.

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

Sheet No. 6 of 6.

DETAILS OF BEARING CASTINGS

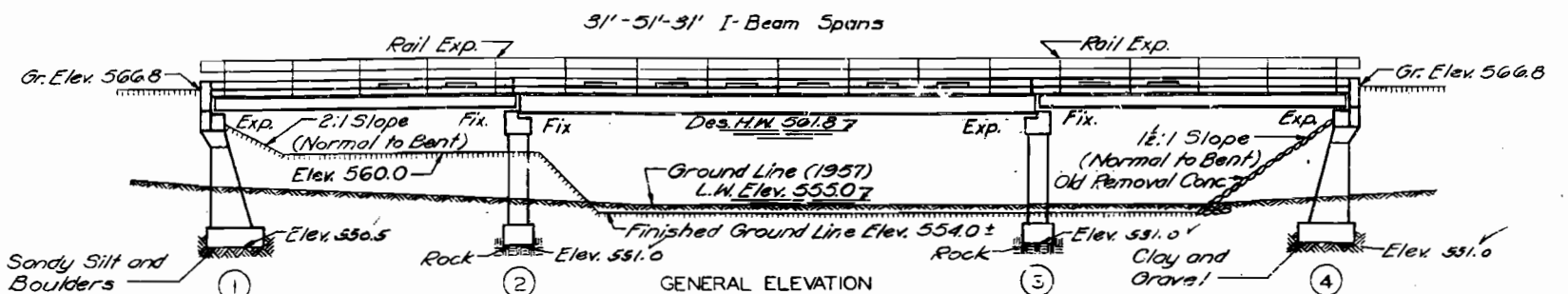
NO CONSTRUCTION CHANGES

BRIDGE OVER APPLE CREEK
STATE ROAD FROM HIGHLAND TO MILLHEIM
ABOUT 24.5 MILES W. OF WITTENBERG
PROJECT NO. S-993(2) (SK) STA. 216+99.0
PERRY COUNTY

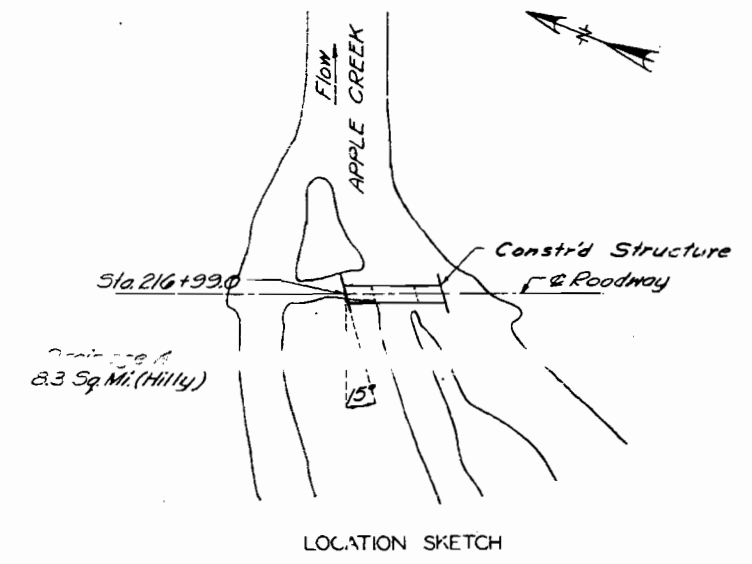
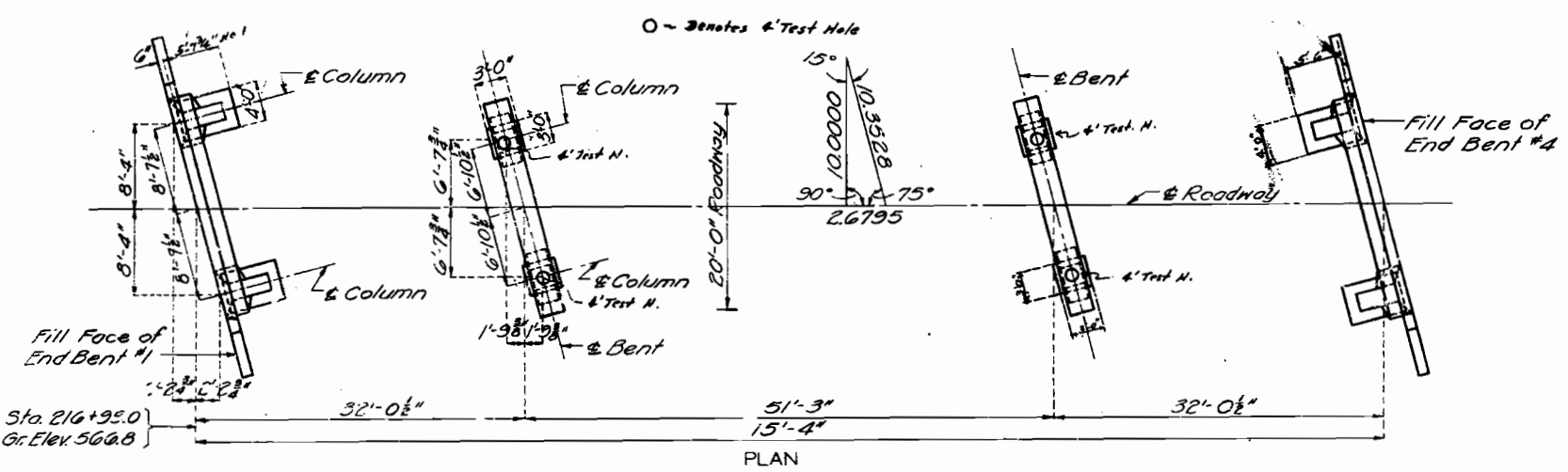
N-877

MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MO.	S-993(2)	19	11	26



Note: The footings for Bents No. 1 and 4 were placed on clay and gravel satisfactory to the Engineer.
 Bearing of 4 tons/sq. ft. used in design for Bents No. 1 and 4.
 All loose, shelly or disintegrated rock was removed and the footings for Bents No. 2 and 3 were placed into hard, solid, undisturbed rock.
 Bearing of 6 tons/sq. ft. used in design for Bents No. 2 and 3.



GENERAL NOTES:
 Design Specifications A.A.S.H.O. 1957
 Loading: H15-44 (One Lane)
 Structural Steel Stress: 18,000 #/sq. in.
 Reinforcing Steel Stress: 20,000 #/sq. in.
 Class B Concrete Stress: 1,200 #/sq. in.
 All concrete was Class B.
 Rivets 3/4", holes 1/2" except as noted
 Field connections riveted except as noted in handrail details or, if the Contractor desires to eliminate all field riveting on this project, he may use machine bolts for field connections. Heads and nuts of machine bolts are American Standard Regular.
 Paint: Shop, none; Field, contact surfaces of bolted field connections, one coat of red lead and surfaces inaccessible after erection, three coats of red lead. No other paint was applied by Contractor. Red lead required was furnished by Contractor. Paint for cleaning and painting such surfaces was included in unit price bid for riveted Structural Steel.
 Where joint filler was specified on the plans it conformed with the requirements for Premoulded Material for Filler as given in Section 59-22D of the Standard Specifications.

COMPLETE BILL OF REINFORCING STEEL

No.	Size	Length	Mark	Location	Bending Sketches & Cutting Diagrams	No.	Size	Length	Mark	Location
End Bents No. 1 & 4										
6	#6	23'-0"	H1	Beam		Superstructure				
10	#9	21'-9"	H2	"		176	#5	2'-9"	C1	Curb
4	#6	21'-9"	H3	"		6	#6	31'-9"	C2	"
4	#6	23'-0"	H4	Bk. Wall		12	#6	26'-0"	C4	"
16	#5	7'-9"	H5	Wing		336	#5	22'-0"	S1	Slab
4	#5	7'-3"	H6	"		152	#4	16'-9"	S2	"
8	#4	7'-6"	V1	"		18	#5	24'-9"	S3	"
50	#4	3'-9"	V2	Bk. Wall		36	#5	21'-9"	S4	"
4	#4	5'-0"	V3	Wing		6	#5	22'-9"	S5	"
12	#6	11'-6"	V4	Column		76	#4	26'-3"	S6	"
16	#6	11'-0"	V5	"						
8	#4	9'-9"	V6	"						
32	#3	9'-9"	V7	"						
12	#6	7'-0"	F1	Col. Hch.						
8	#6	10'-5"	T1	Wing						
28	#6	4'-9"	D1	Foot. Cap.						
44	#4	10'-6"	U1	B. 3m						
14	#4	3'-0"	U2	"						
4	#5	6'-6"	H7	Wing						
Int. Bents No. 2 & 3										
32	#6	4'-0"	D2	Footling						
16	#6	7'-9"	F3	Col. Hch.						
16	#6	7'-9"	F4	"						
8	#8	23'-9"	G1	Beam						
12	#8	21'-3"	G2	"						
4	#6	21'-3"	G3	"						
4	#4	21'-3"	G4	"						
28	#3	7'-9"	P1	Column						
32	#6	10'-3"	P2	"						
44	#4	9'-9"	U3	Beam						
14	#4	3'-9"	U4	"						
58	#4	3'-0"	U5	"						

QUANTITIES

Item	Substr.	Superstr.	Total
Class 1 Excavation for Structures	Cu. Yds.	12.5	12.5
Class 2 Excavation for Structures	Cu. Yds.	52.0	52.0
Class B Concrete	Cu. Yds.	47.1	102.2
Fabricated Structural Steel	Lbs.	42,580	42,580
Gray Iron Alloy Castings	Lbs.	430	430
Reinforcing Steel	Lbs.	6,050	13,720
Class B Exc. ± 50%	Cu. Yds.	2.0	2.0
Test Holes	Lbs. Ft.	14	14

Note: Excavation for Bridge made above Elev. 556.0 was paid for as Class 1 Excavation for Structures.
 Excavation for Bridge made below Elev. 556.0 was paid for as Class 2 Excavation for Structures.
 * Final pay weight for Fabricated Structural Steel was based on using field rivets except for bolted connections specified for handrail.

B.M. #6 - Elev. - 561.40 "B" on Top Lt. Ear on End Bent No. 2

BRIDGE OVER APPLE CREEK

STATE ROAD FROM HIGHLAND TO MILLHEIM
 ABOUT 24.5 MILES W. OF WITTENBERG
 PROJECT NO. S-993(2) (SK) STA. 216+99.0

PERRY COUNTY FINISHED

SUBMITTED BY: J.A. Williams DATE: 7-21-1959
 APPROVED BY: Geo. M. Wittman DATE: 7-21-1959

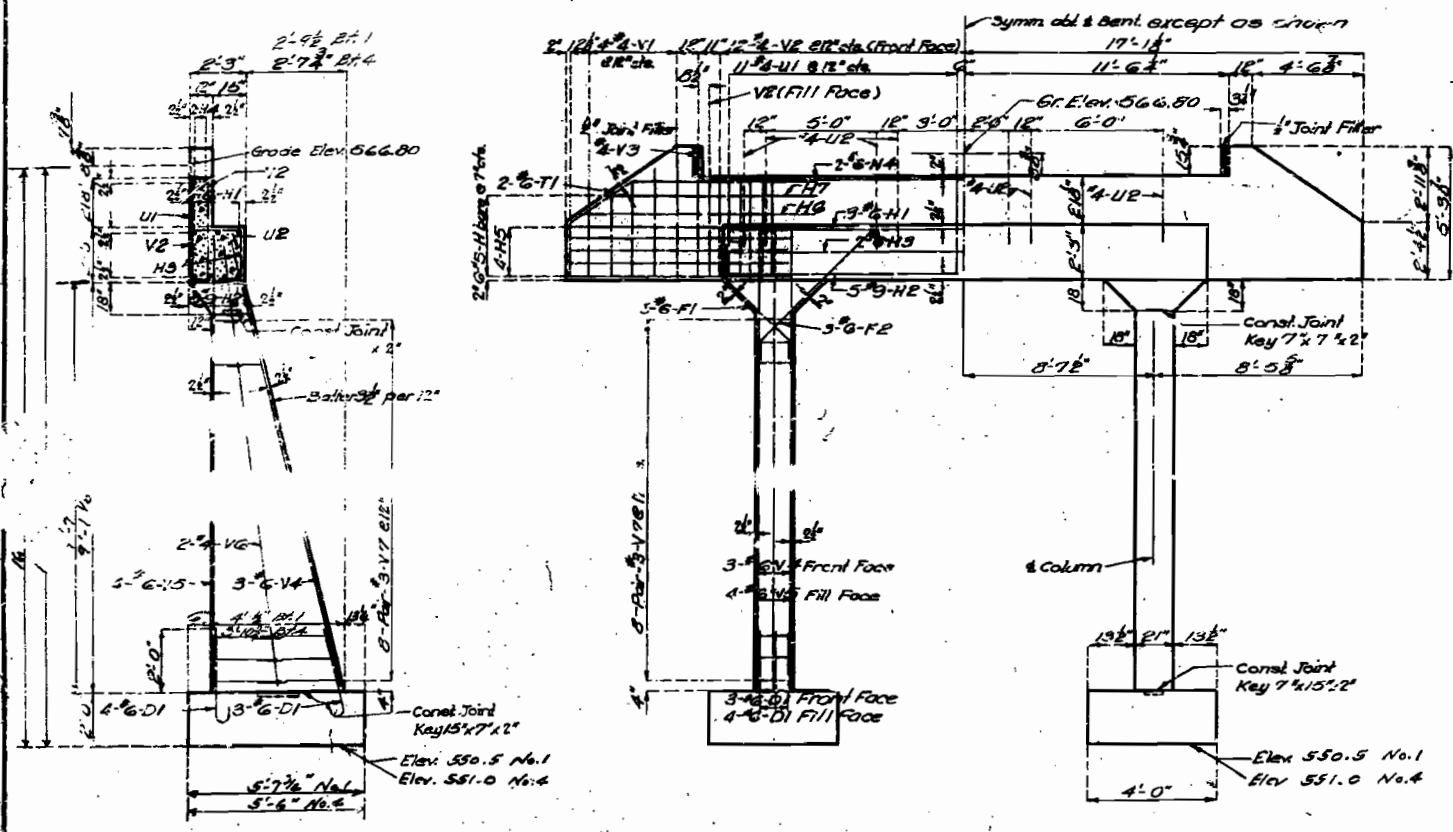
Drawn JULY 1959 by C.D.W.
 Checked July 1959 by W.F.D.

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

Sheet No. 1A of 2

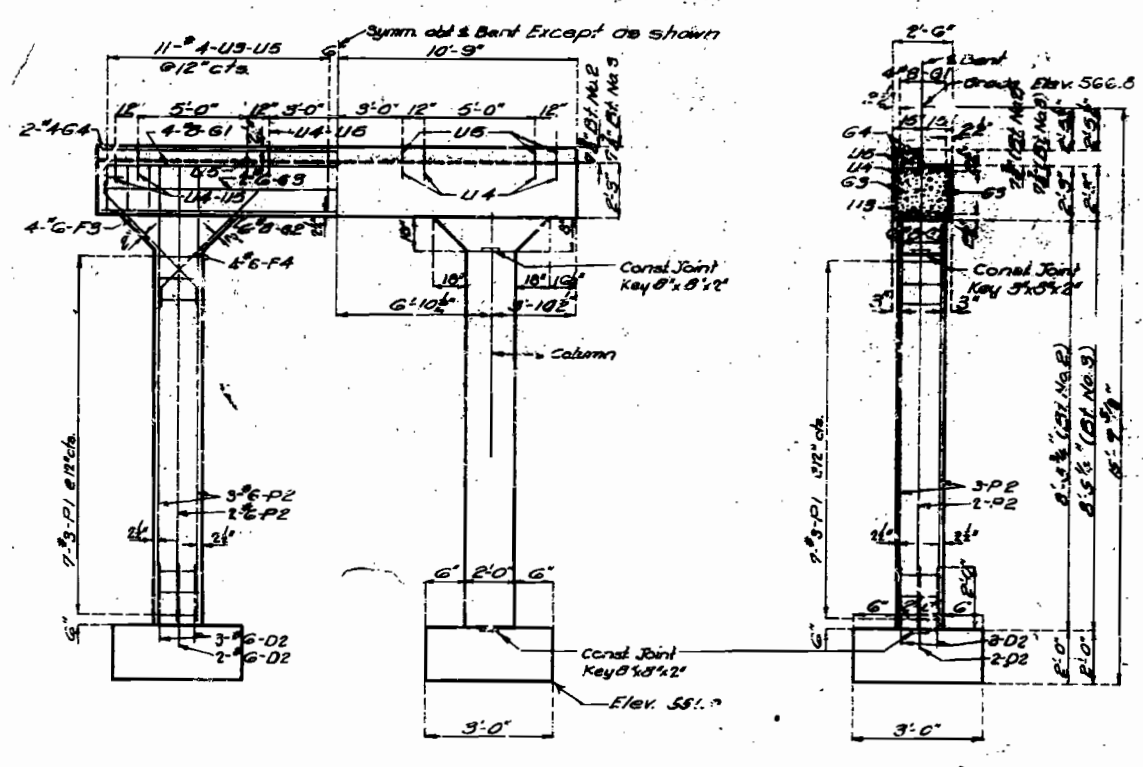
MISSOURI STATE HIGHWAY DEPARTMENT

FED. ROAD DIST. NO.	STATE	F.C. AND PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MO.	S-993(2)	19	72	26



SECTION AT E

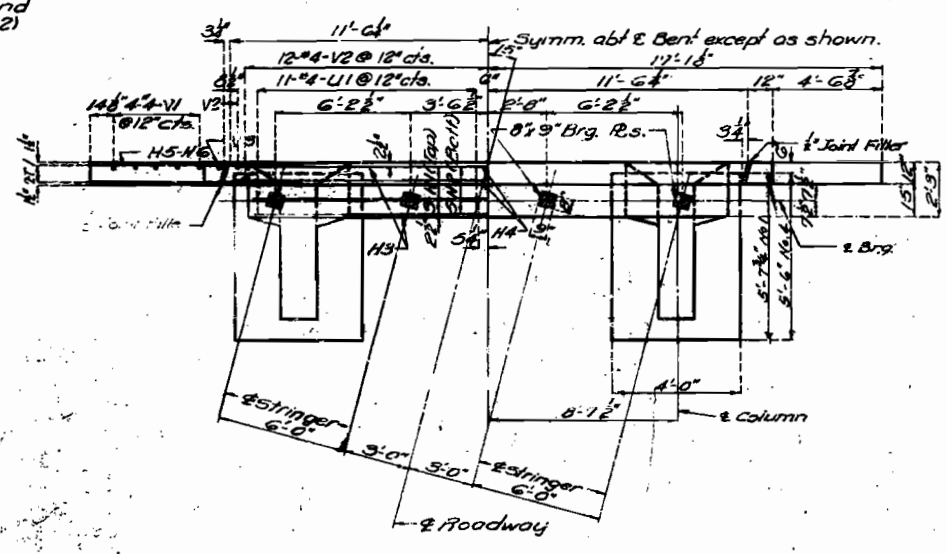
ELEVATION



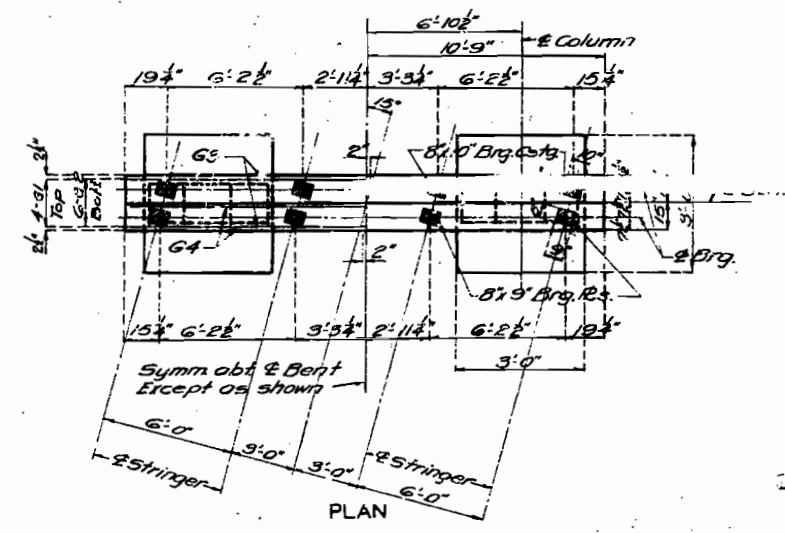
ELEVATION

SECTION AT E

Note: Fill of End Bents No. 1 & 4 was not carried above bottom of beam and wings until superstructure spans (1-2) and (3-4) were in place.



PLAN
DETAILS OF END BENTS NO. 1 & 4



PLAN
DETAILS OF INT. BENTS NO. 2 & 3

BRIDGE OVER APPLE CREEK
STATE ROAD FROM HIGHLAND TO WILHEM
ABOUT 24.5 MILES W. OF WITTENBERG
PROJECT NO. S-993(2) (SK) STA. 216+09.0
PERRY COUNTY

Assembled July 1959 by W.K. & J.C.F.
Checked July 1959 by W.F.D.

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

Sheet No. 2A of 2

FINAL PLANS N-877

FINAL PLANS

20' or 25' Radius Squares & Circles

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

January 02, 2024
6:24:01AM

COUNTY: PERRY

DISTRICT: SE

CLASS: STATBR

FED-ID: 7323

BRIDGE: N0877

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

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

ROUTE: RTKS
FEATURE: APPLE CR
STATUS: P-POSTLOAD
LOG MILE: 4.082
DETOUR: 14.00 MILES
NHS: NO
BUILT: 1960
REHAB:
LOCATION: S 24 T 34 R 10 E
LATITUDE: 37 38 19.97 (DMS)
LONGITUDE: 89 53 19.21 (DMS)

SPANS: 3
LANES ON: 2
LANES UNDER: 0
COMPASS DIRECTION: NORTH to SOUTH
DIRECTION OF TRAFFIC: 2-WAY TRAF
FUNCTIONAL CLASS: RL-MAJOR COLLECTOR
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: SE
MAINTENANCE COUNTY: PERRY
SUB AREA: 7H36

PLACE CODE: 13870 CINQUE HOMMES
LENGTH: 115 FT 0 IN
MAXIMUM SPAN: 51 FT 3 IN
APPROACH ROADWAY: 20 FT 0 IN
CURB TO CURB: 20 FT 0 IN
OUT TO OUT: 22 FT 2 IN
AADT: 1084
AADT YEAR: 2022
AADT TRUCK: 6.7%
FUTURE AADT: 1518
FUTURE AADT YEAR: 2042

DATE: 10/11/2023
RESPONSIBILITY: DISTRICT
FREQUENCY: 12
CALCULATED INTERVAL**: 12
TEAM LEADER: ED HESS
ELEMENT: NO
INSPECTOR 2:
INSPECTOR 3:
INSPECTOR 4:
** 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**: NBI:
TEAM LEADER: INSPECTOR 3: METHOD:
INSPECTOR 2: INSPECTOR 4:
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

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 COMMENTS

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

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

DATE: 07/20/2022
RESPONSIBILITY: DISTRICT
CATEGORY: CHANNEL CROSS SEC'
FREQUENCY: 72
CALCULATED INTERVAL**: 66
NBI: NO
TEAM LEADER: ED HESS
INSPECTOR 3:
METHOD: WT TAPE
INSPECTOR 2:
INSPECTOR 4:
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: 10/11/2023
RESPONSIBILITY: DISTRICT
CATEGORY: DRY
FREQUENCY: 60
CALCULATED INTERVAL**: 12
NBI: NO
TEAM LEADER: ED HESS
INSPECTOR 3:
METHOD: VISUAL
INSPECTOR 2:
INSPECTOR 4:
** 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
05/09/2017	999	DAMAGE POST INCIDENT	NO		DISTRICT	
04/24/2009	999	QUALITY ASSURANCE	NO		BRIDGEDIV	

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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STRUCTURE POSTING

APPROVED CATEGORY: S-7 TRUCKS OVER 18 TONS 15 MPH ON BRIDGE.
Ton 1: 18 Ton 2: Ton 3:
COMMENTS:

FIELD CATEGORY: S-7 TRUCKS OVER 18 TONS 15 MPH ON BRIDGE.
Ton 1: 18 Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION:
COMMENTS:

GENERAL COMMENTS/MAJOR RATED ITEMS

GENERAL COMMENTS: (BOWDEJ1, 09/04/2008)--(32'-51'-32') SMP WF GDR SPANS

[ITEM 58] DECK: 4-POOR CONDITION COMMENTS: (DENNIB1, 10/17/2013)--T-CRACKS
RATING : 10/23/2017 (WILSOT2, 10/23/2017)--50 % SATURATION SPAN 3

[ITEM 59] SUPER: 5-FAIR CONDITION COMMENTS: (DENNIB1, 10/17/2013)--RUSTING OF TOP FLANGE
RATING : 10/13/2023

[ITEM 60] SUB: 5-FAIR CONDITION COMMENTS: (DENNIB1, 10/17/2013)--DELAMINATION ON COLUMNS
RATING : 10/09/2019 (ROBINC3, 10/20/2015)--HEAVY SCALING
(WILSOT2, 10/23/2017)--PACK RUST LIFTING DECK 1'2"

[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE COMMENTS: (MARTEP, 07/01/2009)--GENERAL BANK EROSION
RATING : 07/01/2009 (WILSOT2, 10/23/2017)--BANK PROTECTION IS BEING ERODED

[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] APPRRDWAY ALIGNMENT: 6-SATISFACTORY COMMENTS:
RATING : 05/18/2001

RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS

[ITEM 36A] BRIDGE RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 10/13/2023 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
REINFORCED CONCRETE	CURB	BOTH	
STEEL	CHANNEL-12"	LEFT	

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

[ITEM 36C] APPROACH RAILING RATING: NOT PROVIDED-0 RATING : 05/18/2001 COMMENTS:

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



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

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>CONDITION*</u>	<u>COMMENTS</u>
ASPHALT	BITUMINOUS MAT	BOTH	FAIR	(ROBINC3, 01/24/2019)--PLACED IN 2018

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

DECK PROTECTIVE COMPONENTS:

<u>SERIES TYPE-#</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	1.5 IN	2018		FAIR
<u>COMMENT:</u>							
	DECK PROTECTION	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							

DRAINAGE COMPONENTS:

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
DRAINAGE	REINFORCED CONCRETE	CURB OUTLET		

EXPANSION DEVICE COMPONENTS:

<u>SUB UNIT-#</u>	<u>SUB LABEL</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>GAP</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
<u>COMMENT:</u>								

BANK/SLOPE PROTECTION COMPONENTS:

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

*****DECK COMPONENTS*****

<u>SPAN TYPE-#</u>	<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>COMMENTS</u>
MAIN SPANS-1	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>MEASUREMENT</u> <u>COMMENT</u>
	DELAMINATION	AT JOINTS		MINOR
	DETERIORATION	EDGE		MODERATE
	MAP CRACKS	RANDOM		FINE
	SATURATION	RANDOM		MODERATE 30 %
	SPALLS	RANDOM		MINOR
	TRANSVERSE CRACKS	THROUGHOUT		MEDIUM
				(ROBINC3, 11/30/2018)--W/EXPOSED REBAR (ROBINC3, 10/26/2015)--W/ EFFLO
MAIN SPANS-2	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>MEASUREMENT</u> <u>COMMENT</u>
	DELAMINATION	THROUGHOUT		MINOR
	DETERIORATION	EDGE		MODERATE
	MAP CRACKS	RANDOM		FINE
	SATURATION	RANDOM		MODERATE 50 %

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SPALLS	THROUGHOUT	MINOR	(ROBINC3, 11/30/2018)--W/EXPOSED REBAR
TRANSVERSE CRACKS	THROUGHOUT	MEDIUM	(ROBINC3, 10/26/2015)--W/ EFFLO

MAIN SPANS-3	DECK	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DELAMINATION		AT JOINTS		MINOR		
DETERIORATION		EDGE		MODERATE		
EFFLORESCENCE		THROUGHOUT		MINOR		
MAP CRACKS		THROUGHOUT		FINE		
SATURATION		RANDOM		MODERATE	50 %	
TRANSVERSE CRACKS		THROUGHOUT		MEDIUM		

SUPERSTRUCTURE COMPONENTS

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
MAIN SERIES-1	SIMPLE SPAN	STEEL	WIDE FLANGE GIRDERS			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	32 FT 1 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		THROUGHOUT		MODERATE		(WILSOT2, 10/23/2017)--DECK LIFTED 1'2"
PACK RUST		THROUGHOUT		MINOR		
RUSTING		THROUGHOUT		MINOR		(ROBINC3, 11/30/2018)--PUMPING RUST
SECTION LOSS		AT JOINTS		MINOR		
SECTION LOSS		TOP FLANGE		INITIAL		
MAIN SPANS-2	NON-COMPOSITE	51 FT 3 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		THROUGHOUT		MODERATE		(WILSOT2, 10/23/2017)--DECK LIFTED 1'2 "
PACK RUST		THROUGHOUT		MODERATE		
RUSTING		BOTTOM FLANGE		MINOR		
RUSTING		THROUGHOUT		MINOR		
SECTION LOSS		AT JOINTS		MEDIUM		
SECTION LOSS		TOP FLANGE		INITIAL		
MAIN SPANS-3	NON-COMPOSITE	32 FT 1 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DECK LIFTING		THROUGHOUT		MODERATE		(WILSOT2, 10/23/2017)--DECK LIFTED 1'2 "
PACK RUST		THROUGHOUT		MODERATE		
SECTION LOSS		AT JOINTS		MINOR		
SECTION LOSS		TOP FLANGE		INITIAL		

SUBSTRUCTURE COMPONENTS

<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
ABUTMENT-1	RA-15 DEGREES	23 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>				
BACKWALL		REINFORCED CONCRETE	CAST-IN-PLACE				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	SHOVING	THROUGHOUT		MODERATE			
BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE				
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	



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	DELAMINATION SPALLS		RANDOM RANDOM		FEW MINOR		(ROBINC3, 11/30/2018)--W/EXPOSED REBAR
	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
STRAIGHT WINGS	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	FLAT PLATE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-2	RA-15 DEGREES	21 FT 6 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	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION		RANDOM		MEDIUM		
	HORIZONTAL CRACKS		THROUGHOUT		FEW		(ROBINC3, 11/30/2018)--W/EFFLO
	SCALING		THROUGHOUT		HEAVY		
	SPALLS		RANDOM		MINOR		
	VERTICAL CRACKS		ENDS		MINOR		
	VERTICAL CRACKS		RANDOM		MEDIUM		
COLUMN	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION		THROUGHOUT		MODERATE		
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	EXPOSED		THROUGHOUT		MINOR		
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	FLAT PLATE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	CURVED PLATE(ROTATING	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	RUSTING		THROUGHOUT		MINOR		
BENT-3	RA-15 DEGREES	21 FT 6 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	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION		THROUGHOUT		MODERATE		
	HORIZONTAL CRACKS		THROUGHOUT		FEW		
	SCALING		THROUGHOUT		MEDIUM		
	SPALLS		RANDOM		MINOR		(ROBINC3, 10/26/2015)--W/ EXPOSED REBAR
COLUMN	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	CAST-IN-PLACE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	SCALING		THROUGHOUT		MEDIUM		
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	SPREAD	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	FLAT PLATE	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST		THROUGHOUT		MINOR		
	RUSTING		THROUGHOUT		MINOR		



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FIXED BEARING	STEEL	CURVED PLATE(ROTATING)	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
ABUTMENT-4	RA-15 DEGREES	23 FT 1 IN	REINFORCED CONCRETE	OPEN CONCRETE	
<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
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			
RUSTING	THROUGHOUT		MINOR		

OVER/UNDER ROUTES CLEARANCE INFORMATION

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

<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>
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CLEARANCES UNDER BRIDGE **NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

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

STRUCTURE PAINT INFORMATION



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

January 02, 2024
6:24:01AM

COUNTY: PERRY

DISTRICT: SE

CLASS: STATBR

FED-ID: 7323

BRIDGE: N0877

CONDITION: FAIR RUST AMOUNT : 8=.1% OF SURFACE RUSTED STEEL TONS : 24

ORIGINAL PAINT

CONTRACT REPAINT

DEPARTMENT REPAINT

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

PAINT TYPE : C SYSTEM
NAME : INORGANIC ZINC/VINYL
PAINT COLOR : ALUMINUM
PAINT YEAR : 1997
MILS : 6

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

MANUFACTURE :
SURFACE PREP :

REQUESTED WORK ITEMS

GENERAL WORK COMMENTS:

RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT
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UTILITY ATTACHMENTS

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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PROGRAM NOTES INFORMATION

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT
2025	9S3671	0	2025	SUPERSTRUCTURE REPAIR	

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:	4-MEETS MINIMUM TOLERABLE	5/18/2001
[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	3/8/2022
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	37.4%	3/8/2022
Deficiency:	STRUCTURAL	11/29/2017
Funding Eligibility:	FULL	----
Estimated New Structure Length:	144 FT.	----
Estimated Structure Cost:	\$835,056	----
Estimated Total Project Cost:	\$1,252,584	----
Year of Cost Estimate:	2023	----

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

ADVANCED SIGN INFORMATION

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

OUTFALL INSPECTION INFORMATION

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	



COUNTY: PERRY

DISTRICT: SE

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

CLASS: STATBR

FED-ID: 7323

BRIDGE: N0877

January 02, 2024
6:24:01AM



**Missouri Department of Transportation
Bridge Inventory and Inspection System
Structural Inventory & Appraisal Sheet**

January 2, 2024
6:25:35am

COUNTY : PERRY	BRIDGE : N0877	REVIEW STATUS : APPROVED	NBI STATUS : T
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT		RUN DATE : 12/7/2023	SUBMITTAL YEAR : 2023

GENERAL STRUCTURE INFORMATION	ROUTE DESIGNATION INFORMATION
1 State MISSOURI	5A Record Type ROUTE CARRIED 'ON' STRUCT
2 District SE	5B Route Signing Prefix MO
3 County PERRY	5C Designated Level of Service MAINLINE
8 Federal ID No. 7323	5D Route Number 0000K
27 Year Built 1960	5E Directional Suffix NOT APPLICABLE
106 Year Reconstructed 0	7 Facility Carried RT K S
42A Type of Service On HIGHWAY	12 Base Hwy. Network NO
21 Structure Maintenance STATE HIGHWAY AGENCY	13A LRS Inventory Route No.
22 Structure Owner STATE HIGHWAY AGENCY	13B Subroute No.
33 Br. Median Code NO MEDIAN	20 Toll Status ON FREE ROAD
37 Historical Significance NOT ELIGIBLE FOR NR OF HP	26 Functional Classification 07-RURAL MAJOR COLLECTOR
101 Parallel Struc Desg NONE EXISTS	28A Lanes on Structure 02
103 Temporary Structure NOT TEMPORARY	100 STRAHNET Designation RTE NOT A DEFENSE HWY
112 NBIS Bridge Length YES	104 National Highway System NOT ON NHS
	105 Federal Lands Highway NOT APPLICABLE
	110 Designated Nat. Network NO

STRUCTURE LOCATION INFORMATION	STRUCTURE TRAFFIC INFORMATION
4 Place CINQUE HOMMES	29 AADT 1084
Code 13870	30 AADT Year 2022
9 Location S 24 T 34 N R 10 E	102 Direction of Traffic 2-WAY TRAFFIC
11 Milepoint 4.11 miles	109 AADT Truck Percent 7%
16 Latitude 37 D 38 M 20 S	114 Future AADT 1518
17 Longitude 89 D 53 M 19 S	115 Future AADT Year 2042

UNDERRECORD INFORMATION	STRUCTURE GEOMETRIC INFORMATION
6 Features Intersected APPLE CR	10 Inventory Rte. Vert. Clear 99 Ft. 99 In.
42B Type of Service Under WATERWAY	19 By pass Detour Length 14.38 miles
28B Lanes Under Structure 00	32 Approach Roadway Width 20 Ft. 0 In.
54A Vert. Clearance Ref. N/A	34 Skew 15.00 Degrees
54B Vert. Clearance 0 Ft. 0 In.	35 Struct. Flared NO
55A Rt. Lat Clear Ref. N/A	47 Total Horiz. Clear 20 Ft. 0 In.
55B Rt. Lat Clearance 0 Ft. 0 In.	48 Maximum Span Length 51 Ft. 2 In.
56 Left Lat Clearance 0 Ft. 0 In.	49 Structure Length 115 Ft. 2 In.
38 Navigation Control PERMIT NOT REQ	50A Left Curb/Sidewalk Width 0 Ft. 0 In.
39 Nav Vertical Clear 0 Ft. 0 In.	50B Right Curb/Sidewalk Width 0 Ft. 0 In.
40 Nav Horizontal Clear 0 Ft. 0 In.	51 Curb to Curb Br. Width 20 Ft. 0 In.
111 Nav. Pier Protection	52 Deck Width (Out-Out) 22 Ft. 4 In.
116 Nav. Cl. Vert. Clear	53 Vert. Clearance Over Deck 99 Ft. 99 In.

Design_No = N0877 and Inventory_Appraisal_Submittal_Year = 2023



**Missouri Department of Transportation
Bridge Inventory and Inspection System
Structural Inventory & Appraisal Sheet**

January 2, 2024
6:25:35am

COUNTY : PERRY	BRIDGE : N0877	REVIEW STATUS : APPROVED	NBI STATUS : T
RECORD TYPE : ROUTE CARRIED 'ON' STRUCT		RUN DATE : 12/7/2023	SUBMITTAL YEAR : 2023

LOAD RATING AND POSTING INFORMATION			MATERIAL/CONSTRUCTION INFORMATION		
31	Design Load	H 15	43A	Main Struc. Mat type	STEEL
41	Structure Status	POSTED FOR LOAD	43B	Main struc Constr. Type	STRINGER/MULTIBEAM - GRD
63	Oper. Rating Meth.	LOAD FACTOR	45	# of Main Spans	3
64	Operating Rating	26 Tons.	44A	Appr Struc. Mat type	000
65	Inventory Rating Meth	LOAD FACTOR	44B	Appr Struc. Cnstr. type	000
66	Inventory Rating	16 Tons.	46	# of Approach Span	0
70	Bridge Posting Code	20.0-29.9% BELOW	107	Deck Mat/Constr.	1 CONCRETE CIP
PROPOSED IMPROVEMENT INFORMATION			108A	Wear Surf Mat/Constr.	6 BITUMINOUS
	Sufficiency Rating	37.4 Percent	108B	Membrane Mat/Constr.	0 NONE
	Deficiency Rating	STRUCTURAL	108C	Deck Protect Mat/Constr.	0 NONE
	Funding Eligibility	FULL	CONDITION RATING INFORMATION		
75A	Proposed Work	REPLACEMENT SUBSTND LOAD	58	Deck Cond. Rating	4
75B	Work Done By	Contract	59	Superstructure Cond. Rating	5
76	New Struc Length	144 Ft. 4 In.	60	Substructure Cond. Rating	5
94	Struc Improve Cost	\$ 835,000	61	Channel /Channel Protection Cond. Rating	5
95	Roadway Improve Cost	\$ 84,000	62	Culvert Cond. Rating	N
96	Total Project Cost	\$ 1,253,000	INSPECTION INFORMATION		
97	Year of Cost Estimates	2023	90	Gen. Insp Date	10 / 23
APPRAISAL RATING INFORMATION			91	Gen. Insp. Frequency	12 Months
36A	Br. Rail App. Rating	MEETS ACCEPTBLE STND	92A	Frac. Critical Inspection	N Months
36B	Transition Rail App. Rating	DOES NOT MEET ACCEPT STND	93A	Frac. Critical Insp. Date	
36C	Approach Rail App. Rating	DOES NOT MEET ACCEPT STND	92B	Underwater Inspection	N Months
36D	Rail End Treat. App. Rating	DOES NOT MEET ACCEPT STND	93B	Underwater Insp. Date	
67	Struc Eval App. Rating	4	92C	Special Inspection	N Months
68	Deck Geometry App. Rating	2	93C	Special Inspection Date	
69	Underclearance App. Rating	N	BORDER BRIDGE INFORMATION		
71	Waterway Adeq. App. Rating	8	98	Neighboring State Code	
72	Approach Road App. Rating	6	98B	Neighboring State % Respon	
113	Scour Assess App. Rating	8	99	Neighboring State Struc. No.	
APPROVED POSTING INFORMATION			FIELD POSTING INFORMATION		
Approved Posting Category		S-7	Field Posting Category		S-7
		Ton1 Ton2 Ton3			Ton1 Ton2 Ton3
Tonnage Values for Posting Sign		18	Tonnage Values for Posting Sign		18
General Text for Posting Sign			General Text for Posting Sign		
TRUCKS OVER 18 TONS 15 MPH ON BRIDGE.			TRUCKS OVER 18 TONS 15 MPH ON BRIDGE.		

Design_No = N0877 and Inventory_Appraisal_Submittal_Year = 2023