
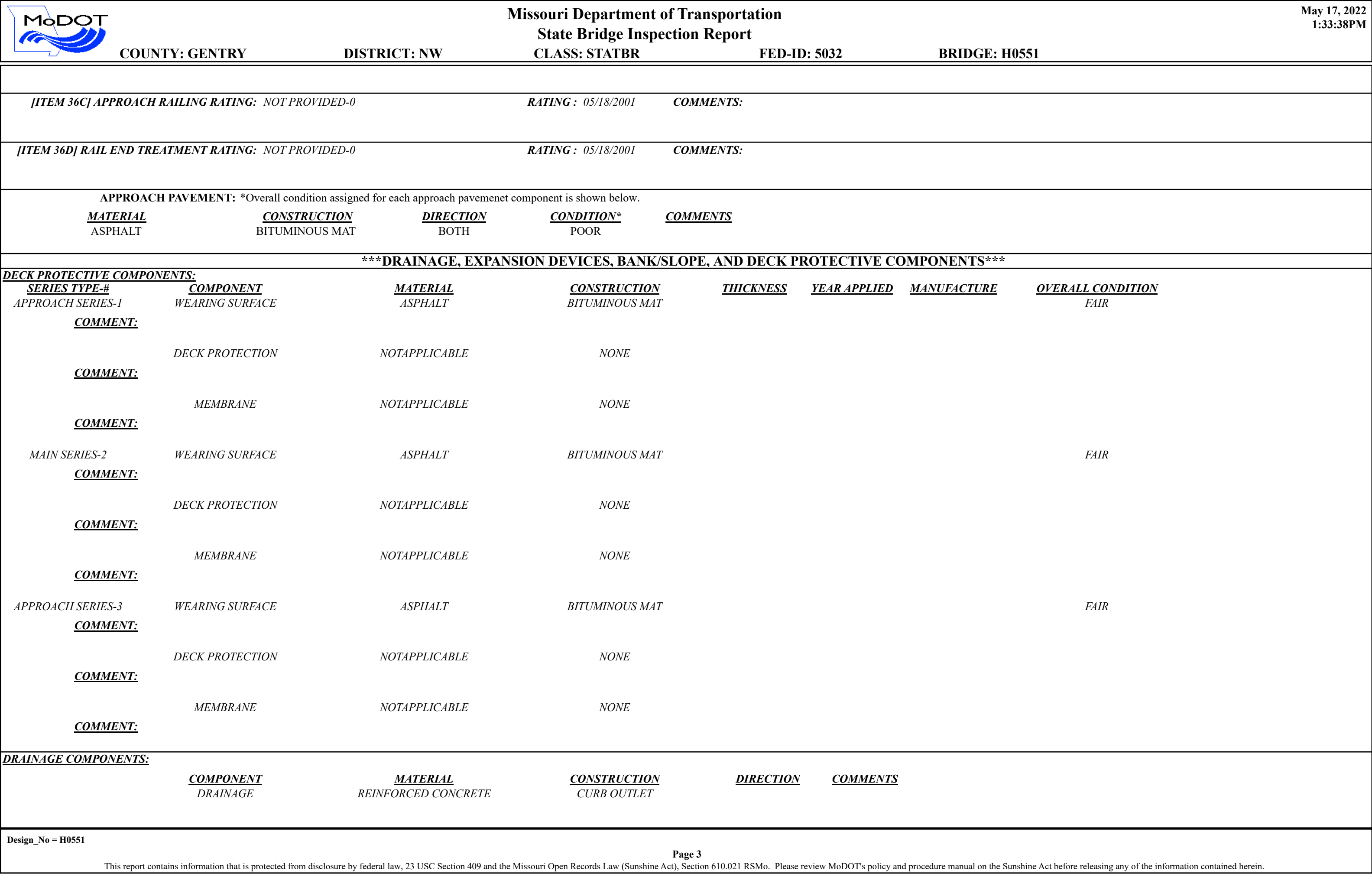
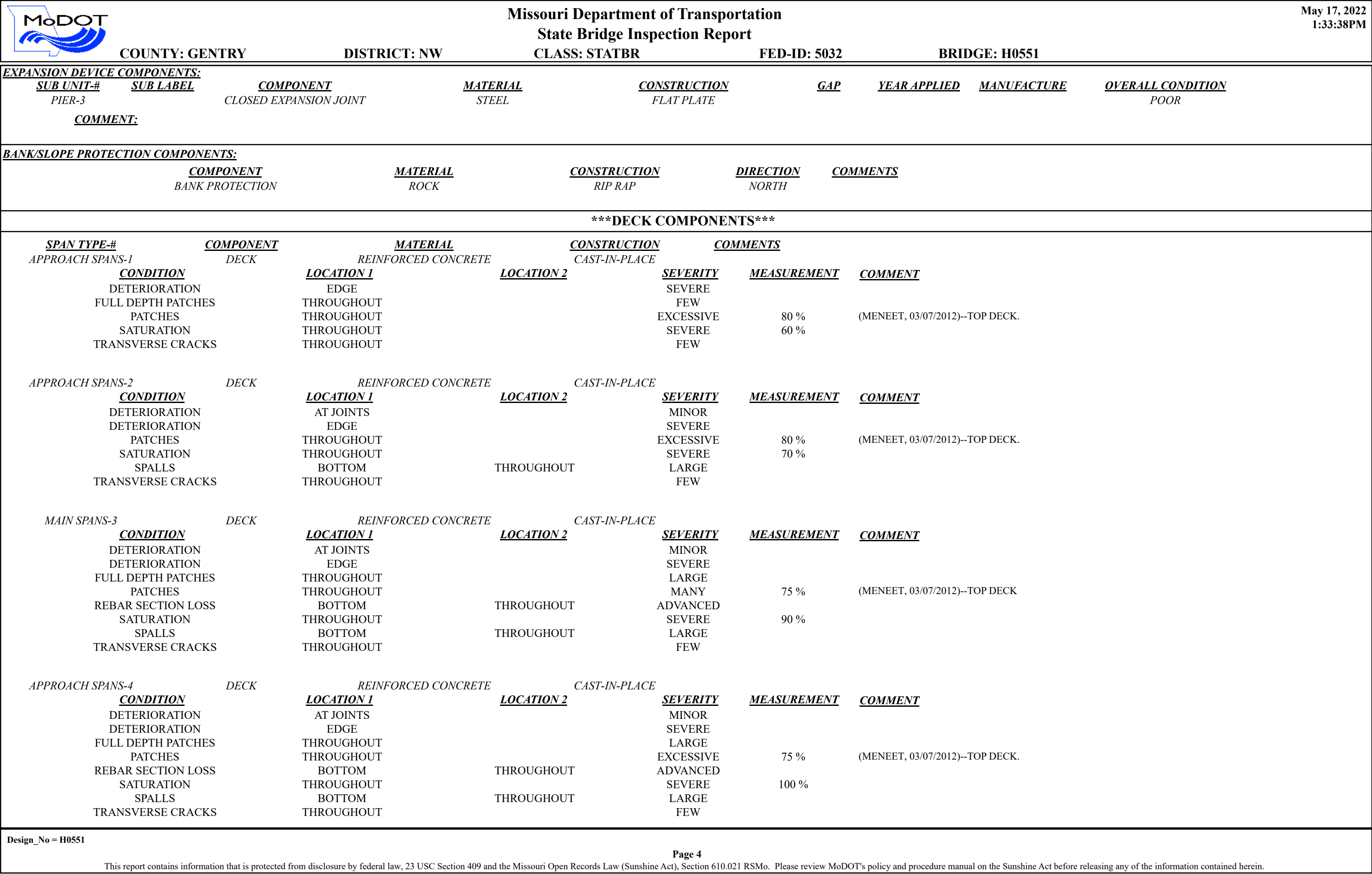
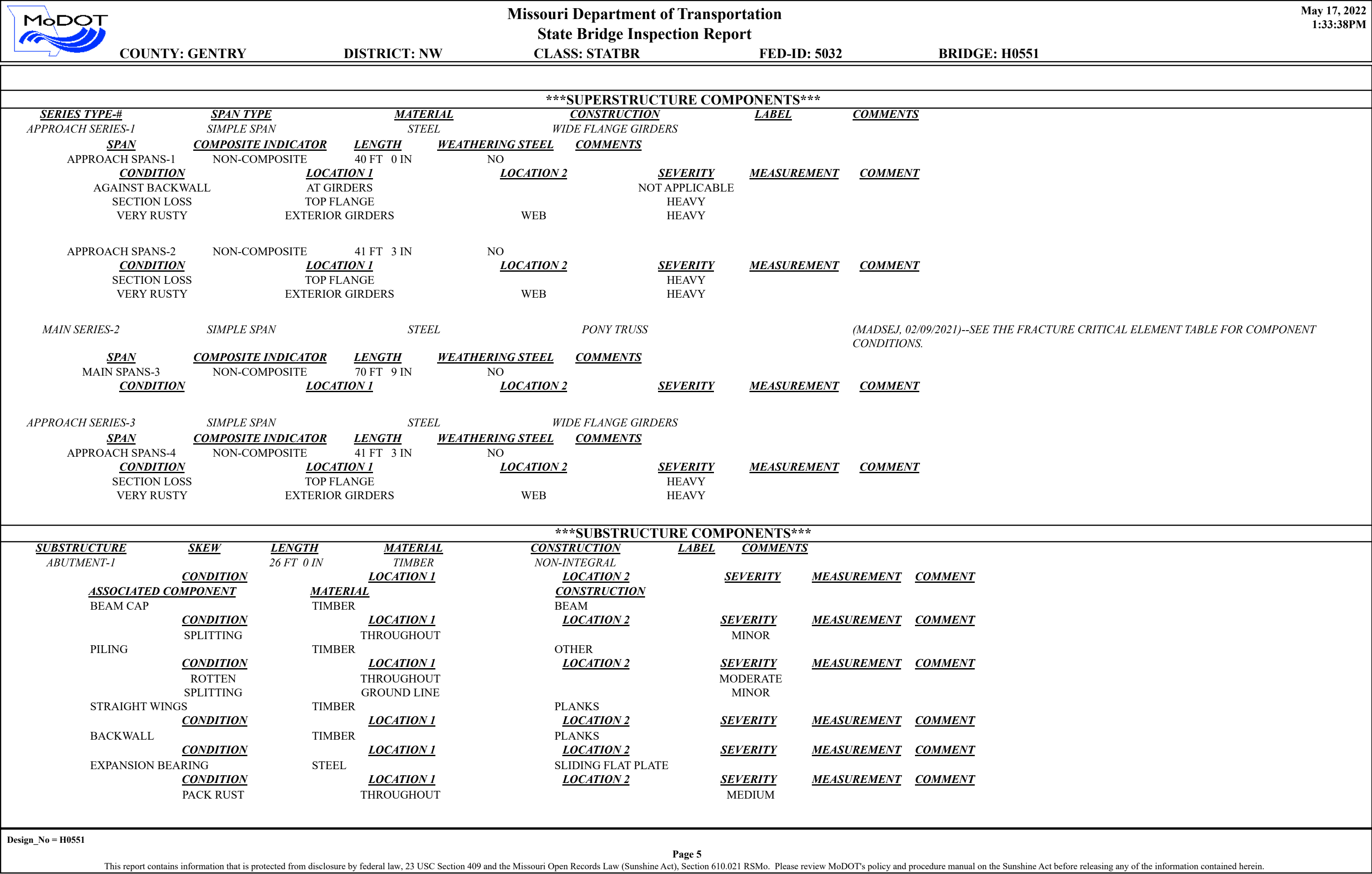
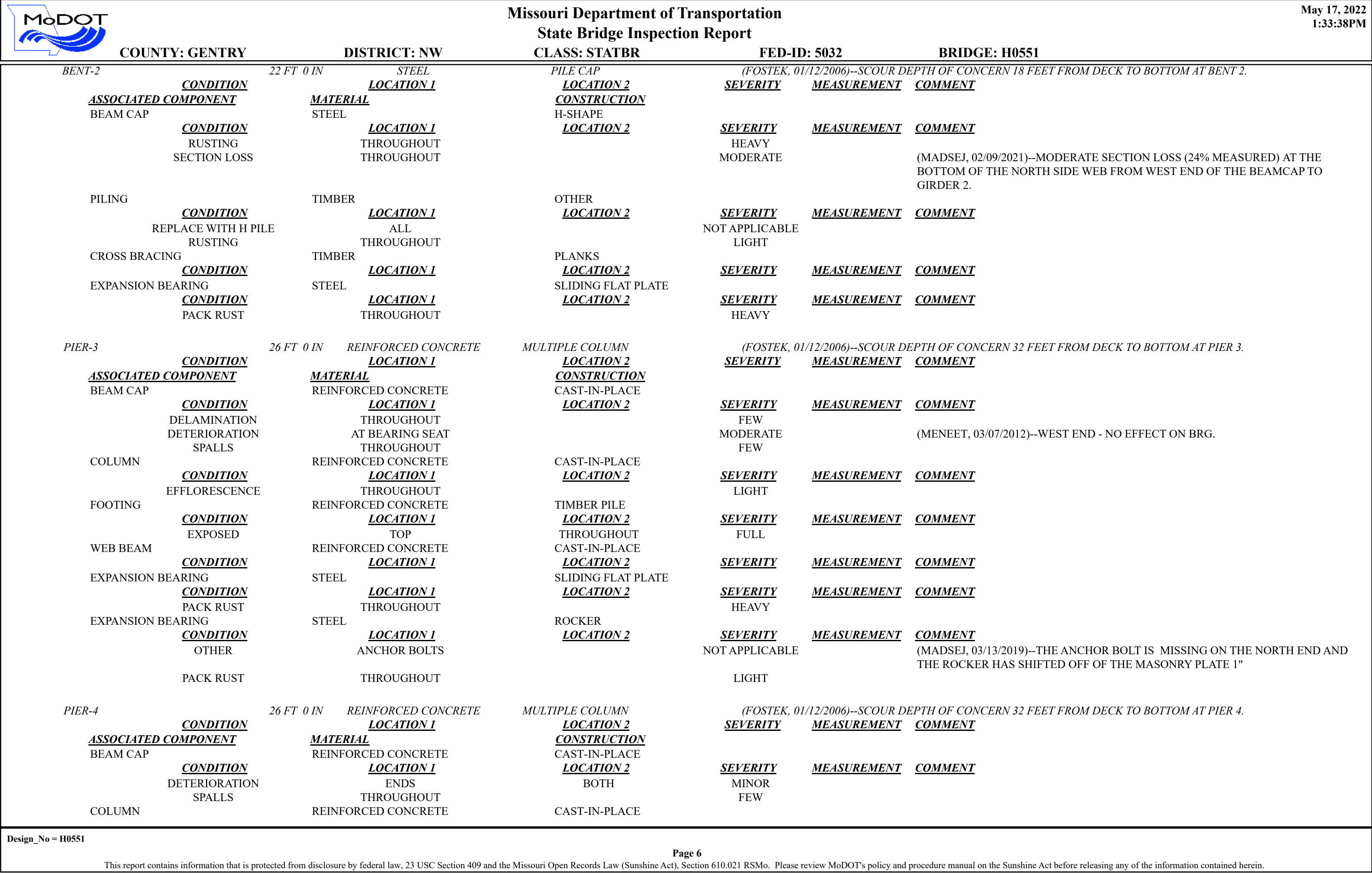
		Missouri Department of Transportation			May 17, 2022		
		State Bridge Inspection Report			1:33:38PM		
COUNTY: GENTRY		DISTRICT: NW	CLASS: STATBR	FED-ID: 5032	BRIDGE: H0551		
GENERAL STRUCTURE INFORMATION				***BRIDGE INSPECTION INFORMATION***			
ROUTE: RTYY5 FEATURE: BEAR CR STATUS: P-POSTLOAD LOG MILE: 7.119 DETOUR: 3.20 MILES NHS: NO BUILT: 1927 REHAB: LOCATION: S 18 T 64 R 31 W LATITUDE: 40 21 5.16 (DMS) LONGITUDE: 94 25 51.27 (DMS)		# SPANS: 4 LANES ON: 1 LANES UNDER: 0 COMPASS DIRECTION: SOUTH to NORTH DIRECTION OF TRAFFIC: 1-LN/2-WAY FUNCTIONAL CLASS: RL-MAJOR COLLECTOR NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: NW MAINTENANCE COUNTY: GENTRY SUB AREA: 7A12		PLACE CODE: 06868 BOGLE LENGTH: 193 FT 0 IN MAXIMUM SPAN: 70 FT 9 IN APPROACH ROADWAY: 20 FT 0 IN CURB TO CURB: 20 FT 0 IN OUT TO OUT: 21 FT 0 IN AADT: 165 AADT YEAR: 2021 AADT TRUCK: 23.1% FUTURE AADT: 215 FUTURE AADT YEAR: 2041		DATE: 01/26/2021 RESPONSIBILITY: BRIDGEDIV FREQUENCY: 24 CALCULATED INTERVAL**: 25 TEAM LEADER: JEFF MADSEN ELEMENT: NO INSPECTOR 2: INSPECTOR 4: INSPECTOR 3: ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.	
						GENERAL INSPECTION COMMENTS	
						(MADSEJ, 02/09/2021)--BRIDGE INSPECTED IN THE 25TH MONTH DUE TO COVID TRAVEL RESTRICTIONS.	
FRACTURE CRITICAL INSPECTION INFORMATION			***INDEPTH INSPECTION INFORMATION***				
DATE: 01/26/2021 RESPONSIBILITY: BRIDGEDIV CATEGORY: PONY TRUSS FREQUENCY: 24 CALCULATED INTERVAL**: 25 NBI: YES TEAM LEADER: JEFF MADSEN INSPECTOR 3: METHOD: CLIMBER 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				
(MADSEJ, 02/09/2021)--BRIDGE INSPECTED IN THE 25TH MONTH DUE TO COVID TRAVEL RESTRICTIONS. (MADSEJ, 12/05/2019)--METHOD- CLIMBER OR B-32-IF USING UB BRIDGE MUST BE CLOSED DUE TO SEVERE EDGE DETERIORATION & ONE LANE BRIDGE							
SPECIAL INSPECTION INFORMATION			***UNDERWATER INSPECTION INFORMATION***				
DATE: 03/04/2022 RESPONSIBILITY: DISTRICT CATEGORY: DECK FREQUENCY: 12 CALCULATED INTERVAL**: 14 NBI: NO TEAM LEADER: SCOTT STEPHENS INSPECTOR 3: METHOD: VISUAL INSPECTOR 2: INSPECTOR 4: ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.			DATE: 01/26/2021 RESPONSIBILITY: BRIDGEDIV CATEGORY: DRY FREQUENCY: 60 CALCULATED INTERVAL**: 25 NBI: NO TEAM LEADER: JEFF MADSEN 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				
(STEPHS2, 11/27/2013)--DISTRICT TO INSPECT							
OTHER SPECIAL INSPECTIONS			OTHER UNDERWATER INSPECTIONS				
Design_No = H0551							
Page 1							
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<div><div></div><div><div>Missouri Department of Transportation</div><div>State Bridge Inspection Report</div></div><div>May 17, 2022 1:33:38PM</div></div>														
COUNTY: GENTRY				DISTRICT: NW		CLASS: STATBR		FED-ID: 5032		BRIDGE: H0551				
<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>		<u>DATE</u>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>
01/26/2021	24	CHANNEL CROSS SECTIONS	NO	25	BRIDGEDIV	WT TAPE								
04/01/2015	999	QUALITY ASSURANCE	NO		BRIDGEDIV									
01/28/2009	999	GUSSET PLATES	NO		BRIDGEDIV	CLIMBER								
01/01/1	999	SCOUR ACTION PLAN	NO											
STRUCTURE POSTING														
APPROVED CATEGORY: S-4				CENTERLINE OF BRIDGE.										
Ton 1:				Ton 2:				Ton 3:						
COMMENTS:														
FIELD CATEGORY: S-4				CENTERLINE OF BRIDGE.										
Ton 1:				Ton 2:				Ton 3:		PROBLEM:		PROBLEM DIRECTION:		
COMMENTS:														
GENERAL COMMENTS/MAJOR RATED ITEMS														
GENERAL COMMENTS: (BOWDEJ1, 11/16/2009)--(40'-41') SMP WF - (70') PONY TRUSS - (41') SMP WF GDR SPANS														
[ITEM 58] DECK: 3-SERIOUS CONDITION						COMMENTS: (MADSEJ, 01/23/2017)--APPROXIMATELY 90% SATURATION, DELAMINATIONS, SPALLS, AND PATCHES THROUGHOUT SPAN 3.								
RATING : 12/26/2007														
[ITEM 59] SUPER: 3-SERIOUS CONDITION						COMMENTS: (MADSEJ, 02/09/2021)--ADVANCED SECTION LOSS THROUGHOUT THE EXTERIOR STRINGERS. MODERATE TO HEAVY SECTION LOSS THROUGHOUT THE APPROACH SPAN EXTERIOR GIRDERS.								
RATING : 12/18/2018														
[ITEM 60] SUB: 5-FAIR CONDITION						COMMENTS: (MUSSED, 06/17/2015)--INTERMEDIATE BENT TIMBER PILE REPLACED WITH STEEL H-PILE								
RATING : 05/18/2001														
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE						COMMENTS: (MADSEJ, 02/09/2021)--STEEP ERODING AND SLOUGHING BANKS THROUGHOUT THE CHANNEL. BANK AND CHANNEL SCOUR HAS EXPOSED THE TOP OF THE PIER 3 FOOTINGS.								
RATING : 12/18/2018														
[ITEM 113] SCOUR: 3-SCOUR CRITICAL-UNSTABLE						COMMENTS: (FOSTEK, 01/12/2006)--ITEM 113 = 3, , BASED ON USGS EVALUATION, UNDERMINING DUE TO COMBINATION SCOUR, CHANNEL DEGRADATION. SCOUR CATEGORY CHANGED TO C DURING REVIEW. SINGLE EVENT UNLIKELY TO UNDERMINE PILE GROUP. SOME RIP-RAP PLACED AROUND PIER 3.								
RATING : 01/16/2003						100-YR FLOOD ELEVATION 5.9 FEET BELOW DECK ELEVATION.								
EVALUATION TYPE :						(MADSEJ, 02/09/2021)--BANK AND CHANNEL SCOUR HAS EXPOSED THE TOP OF THE PIER 3 FOOTINGS.								
[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV						COMMENTS:								
RATING : 05/18/2001														
[ITEM 72] APPRRDWY ALIGNMENT: 6-SATISFACTORY						COMMENTS: (RICKEC, 12/18/2018)--CURVES ON BOTH APPROACHES								
RATING : 05/18/2001														
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS														
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0						RATING : 11/16/2009		COMMENTS:						
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>								
STEEL		PIPE-DOUBLE												
REINFORCED CONCRETE		CURB		BOTH										
[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0						RATING : 05/18/2001		COMMENTS:						
Design_No = H0551														
Page 2														
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Missouri Department of Transportation

State Bridge Inspection Report

May 17, 2022
1:33:38PM

COUNTY: GENTRY

DISTRICT: NW

CLASS: STATBR

FED-ID: 5032

BRIDGE: H0551

	EFFLORESCENCE		THROUGHOUT		LIGHT	
	VERTICAL CRACKS		THROUGHOUT		FEW	
FOOTING		REINFORCED CONCRETE		TIMBER PILE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</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>
	PACK RUST		THROUGHOUT		HEAVY	
FIXED BEARING		STEEL		PEDESTAL(ROTATING)		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
ABUTMENT-5		26 FT 0 IN	TIMBER	NON-INTEGRAL		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>COMMENT</u>
BEAM CAP		TIMBER		BEAM		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	SPLITTING		THROUGHOUT		MINOR	
PILING		TIMBER		OTHER		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	SPLITTING		GROUND LINE		MINOR	
STRAIGHT WINGS		TIMBER		PLANKS		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
BACKWALL		TIMBER		PLANKS		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</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>
	PACK RUST		THROUGHOUT		HEAVY	

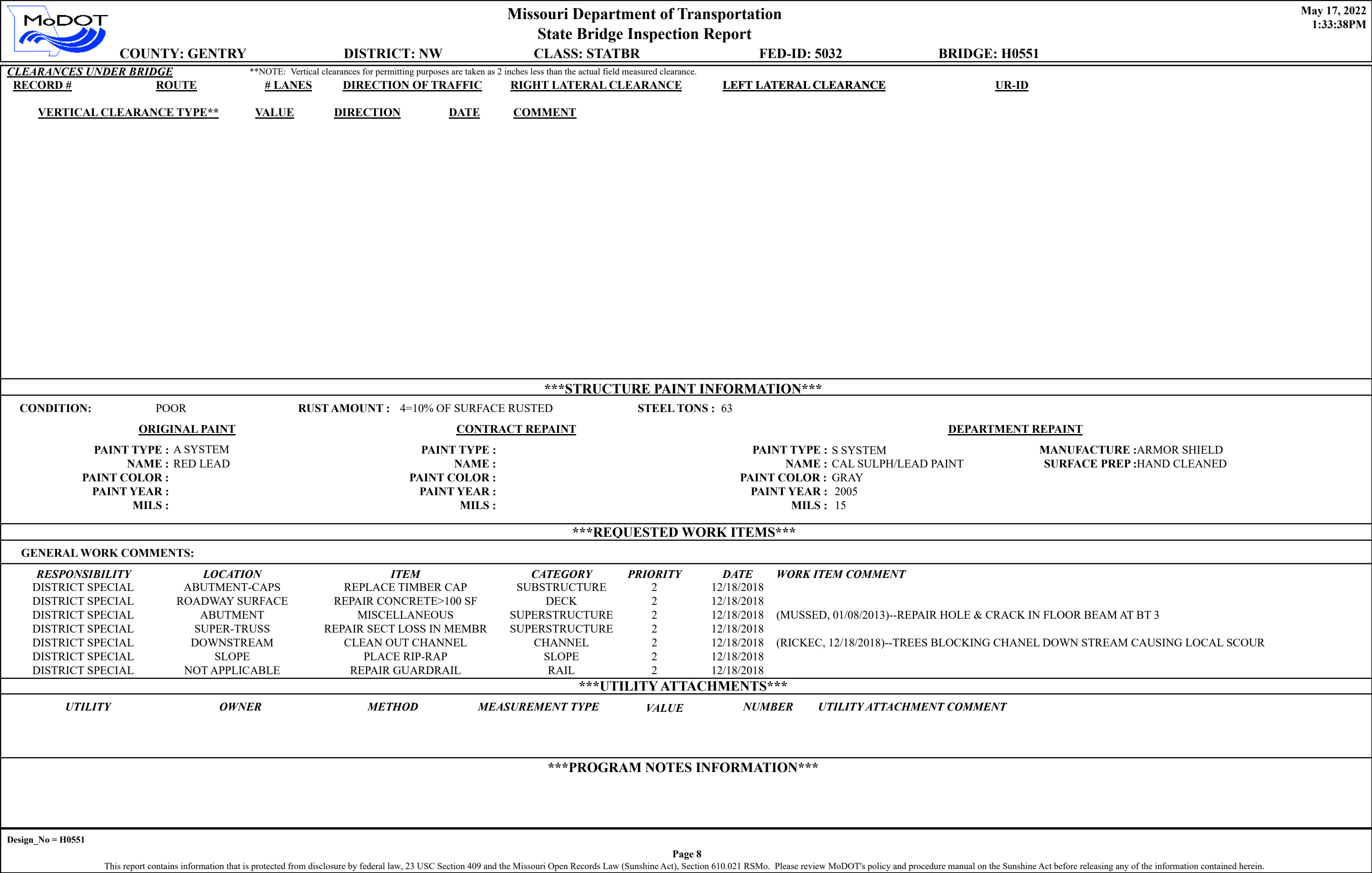
OVER/UNDER ROUTES CLEARANCE INFORMATION


CLEARANCES OVER DECK

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

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COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS					***ADVANCED SIGN INFORMATION***																																																	
<div>NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.</div> <table><tr><td><u>Rated Item</u></td><td><u>Rating</u></td><td><u>Rating Date</u></td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>2-BASICALLY INTOLRBLE REQ</td><td>3/8/2022</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>3/21/2002</td></tr><tr><td>[Item 69] Underclearance:</td><td>N-NOT APPLICABLE</td><td>5/18/2001</td></tr><tr><td>Sufficiency Rating:</td><td>33.8%</td><td>3/7/2022</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>1/23/2004</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>43 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$704,984</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$1,057,477</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2022</td><td>----</td></tr></table> <div>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.</div>					<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>	[Item 67] Structure Evaluation Rating:	2-BASICALLY INTOLRBLE REQ	3/8/2022	[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	3/21/2002	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	33.8%	3/7/2022	Deficiency:	STRUCTURAL	1/23/2004	Funding Eligibility:	FULL	----	Estimated New Structure Length:	43 FT.	----	Estimated Structure Cost:	\$704,984	----	Estimated Total Project Cost:	\$1,057,477	----	Year of Cost Estimate:	2022	----	<table><tr><td><div>SIGN #</div><div>1</div><div>2</div></td><td><div>SIGN TYPE</div><div>YIELD TO ONCOMING TRAFFIC</div><div>B - ONE LANE BRIDGE</div></td><td><div>PROBLEM</div></td><td><div>PROBLEM DIRECTION</div></td></tr><tr><td colspan="4">***OUTFALL INSPECTION INFORMATION***</td></tr><tr><td><div># OUTFALLS:</div><div>STATUS:</div><div>NOTES:</div></td><td colspan="3"><div>INSPECTOR:</div><div>DATE:</div></td></tr></table>					<div>SIGN #</div> <div>1</div> <div>2</div>	<div>SIGN TYPE</div> <div>YIELD TO ONCOMING TRAFFIC</div> <div>B - ONE LANE BRIDGE</div>	<div>PROBLEM</div>	<div>PROBLEM DIRECTION</div>	***OUTFALL INSPECTION INFORMATION***				<div># OUTFALLS:</div> <div>STATUS:</div> <div>NOTES:</div>	<div>INSPECTOR:</div> <div>DATE:</div>		
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