
		Missouri Department of Transportation				June 24, 2021	
		State Bridge Inspection Report				10:18:42AM	
COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR		FED-ID: 4633	
						BRIDGE: G0424	
***GENERAL STRUCTURE INFORMATION***						***BRIDGE INSPECTION INFORMATION***	
<b>ROUTE: MO53S</b> <b>FEATURE: LATERAL DTCH NO 2</b> <b>STATUS: P-POSTLOAD</b> <b>LOG MILE: 21.941</b> <b>DETOUR: 14.00 MILES</b> <b>NHS: YES</b> <b>BUILT: 1939</b> <b>REHAB:</b> <b>LOCATION: S 18 T 22 R 9 E</b> <b>LATITUDE: 36 32 45.21 (DMS)</b> <b>LONGITUDE: 90 8 16.47 (DMS)</b>		# SPANS: 3 LANES ON: 2 LANES UNDER: 0 COMPASS DIRECTION: WEST to EAST DIRECTION OF TRAFFIC: 2-WAY TRAF FUNCTIONAL CLASS: RL-PRINCIPAL ARTERIAL NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: SE MAINTENANCE COUNTY: DUNKLIN SUB AREA: 7H28		PLACE CODE: 74608 UNION LENGTH: 108 FT 0 IN MAXIMUM SPAN: 52 FT 6 IN APPROACH ROADWAY: 20 FT 0 IN CURB TO CURB: 26 FT 0 IN OUT TO OUT: 28 FT 0 IN AADT: 4203 AADT YEAR: 2020 AADT TRUCK: 31.4% FUTURE AADT: 7355 FUTURE AADT YEAR: 2040		DATE: 11/23/2020 RESPONSIBILITY: DISTRICT	
						FREQUENCY: 12 CALCULATED INTERVAL**: 12	
						TEAM LEADER: ED HESS ELEMENT: YES	
				INSPECTOR 2: INSPECTOR 4:			
				INSPECTOR 3:			
				** When calculated interval exceeds the frequency, a justification comment per BIRM is required.			
***FRACTURE CRITICAL INSPECTION INFORMATION***						***INDEPTH INSPECTION INFORMATION***	
DATE: RESPONSIBILITY: CATEGORY:				DATE: RESPONSIBILITY: CATEGORY:			
FREQUENCY: CALCULATED INTERVAL**: NBI:				FREQUENCY: CALCULATED INTERVAL**: NBI:			
TEAM LEADER: INSPECTOR 3: METHOD:				TEAM LEADER: INSPECTOR 3: METHOD:			
INSPECTOR 2: INSPECTOR 4:				INSPECTOR 2: INSPECTOR 4:			
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.				** 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: 05/15/2018 RESPONSIBILITY: DISTRICT CATEGORY: CHANNEL CROSS SEC				DATE: 11/23/2020 RESPONSIBILITY: DISTRICT CATEGORY: DRY			
FREQUENCY: 48 CALCULATED INTERVAL**: 48 NBI: NO				FREQUENCY: 60 CALCULATED INTERVAL**: 12 NBI: NO			
TEAM LEADER: ED HESS INSPECTOR 3: METHOD: WT TAPE				TEAM LEADER: ED HESS INSPECTOR 3: METHOD: VISUAL			
INSPECTOR 2: INSPECTOR 4:				INSPECTOR 2: INSPECTOR 4:			
** When calculated interval exceeds the frequency, a justification comment per BIRM is required.				** 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	
<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>
05/10/2017	999	DAMAGE POST INCIDENT	NO		DISTRICT		

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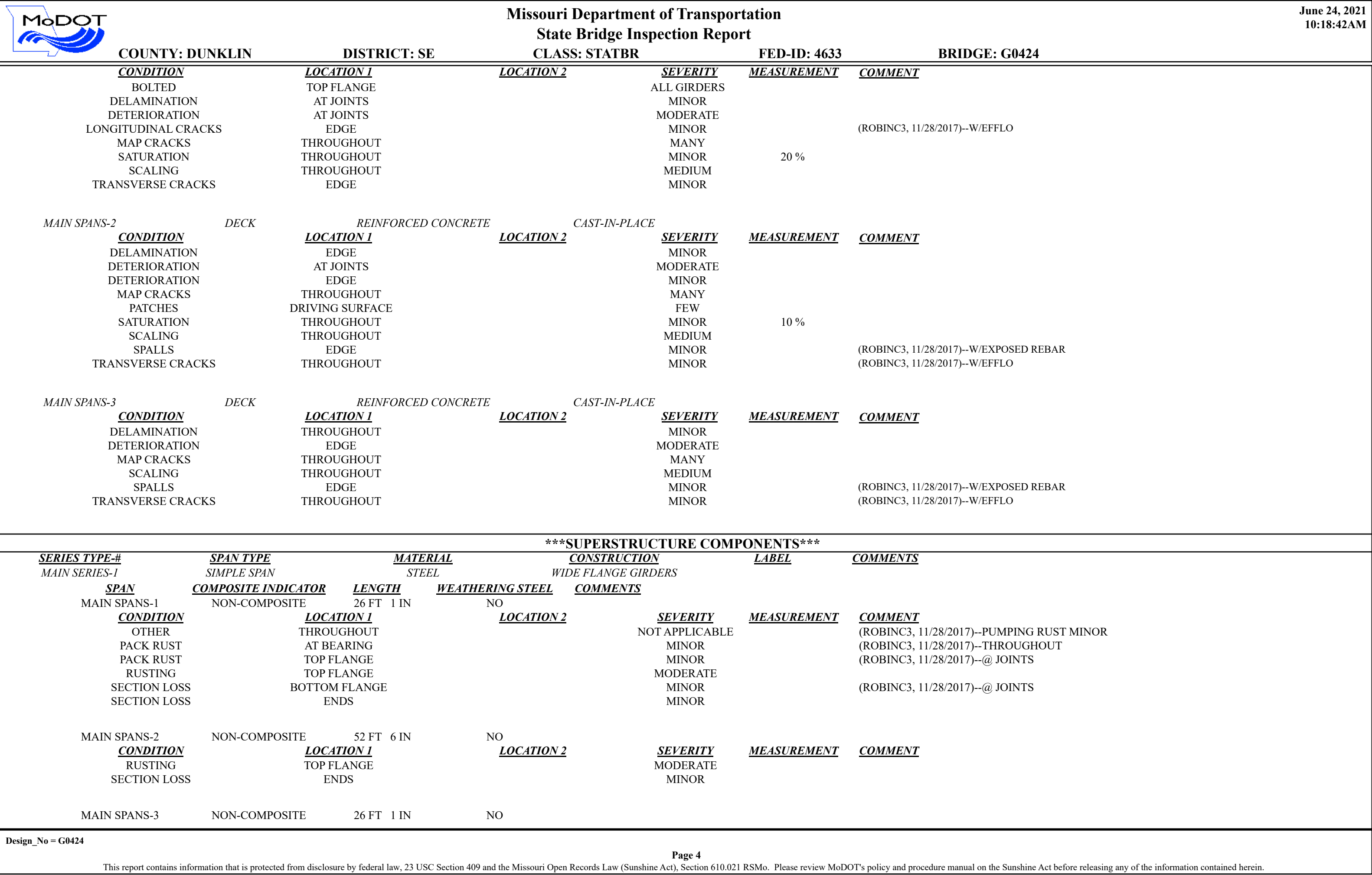
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COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR	FED-ID: 4633	BRIDGE: G0424
***STRUCTURE POSTING***						
APPROVED CATEGORY: S-9		6 AXLE TRUCKS OVER 38 TONS 15 MPH ON BRIDGE.				
Ton 1: 38		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-9		6 AXLE TRUCKS OVER 38 TONS 15 MPH ON BRIDGE.				
Ton 1: 38		Ton 2:		Ton 3:		PROBLEM:
COMMENTS:		PROBLEM DIRECTION:				
***GENERAL COMMENTS/MAJOR RATED ITEMS***						
GENERAL COMMENTS: (BOWDEJ1, 09/05/2008)--(26'-52'-26') SMP WF GDR SPANS						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION		COMMENTS: (DENNIB1, 11/19/2013)--EDGE DETERIORATION				
RATING : 05/18/2001						
[ITEM 59] SUPER: 5-FAIR CONDITION		COMMENTS: (DENNIB1, 11/30/2016)--RUSTING TOP FLANGE & INITIAL SECTION LOSS				
RATING : 11/13/2018						
[ITEM 60] SUB: 4-POOR CONDITION		COMMENTS: (LAMBEJ1, 01/20/2012)--TIMBER PILE SPLICES IN MULTIPLE BENTS				
RATING : 11/13/2019		(DENNIB1, 11/13/2019)--PILE EXPOSED DUE TO ERODING				
[ITEM 61] BANK/CHANNEL: 4-SEVERE DAMAGE		COMMENTS: (DENNIB1, 12/02/2020)--CHANNEL DEEPENING				
RATING : 02/18/2004						
[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 : 02/18/2004		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	CURB	BOTH				
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>	
COLLISION DAMAGE		RANDOM		MODERATE	(BLALOR1, 08/27/2014)--SW CORNER	
DETERIORATION		THROUGHOUT		MODERATE		
LONGITUDINAL CRACKS		THROUGHOUT		MINOR		
STEEL	CHANNEL-DOUBLE	BOTH				
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>	
RUSTING		THROUGHOUT		MINOR		
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1		RATING : 11/25/2008		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
GALVANIZED STEEL	THRIE BEAM TO W-BEAM	ALL				


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				BRIDGE: G0424			
[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1							
RATING : 11/25/2008							
COMMENTS:							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		W-BEAM		ALL			
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1							
RATING : 11/25/2008							
COMMENTS:							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		BREKAWAY SYSTEM		ALL			
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/CONCRETE		BITUMINOUS MAT/SLAB		BOTH		GOOD	
***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		2009				GOOD	
<u>COMMENT:</u>							
		DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED	
<u>COMMENT:</u>						PAVON INDECK	
		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>	
ABUTMENT-1				CLOSED EXPANSION JOINT		STEEL	
<u>CONSTRUCTION</u>		<u>GAP</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>	
FLAT PLATE							
<u>COMMENT:</u>							
BENT-2				CLOSED EXPANSION JOINT		FELT	
<u>COMMENT:</u>						FILLED JOINT	
						NOTAPPLIC	
BENT-3				CLOSED EXPANSION JOINT		FELT	
<u>COMMENT:</u>						FILLED JOINT	
						NOTAPPLIC	
<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>COMMENTS</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>							
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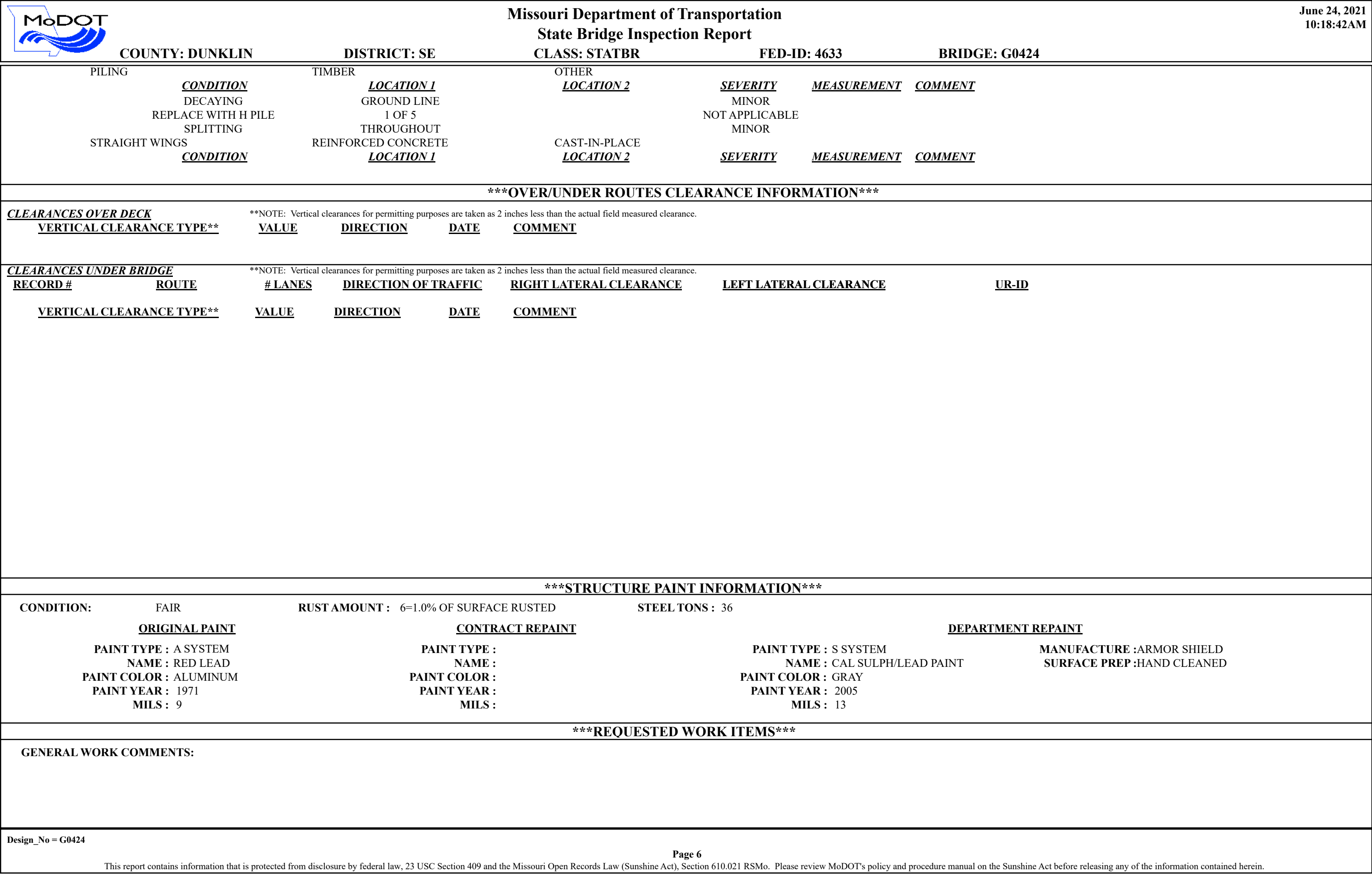


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<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST		AT BEARING			MINOR		
PACK RUST		TOP FLANGE			MINOR		
RUSTING		TOP FLANGE			MODERATE		
SECTION LOSS		ENDS			INITIAL		
***SUBSTRUCTURE COMPONENTS***							
<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>	
ABUTMENT-1	LA-20 DEGREES	39 FT 3 IN	REINFORCED CONCRETE	NON-INTEGRAL			
	<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			TIMBER	BEAM			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	OTHER		AT BEARING		NOT APPLICABLE		(ROBINC3, 11/28/2017)--LIGHT RUST
PILING			TIMBER	OTHER			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	REPLACE WITH H PILE		2 OF 5		NOT APPLICABLE		
	SPLITTING		THROUGHOUT		MINOR		
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>
BENT-2	LA-20 DEGREES	30 FT 7 IN	REINFORCED CONCRETE	PILE CAP			
	<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			TIMBER	BEAM			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DECAYING		STEPCAP		SEVERE		(BLALOR1, 08/27/2014)--NW EXT.
	SPLITTING		THROUGHOUT		MINOR		
PILING			TIMBER	OTHER			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DECAYING		THROUGHOUT		MODERATE		(WILSOJ, 02/03/2004)--REMAINING TIMBER PILE DETERIORATING
	REPLACE WITH H PILE		OTHER		NOT APPLICABLE		(LAMBEJ1, 01/20/2012)--4 OF 10 TIMBER PILE REPLACED W / STEEL H PILE
	SPLITTING		THROUGHOUT		MINOR		
BENT-3	LA-20 DEGREES	30 FT 7 IN	REINFORCED CONCRETE	PILE CAP			
	<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			TIMBER	BEAM			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PILING			TIMBER	OTHER			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DECAYING		GROUND LINE		MODERATE		
	DETERIORATION		AT BEAM CAP		MINOR		(LAMBEJ1, 01/20/2012)--REPLACED 6 OF 10 WITH STEEL H-PILE
							REMINING PILE STARTING TO DETERIORATE
	SPLITTING		THROUGHOUT		MINOR		
ABUTMENT-4	LA-20 DEGREES	39 FT 3 IN	REINFORCED CONCRETE	NON-INTEGRAL			
	<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			TIMBER	BEAM			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>

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<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>
REGIONAL	SEE COMMENT	REPAIR BEAM CAP	SUBSTRUCTURE	2	11/08/2018	(DENNIB1, 11/13/2018)--REPLACE TIMBER STEP BLOCKS
DISTRICT ROUTINE	ROADWAY SURFACE	REPAIR CONCRETE > 50 SF	DECK	2	11/08/2018	

**\*\*\*UTILITY ATTACHMENTS\*\*\***

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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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>
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**\*\*\*COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS\*\*\***

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

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.

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	11/13/2019
[Item 68] Deck Geometry Rating:	3-BASICALLY INTOL CORRECT	5/18/2001
[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001
Sufficiency Rating:	21.2%	11/13/2019
Deficiency:	STRUCTURAL	11/13/2019
Funding Eligibility:	FULL	----
Estimated New Structure Length:	138 FT.	----
Estimated Structure Cost:	\$579,517	----
Estimated Total Project Cost:	\$869,275	----
Year of Cost Estimate:	2021	----

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	

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.

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