

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>June 24, 2021</div> <div>10:17:28AM</div>			
COUNTY: DUNKLIN		DISTRICT: SE		CLASS: STATBR		FED-ID: 4632		BRIDGE: G0423	
***GENERAL STRUCTURE INFORMATION***							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: MO53S</div> <div>FEATURE: DRAIN DTCH NO 2</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 21.871</div> <div>DETOUR: 2.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1939</div> <div>REHAB:</div> <div>LOCATION: S 13 T 22 R 8 E</div> <div>LATITUDE: 36 32 47.77 (DMS)</div> <div>LONGITUDE: 90 8 19.80 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 2</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 2-WAY TRAF</div> <div>FUNCTIONAL CLASS: RL-PRINCIPAL ARTERIAL</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: 98 FT 0 IN</div> <div>MAXIMUM SPAN: 30 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 25 FT 10 IN</div> <div>OUT TO OUT: 28 FT 0 IN</div> <div>AADT: 4203</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 31.4%</div> <div>FUTURE AADT: 7355</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 11/23/2020</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 12</div> <div>CALCULATED INTERVAL**: 12</div> <div>TEAM LEADER: ED HESS</div> <div>ELEMENT: YES</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: 06/29/2020</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>				
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<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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***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, 09/05/2008)--(30'-30'-30') SMP WF GDR SPANS						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION			COMMENTS: (BLALOR1, 08/27/2014)--T-CRACKS, EDGE DETERIORATION			
RATING : 08/27/2014						
[ITEM 59] SUPER: 5-FAIR CONDITION			COMMENTS: (DENNIB1, 11/19/2013)--SECTION LOSS AT JOINTS			
RATING : 11/30/2016						
[ITEM 60] SUB: 4-POOR CONDITION			COMMENTS: (DENNIB1, 11/20/2012)--TIMBER DECAYING			
RATING : 11/13/2019			(DENNIB1, 11/13/2019)--PILE EXPOSED DUE TO ERODING			
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE			COMMENTS: (DENNIB1, 11/13/2018)--CHANNEL ERODING SLOPE. STARTING TO EXPOSE TIMBER PILE			
RATING : 11/13/2018						
[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>
DETERIORATION		THROUGHOUT				MODERATE
STEEL		CHANNEL-DOUBLE		BOTH		
[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		
[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1						
RATING : 11/25/2008		COMMENTS:				
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				BRIDGE: G0423			
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> W-BEAM		<u>DIRECTION</u> ALL		<u>COMMENTS</u>	
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1				RATING : 11/25/2008		COMMENTS:	
<u>MATERIAL</u> GALVANIZED STEEL		<u>CONSTRUCTION</u> BREKAWAY SYSTEM		<u>DIRECTION</u> BOTH-SOUTH		<u>COMMENTS</u>	
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u> ASPHALT/CONCRETE		<u>CONSTRUCTION</u> BITUMINOUS MAT/SLAB		<u>DIRECTION</u> BOTH		<u>CONDITION*</u> GOOD	
				<u>COMMENTS</u>			
***DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS***							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u> MAIN SERIES-1		<u>COMPONENT</u> WEARING SURFACE		<u>MATERIAL</u> ASPHALT		<u>CONSTRUCTION</u> BITUMINOUS MAT	
				<u>THICKNESS</u>		<u>YEAR APPLIED</u> 2009	
				<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u> 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> DRAINAGE		<u>MATERIAL</u> REINFORCED CONCRETE		<u>CONSTRUCTION</u> CURB OUTLET	
				<u>DIRECTION</u>		<u>COMMENTS</u>	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<u>SUB UNIT-#</u> ABUTMENT-1		<u>SUB LABEL</u>		<u>COMPONENT</u> CLOSED EXPANSION JOINT		<u>MATERIAL</u> FELT	
						<u>CONSTRUCTION</u> FILLED JOINT	
				<u>GAP</u>		<u>YEAR APPLIED</u>	
				<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
BENT-2				CLOSED EXPANSION JOINT		SILICON	
						FILLED JOINT	
<u>COMMENT:</u>							
BENT-3				CLOSED EXPANSION JOINT		SILICON	
						FILLED JOINT	
<u>COMMENT:</u>							
ABUTMENT-4				CLOSED EXPANSION JOINT		FELT	
						FILLED JOINT	
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
		<u>COMPONENT</u> BANK PROTECTION		<u>MATERIAL</u> EARTH FILL		<u>CONSTRUCTION</u> BERM	
				<u>DIRECTION</u> BOTH		<u>COMMENTS</u>	
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DISTRICT: SE

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\*\*\*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		THROUGHOUT		MINOR		
DETERIORATION		EDGE		MINOR		(BLALOR1, 08/27/2014)--BOTTOM
SPALLS		AT JOINTS		FEW		(BLALOR1, 08/27/2014)--BOTTOM
TRANSVERSE CRACKS		THROUGHOUT		MINOR		(ROBINC3, 11/28/2017)--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		OVERHANGS		MINOR		
DETERIORATION		EDGE		MINOR		(BLALOR1, 08/27/2014)--BOTTOM
SPALLS		AT JOINTS		MODERATE		(BLALOR1, 08/27/2014)--BOTTOM
TRANSVERSE CRACKS		THROUGHOUT		MINOR		(ROBINC3, 11/28/2017)--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		OVERHANGS		MINOR		
DETERIORATION		EDGE		MODERATE		(BLALOR1, 08/27/2014)--BOTTOM
SPALLS		AT JOINTS		MODERATE		(BLALOR1, 08/27/2014)--BOTTOM
TRANSVERSE CRACKS		THROUGHOUT		MINOR		(ROBINC3, 11/28/2017)--W/EFFLO

\*\*\*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	30 FT 0 IN	NO		
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
DECK LIFTING		THROUGHOUT		MINOR	
PACK RUST		TOP FLANGE		MINOR	
RUSTING		THROUGHOUT		MINOR	
RUSTING		TOP FLANGE		MODERATE	
SECTION LOSS		AT JOINTS		MODERATE	(BOWDEJ1, 03/18/2010)--EXT GDRS

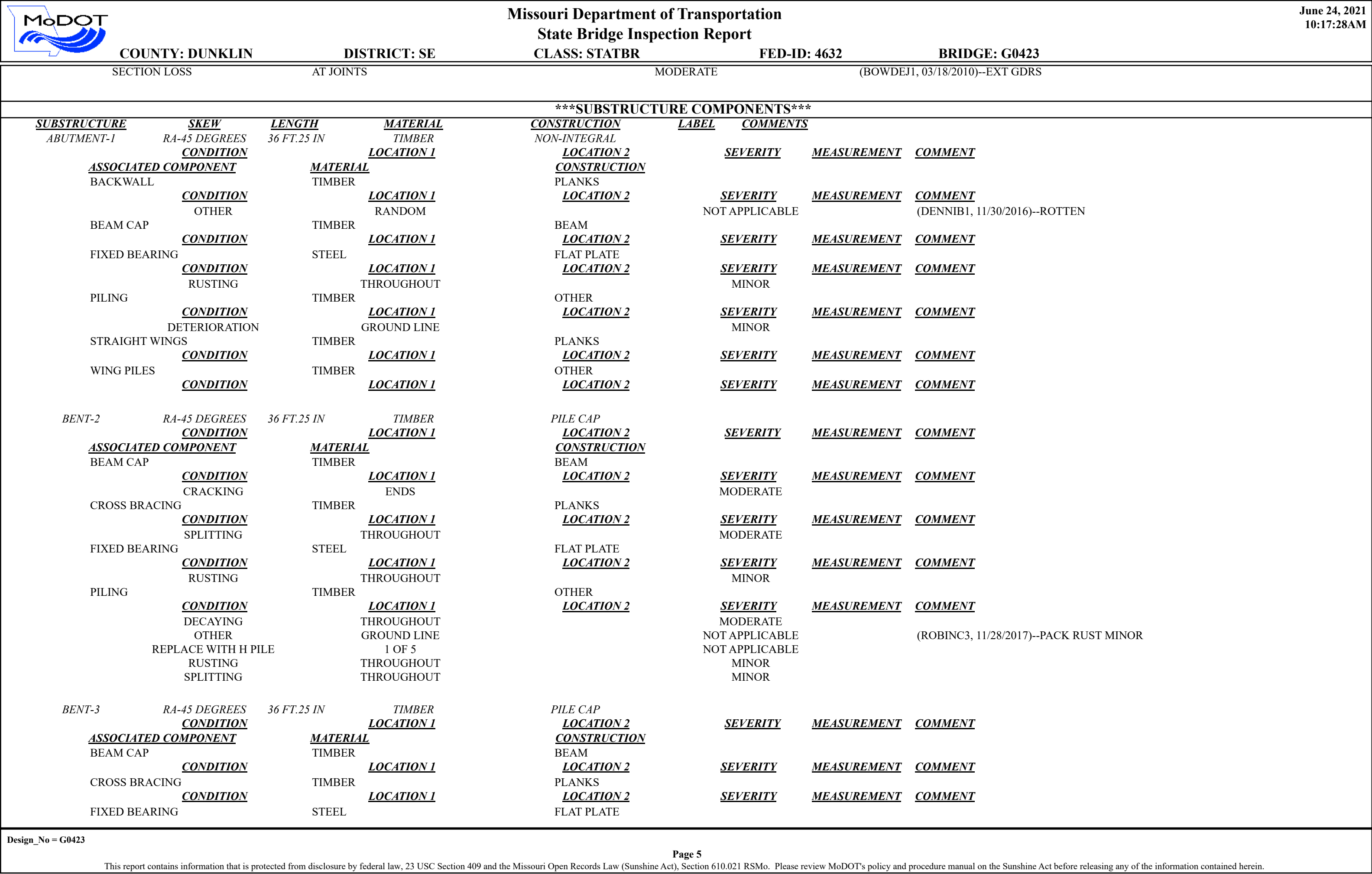
MAIN SPANS-2	NON-COMPOSITE	30 FT 0 IN	NO		
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
DECK LIFTING		THROUGHOUT		MINOR	
PACK RUST		TOP FLANGE		MINOR	
RUSTING		THROUGHOUT		MINOR	
RUSTING		TOP FLANGE		MODERATE	
SECTION LOSS		AT JOINTS		MODERATE	(BOWDEJ1, 03/18/2010)--EXT GDRS

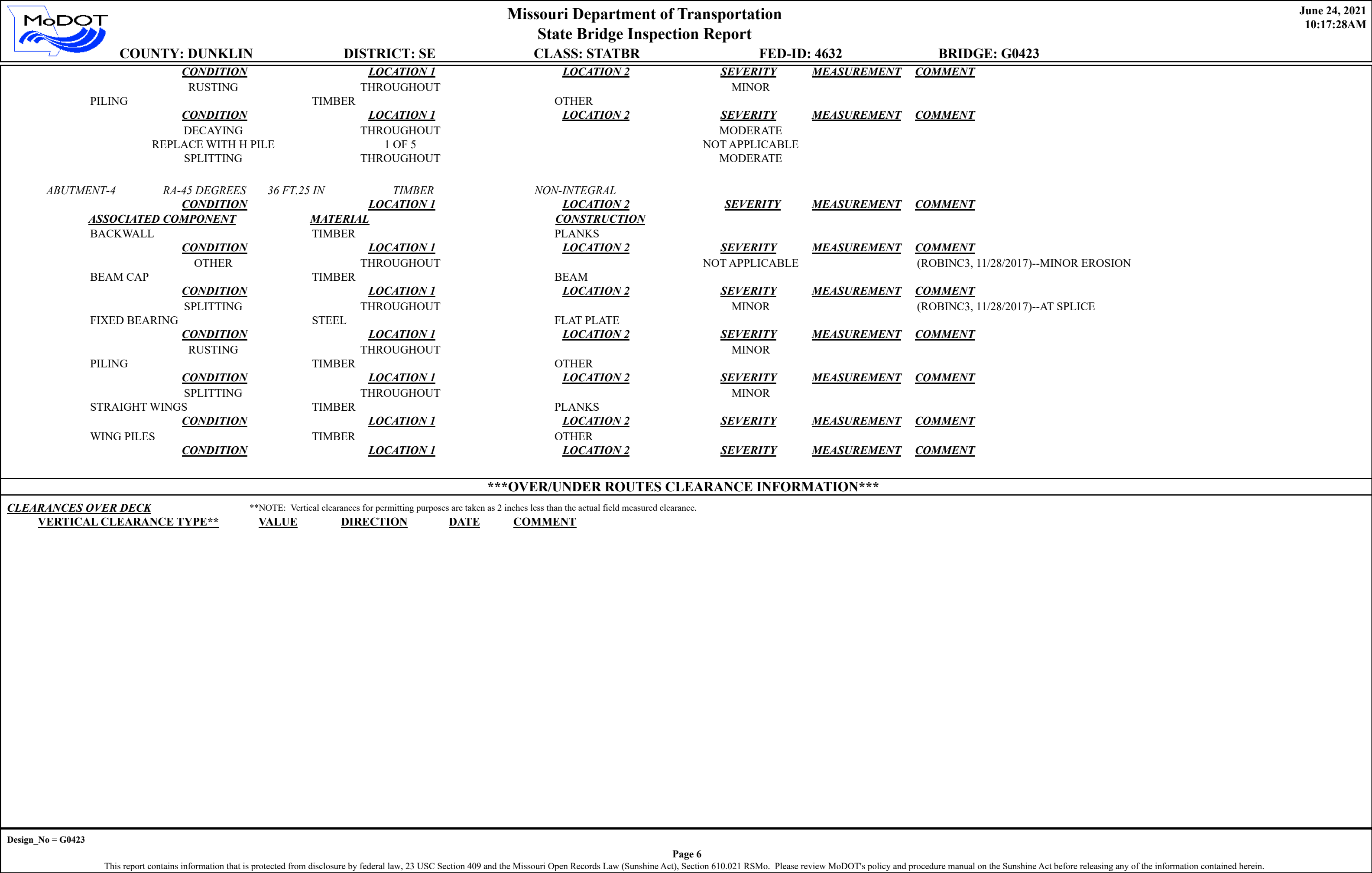
MAIN SPANS-3	NON-COMPOSITE	30 FT 0 IN	NO		
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>
DECK LIFTING		THROUGHOUT		MINOR	
PACK RUST		TOP FLANGE		MINOR	
RUSTING		THROUGHOUT		MINOR	
RUSTING		TOP FLANGE		MODERATE	

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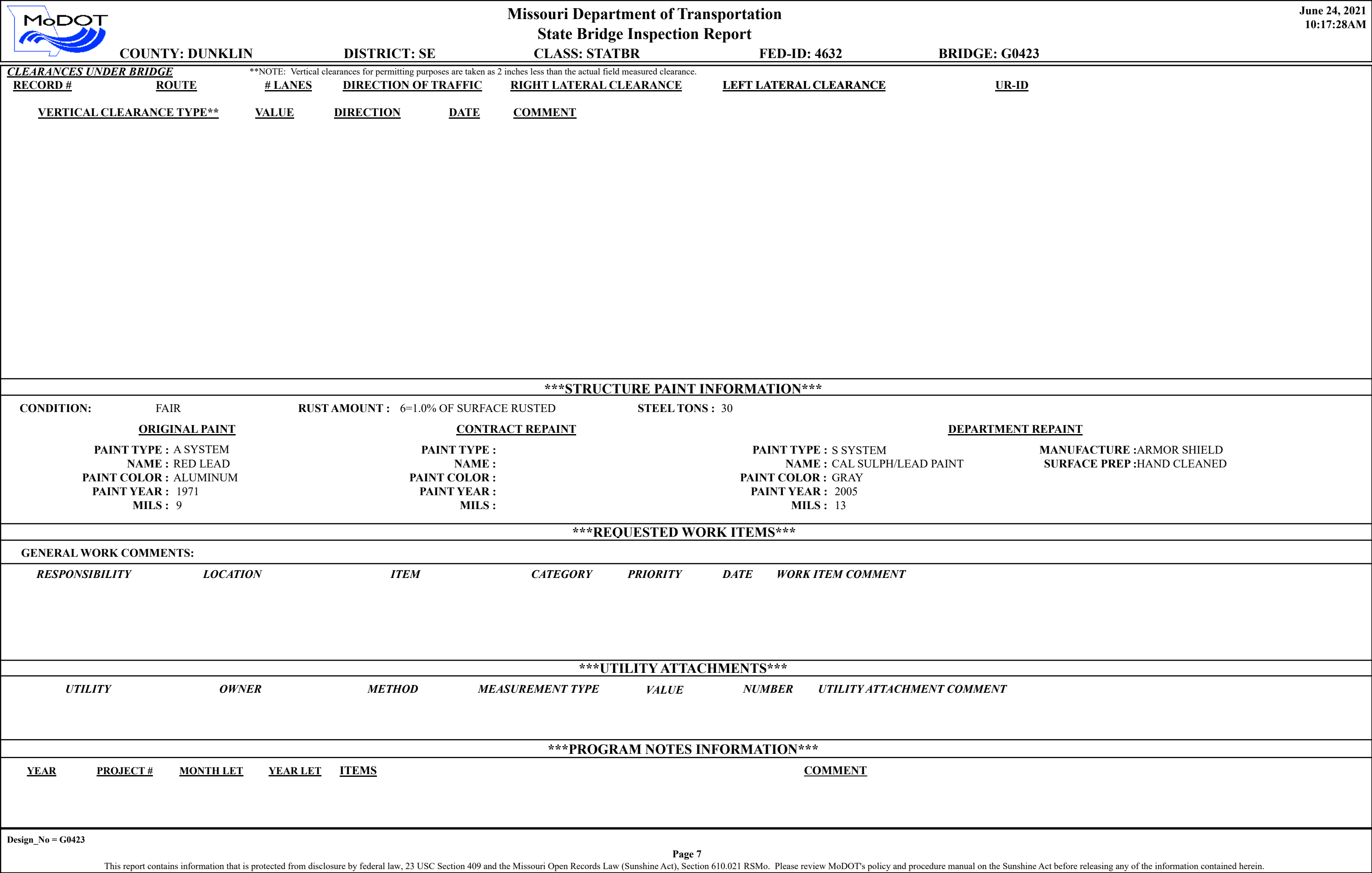
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<b>***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***</b>					<b>***ADVANCED SIGN INFORMATION***</b>	
NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.					<b>SIGN #</b>	
					<b>SIGN TYPE</b>	
					<b>PROBLEM</b>	
					<b>PROBLEM DIRECTION</b>	
<b><u>Rated Item</u></b>						
<b><u>Rating</u></b>						
<b><u>Rating Date</u></b>						
[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: 43.5% 11/13/2019						
Deficiency: STRUCTURAL 11/13/2019						
Funding Eligibility: FULL ----						
Estimated New Structure Length: 128 FT. ----						
Estimated Structure Cost: \$537,523 ----						
Estimated Total Project Cost: \$806,284 ----						
Year of Cost Estimate: 2021 ----						
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.						
					<b>***OUTFALL INSPECTION INFORMATION***</b>	
					<b># OUTFALLS:</b>	
					<b>INSPECTOR:</b>	
					<b>STATUS:</b>	
					<b>DATE:</b>	
					<b>NOTES:</b>	