

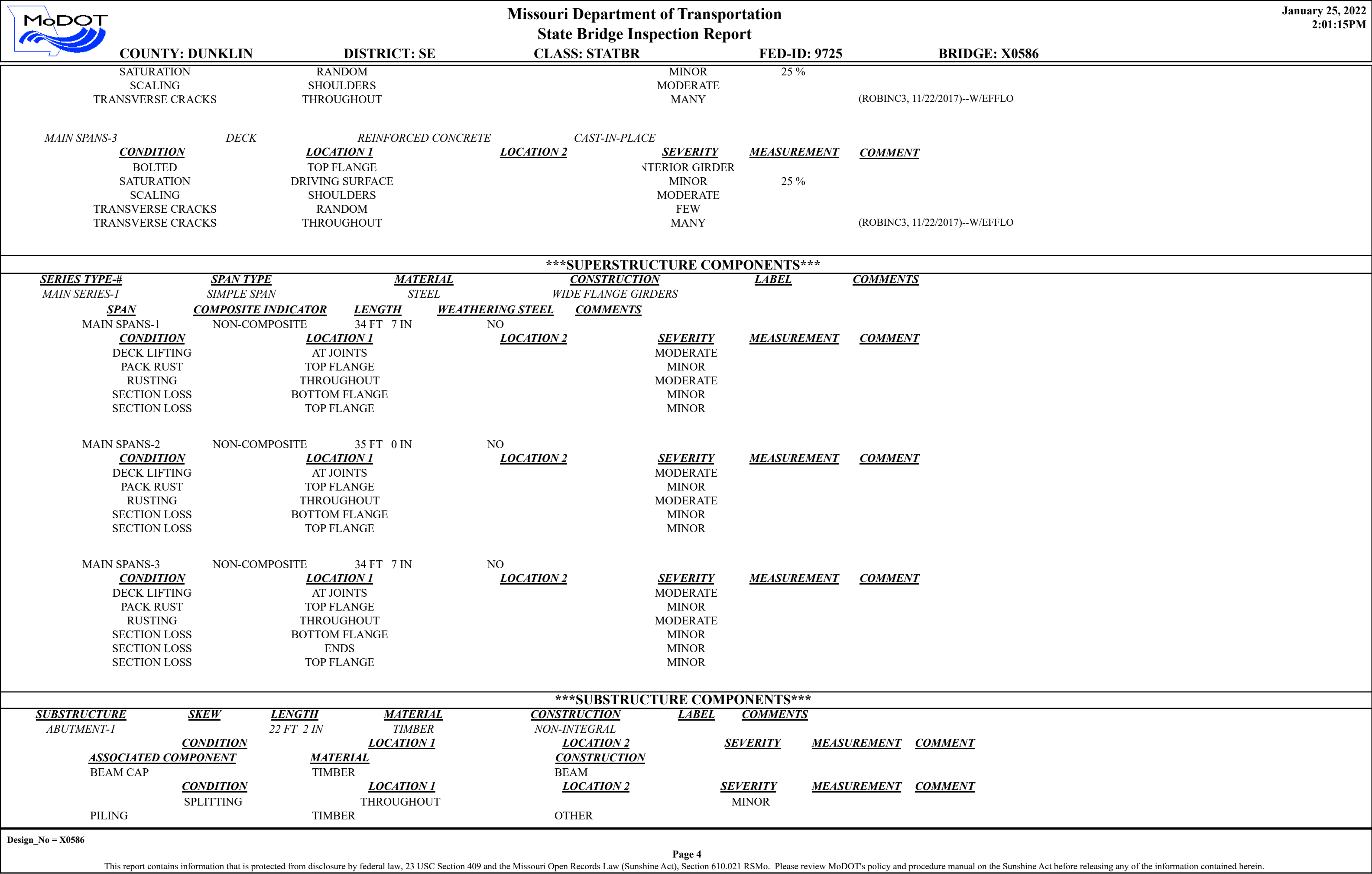


		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>January 25, 2022</div> <div>2:01:15PM</div>			
COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR		FED-ID: 9725		BRIDGE: X0586	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: RTHS</div> <div>FEATURE: LATERAL DTCH NO 2</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 19.511</div> <div>DETOUR: 14.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1947</div> <div>REHAB:</div> <div>LOCATION: S 16 T 22 R 9 E</div> <div>LATITUDE: 36 33 15.33 (DMS)</div> <div>LONGITUDE: 90 6 6.76 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 1</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: NORTH to SOUTH</div> <div>DIRECTION OF TRAFFIC: 1-LN/2-WAY</div> <div>FUNCTIONAL CLASS: RL-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: DUNKLIN</div> <div>SUB AREA: 7H28</div>		<div>PLACE CODE: 74608 UNION</div> <div>LENGTH: 107 FT 0 IN</div> <div>MAXIMUM SPAN: 35 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 20 FT 0 IN</div> <div>OUT TO OUT: 22 FT 2 IN</div> <div>AADT: 475</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 10.8%</div> <div>FUTURE AADT: 665</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 11/16/2021</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 12</div> <div>CALCULATED INTERVAL**: 12</div> <div>TEAM LEADER: ED HESS</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2:</div> <div>INSPECTOR 4:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						GENERAL INSPECTION COMMENTS			
FRACTURE CRITICAL INSPECTION INFORMATION					***INDEPTH INSPECTION INFORMATION***				
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
FRACTURE CRITICAL INSPECTION COMMENTS					INDEPTH INSPECTION COMMENTS				
SPECIAL INSPECTION INFORMATION					***UNDERWATER INSPECTION INFORMATION***				
<div>DATE: 06/22/2020</div> <div>FREQUENCY: 72</div> <div>TEAM LEADER: ED HESS</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**: 73</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: CHANNEL CROSS SEC</div> <div>NBI: NO</div> <div>METHOD: WT TAPE</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				
Design_No = X0586									
<div>Page 1</div> <div>This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.</div>									


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		State Bridge Inspection Report			2:01:15PM	
COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR	FED-ID: 9725	BRIDGE: X0586
STRUCTURE POSTING						
APPROVED CATEGORY: S-5 Ton 1: 16 COMMENTS:		CENTERLINE OF BRIDGE AND TRUCKS OVER 16 TONS 15 MPH ON BRIDGE. Ton 2: Ton 3:				
FIELD CATEGORY: S-5 Ton 1: 16 COMMENTS:		CENTERLINE OF BRIDGE AND TRUCKS OVER 16 TONS 15 MPH ON BRIDGE. Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION:				
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (BOWDEJ1, 09/05/2008)--(34'-35'-34') SMP WF GDR SPANS						
[ITEM 58] DECK: 5-FAIR CONDITION RATING : 05/18/2001		COMMENTS: (DENNIB1, 11/21/2012)--SATURATION				
[ITEM 59] SUPER: 5-FAIR CONDITION RATING : 12/01/2014		COMMENTS: (DENNIB1, 12/01/2014)--INITIAL SECTION LOSS				
[ITEM 60] SUB: 5-FAIR CONDITION RATING : 05/18/2001		COMMENTS: (DENNIB1, 11/21/2012)--TIMBER PILE DECAY				
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE RATING : 05/18/2001		COMMENTS: (DENNIB1, 12/02/2020)--EROSION ON SOUTH SLOPE				
[ITEM 113] SCOUR: 5-FOUNDATION STABLE RATING : 02/25/2009 EVALUATION TYPE :		COMMENTS: (MARTEP, 02/25/2009)--EXISTING RATING CHANGED TO '5'. SCOUR ANALYSIS REC'D 01-02, ANALYSIS NOTED THE POTENTIAL FOR MINIMAL PILE EXPOSURE FOR THE 100 YR AND 500 YR EVENTS DUE. RECOMMENDED ITEM 113 RATING =5				
[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGT RATING : 05/18/2001		COMMENTS:				
[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD RATING : 05/18/2001		COMMENTS:				
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS						
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 02/18/2004		COMMENTS:		
<u>MATERIAL</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> CURB	<u>DIRECTION</u> BOTH	<u>COMMENTS</u>			
<u>CONDITION</u> DETERIORATION	<u>LOCATION 1</u> THROUGHOUT	<u>LOCATION 2</u>	<u>SEVERITY</u> MINOR	<u>COMMENT</u>		
STEEL	CHANNEL-DOUBLE	BOTH	<u>LOCATION 2</u>	<u>SEVERITY</u> MINOR	<u>COMMENT</u>	
<u>CONDITION</u> RUSTING	<u>LOCATION 1</u> THROUGHOUT					
[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:		
Design_No = X0586						
Page 2						
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COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR		FED-ID: 9725	
				BRIDGE: X0586			
[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0				RATING : 05/18/2001		COMMENTS:	
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>	
ASPHALT		BITUMINOUS MAT		BOTH			
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
1 IN						GOOD	
<u>COMMENT:</u>							
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		REINFORCED CONCRETE		CURB OUTLET			
<u>EXPANSION DEVICE COMPONENTS:</u>							
<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>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
BANK PROTECTION		EARTH FILL		BERM		BOTH	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
ERODING		BOTTOM				MODERATE	
<u>COMMENT:</u>							
DECK COMPONENTS							
<u>SPAN TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SPANS-1		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>COMMENTS</u>							
(WILSOJ, 02/19/2004)--SLAB IS MOVING SOUTH							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
BOLTED		TOP FLANGE				TERIOR GIRDER	
SCALING		SHOULDERS				MODERATE	
TRANSVERSE CRACKS		THROUGHOUT				MANY	
						(ROBINC3, 11/22/2017)--W/EFFLO	
<u>MEASUREMENT</u>		<u>COMMENT</u>					
<u>SPAN TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SPANS-2		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
<u>COMMENTS</u>							
(WILSOJ, 02/19/2004)--SLAB IS MOVING SOUTH							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
BOLTED		TOP FLANGE				TERIOR GIRDER	
DETERIORATION		EDGE				MINOR	
LONGITUDINAL CRACKS		THROUGHOUT				MINOR	
						(ROBINC3, 11/22/2017)--W/EFFLO	
<u>MEASUREMENT</u>		<u>COMMENT</u>					
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Page 3							
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						BRIDGE: X0586
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	SPLITTING		THROUGHOUT		MINOR	
STRAIGHT WINGS		TIMBER		PLANKS		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
WING PILES		TIMBER		OTHER		
	<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>MEASUREMENT</u>
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	RUSTING		THROUGHOUT		MODERATE	
BENT-2		20 FT 6 IN	TIMBER	PILE CAP		
	<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		THROUGHOUT		MODERATE	
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
CROSS BRACING		TIMBER		PLANKS		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
	DECAYING		THROUGHOUT		MODERATE	
BENT-3		20 FT 6 IN	TIMBER	PILE CAP		
	<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>
	DECAYING		THROUGHOUT		MINOR	
REPLACE WITH H PILE			2 OF 4		NOT APPLICABLE	
RUSTING			GROUND LINE		MINOR	
EXPANSION BEARING		STEEL		SLIDING FLAT PLATE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
CROSS BRACING		TIMBER		PLANKS		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
ABUTMENT-4		22 FT 2 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>

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SPLITTING		THROUGHOUT		MINOR									
STRAIGHT WINGS		TIMBER		PLANKS									
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u> <u>COMMENT</u>					
WING PILES		TIMBER		OTHER									
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u> <u>COMMENT</u>					
BACKWALL		TIMBER		PLANKS									
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u> <u>COMMENT</u>					
DECAYING		THROUGHOUT		MODERATE									
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>					
RUSTING		THROUGHOUT		MODERATE									
OVER/UNDER ROUTES CLEARANCE INFORMATION													
<u>CLEARANCES OVER DECK</u>		**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.											
<u>VERTICAL CLEARANCE TYPE**</u>		<u>VALUE</u>		<u>DIRECTION</u>		<u>DATE</u>		<u>COMMENT</u>					
<u>CLEARANCES UNDER BRIDGE</u>		**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.											
<u>RECORD #</u>		<u>ROUTE</u>		<u># LANES</u>		<u>DIRECTION OF TRAFFIC</u>		<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													
CONDITION:		FAIR		RUST AMOUNT : 6=1.0% OF SURFACE RUSTED				STEEL TONS : 23					
<u>ORIGINAL PAINT</u>				<u>CONTRACT REPAINT</u>				<u>DEPARTMENT REPAINT</u>					
PAINT TYPE : A SYSTEM				PAINT TYPE :				PAINT TYPE : S SYSTEM				MANUFACTURE :ARMOR SHIELD	
NAME : RED LEAD				NAME :				NAME : CAL SULPH/LEAD PAINT				SURFACE PREP :HAND CLEANED	
PAINT COLOR : ALUMINUM				PAINT COLOR :				PAINT COLOR : GRAY					
PAINT YEAR : 1971				PAINT YEAR :				PAINT YEAR : 2005					
MILS : 8				MILS :				MILS : 13					
REQUESTED WORK ITEMS													
GENERAL WORK COMMENTS:													
Design_No = X0586													
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PROGRAM NOTES INFORMATION																																																				
<u>YEAR</u> <u>PROJECT #</u> <u>MONTH LET</u> <u>YEAR LET</u> <u>ITEMS</u> <u>COMMENT</u>																																																				
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>4-MEETS MINIMUM TOLERABLE</td><td>11/13/2019</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>3-BASICALLY INTOL CORRECT</td><td>3/25/2002</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>48.2%</td><td>11/19/2021</td></tr><tr><td>Deficiency:</td><td>FUNCTIONAL</td><td>11/13/2019</td></tr><tr><td>Funding Eligibility:</td><td></td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td></td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td></td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td></td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td></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:	4-MEETS MINIMUM TOLERABLE	11/13/2019	[Item 68] Deck Geometry Rating:	3-BASICALLY INTOL CORRECT	3/25/2002	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	48.2%	11/19/2021	Deficiency:	FUNCTIONAL	11/13/2019	Funding Eligibility:		----	Estimated New Structure Length:		----	Estimated Structure Cost:		----	Estimated Total Project Cost:		----	Year of Cost Estimate:		----	<table><tr><td>SIGN #</td><td>SIGN TYPE</td><td>PROBLEM</td><td>PROBLEM DIRECTION</td></tr><tr><td>1</td><td>B - ONE LANE BRIDGE</td><td></td><td></td></tr><tr><td>2</td><td>YIELD TO ONCOMING TRAFFIC</td><td></td><td></td></tr></table>			SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION	1	B - ONE LANE BRIDGE			2	YIELD TO ONCOMING TRAFFIC		
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