

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>June 24, 2021</div> <div>10:33:55AM</div>			
COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR		FED-ID: 6138		BRIDGE: L0224	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: RTDE</div> <div>FEATURE: DRAIN DTCH #1</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 13.405</div> <div>DETOUR: 21.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1949</div> <div>REHAB:</div> <div>LOCATION: S 23 T 23 R 12 E</div> <div>LATITUDE: 36 36 46.33 (DMS)</div> <div>LONGITUDE: 89 43 42.85 (DMS)</div>		<div># SPANS: 5</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-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: NEW MADRID</div> <div>SUB AREA: 7H28</div>		<div>PLACE CODE: 15832 COMO</div> <div>LENGTH: 247 FT 0 IN</div> <div>MAXIMUM SPAN: 60 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 22 FT 0 IN</div> <div>OUT TO OUT: 24 FT 8 IN</div> <div>AADT: 789</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 10.9%</div> <div>FUTURE AADT: 1223</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 11/12/2019</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: CURT RICKERSON</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2:</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</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: 08/29/2018</div> <div>FREQUENCY: 72</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2: CURT STEGEMAN</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: ADAM ZENTZ</div> <div>INSPECTOR 4: JESSE ELSEMAN</div> <div>CATEGORY: CHANNEL CROSS SEC</div> <div>NBI: NO</div> <div>METHOD:</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div><div>DATE</div><div>FREQUENCY</div><div>CATEGORY</div><div>NBI</div><div>CALCULATED INTERVAL</div><div>RESPONSIBILITY</div><div>METHOD</div></div> <div>05/10/2017</div> <div>999</div> <div>DAMAGE POST INCIDENT</div> <div>NO</div> <div></div> <div>DISTRICT</div> <div>VISUAL</div>					<div><div>DATE</div><div>FREQUENCY</div><div>CATEGORY</div><div>NBI</div><div>CALCULATED INTERVAL</div><div>RESPONSIBILITY</div><div>METHOD</div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>				

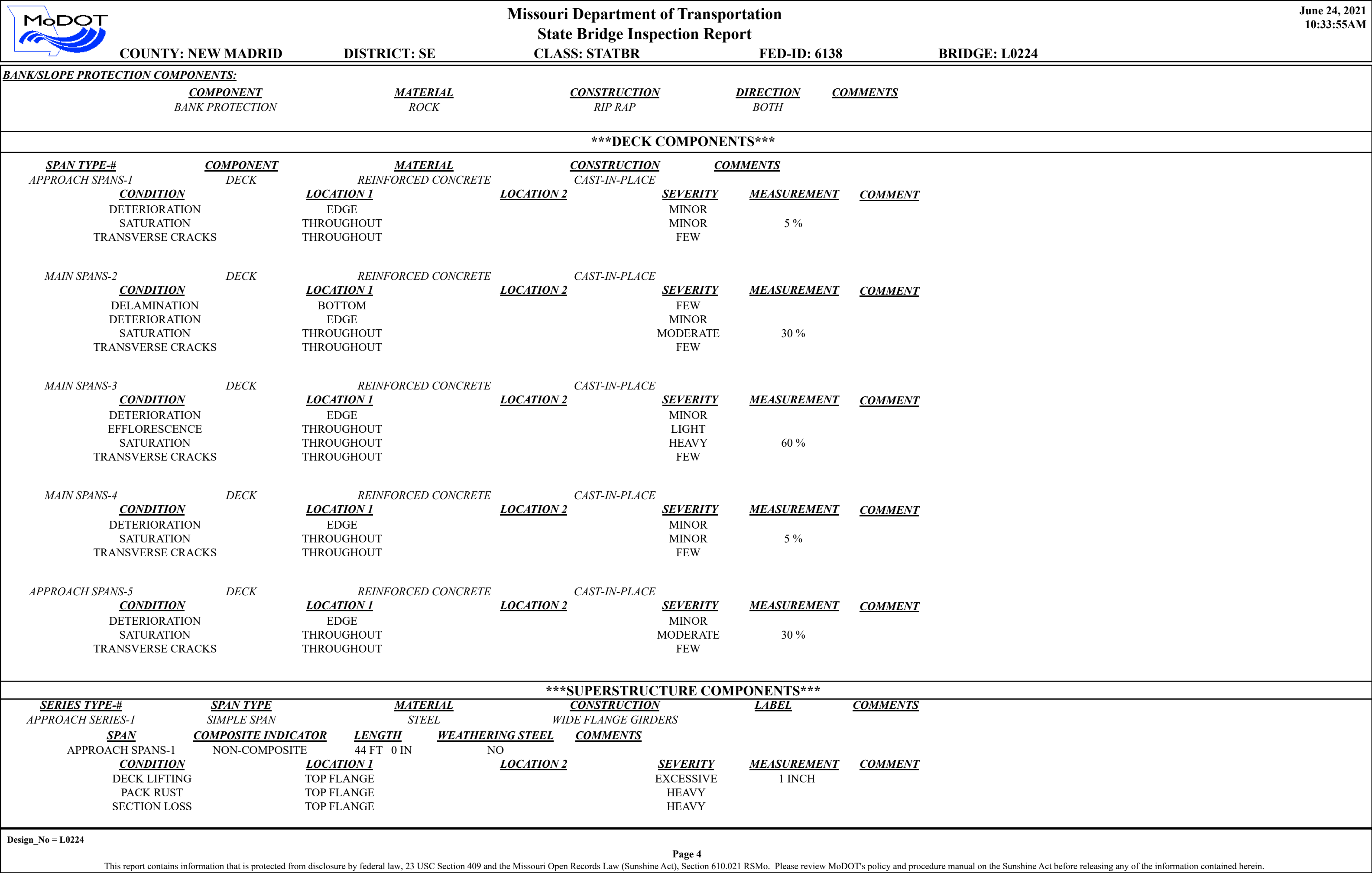
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		State Bridge Inspection Report			10:33:55AM	
COUNTY: NEW MADRID		DISTRICT: SE	CLASS: STATBR	FED-ID: 6138	BRIDGE: L0224	
STRUCTURE POSTING						
APPROVED CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-1		NO POSTING REQUIRED				
Ton 1:		Ton 2:		Ton 3:	PROBLEM:	PROBLEM DIRECTION:
COMMENTS:						
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (BOWDEJ1, 09/15/2008)--(44') SMP WF - (50'-60'-50') CONT WF - (44') SMP WF GDR SPANS						
[ITEM 58] DECK: 4-POOR CONDITION		COMMENTS: (STEGEC, 08/30/2018)--APPROXIMATELY 60% SATURATION, DELAMINATIONS, SPALLING, AND PATCHES THROUGHOUT SPAN 3. DECK POUNDS WITH				
RATING : 11/17/2017		TRAFFIC BEAM ENDS. NEEDS BOLTED DOWN.				
[ITEM 59] SUPER: 5-FAIR CONDITION		COMMENTS: (STEGEC, 08/30/2018)--HEAVY PACKRUST THROUGHOUT THE SPAN 1 EXTERIOR GIRDER.. TOP FLANGE EAST END LIFTING THE DECK OFF THE GIRDER				
RATING : 11/17/2017		APPROXIMATELY 1 INCH. NEED TO BOLT SUPER TO DECK				
[ITEM 60] SUB: 6-SATISFACTORY CONDITION		COMMENTS:				
RATING : 11/15/2019						
[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE		COMMENTS: (MADSEJ, 11/15/2019)--MINOR SCOUR WITH ISOLATED EXPOSURE OF FOOTING, BOTH BANKS SLOUGHING.				
RATING : 11/17/2017						
[ITEM 113] SCOUR: 5-FOUNDATION STABLE		COMMENTS: (STEGEC, 08/30/2018)--TOP OF FOOTING EXPOSED AT BENT 3 ON SOUTH COLUMN				
RATING : 08/08/2012						
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV		COMMENTS:				
RATING : 05/18/2001						
[ITEM 72] APPRRDWY ALIGNMENT: 6-SATISFACTORY		COMMENTS:				
RATING : 05/18/2001						
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS						
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 02/17/2004		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>		
STEEL	VERTICAL CRACKS	THROUGHOUT	MINOR			
	CHANNEL-DOUBLE	BOTH				
[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:		
Design_No = L0224						
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COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR		FED-ID: 6138	
						BRIDGE: L0224	
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		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>	
APPROACH SERIES-1		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
<u>COMMENT:</u>							
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
MAIN SERIES-2		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
<u>COMMENT:</u>						GOOD	
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
APPROACH SERIES-3		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
<u>COMMENT:</u>						GOOD	
		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>COMMENT:</u>						<u>GAP</u>	
						<u>YEAR APPLIED</u>	
						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
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COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR		FED-ID: 6138		BRIDGE: L0224	
MAIN SERIES-2		CONTINUOUS SPAN		STEEL		WIDE FLANGE GIRDERS			
<u>SPAN</u>		<u>COMPOSITE INDICATOR</u>		<u>LENGTH</u>		<u>WEATHERING STEEL</u>		<u>COMMENTS</u>	
MAIN SPANS-2		NON-COMPOSITE		50 FT 7 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
PACK RUST		EXTERIOR GIRDERS		TOP FLANGE		LIGHT			
SECTION LOSS		EXTERIOR GIRDERS		WEST END		MINOR			
MAIN SPANS-3		NON-COMPOSITE		60 FT 0 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
PACK RUST		EXTERIOR GIRDERS		TOP FLANGE		LIGHT			
MAIN SPANS-4		NON-COMPOSITE		50 FT 7 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
PACK RUST		EXTERIOR GIRDERS		TOP FLANGE		LIGHT			
APPROACH SERIES-3		SIMPLE SPAN		STEEL		WIDE FLANGE GIRDERS			
<u>SPAN</u>		<u>COMPOSITE INDICATOR</u>		<u>LENGTH</u>		<u>WEATHERING STEEL</u>		<u>COMMENTS</u>	
APPROACH SPANS-5		NON-COMPOSITE		44 FT 0 IN		NO			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
PACK RUST		TOP FLANGE				MODERATE		(DENNIB1, 02/05/2015)--EXTERIOR GIRDER	
SUBSTRUCTURE COMPONENTS									
<u>SUBSTRUCTURE</u>		<u>SKEW</u>		<u>LENGTH</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
ABUTMENT-1				24 FT 8 IN		STEEL		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>SEVERITY</u>		<u>MEASUREMENT</u>	
BEAM CAP		STEEL		H-SHAPE		LIGHT			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
RUSTING		THROUGHOUT				LIGHT			
PILING		TIMBER		OTHER					
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
REPLACE WITH H PILE		ALL				NOT APPLICABLE			
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>MEASUREMENT</u>	
FIXED BEARING		STEEL		FLAT PLATE					
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
BENT-2		23 FT 0 IN		REINFORCED CONCRETE		MULTIPLE COLUMN			
<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>SEVERITY</u>		<u>MEASUREMENT</u>	
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE					
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
HIGH STEEL SPALLS		THROUGHOUT				FEW			
HORIZONTAL CRACKS		THROUGHOUT				FEW			
SEALED		THROUGHOUT				EPOXY			
SPALLS		BOTTOM				FEW			
COLUMN		REINFORCED CONCRETE		BETWEEN COLUMNS					
				CAST-IN-PLACE					
Design_No = L0224									
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MAIN SPANS-3

CONDITION

PACK RUST

NON-COMPOSITE

60 FT 0 IN

NO

LOCATION 1

EXTERIOR GIRDERS

LOCATION 2

TOP FLANGE

SEVERITY

LIGHT

MEASUREMENT

COMMENT

MAIN SPANS-4

CONDITION

PACK RUST

NON-COMPOSITE

50 FT 7 IN

NO

LOCATION 1

EXTERIOR GIRDERS

LOCATION 2

TOP FLANGE

SEVERITY

LIGHT

MEASUREMENT

COMMENT

APPROACH SERIES-3

SPAN

APPROACH SPANS-5

CONDITION

PACK RUST

SIMPLE SPAN

COMPOSITE INDICATOR

NON-COMPOSITE

LENGTH

44 FT 0 IN

STEEL

WEATHERING STEEL

NO

WIDE FLANGE GIRDERS

COMMENTS

LOCATION 1

TOP FLANGE

LOCATION 2

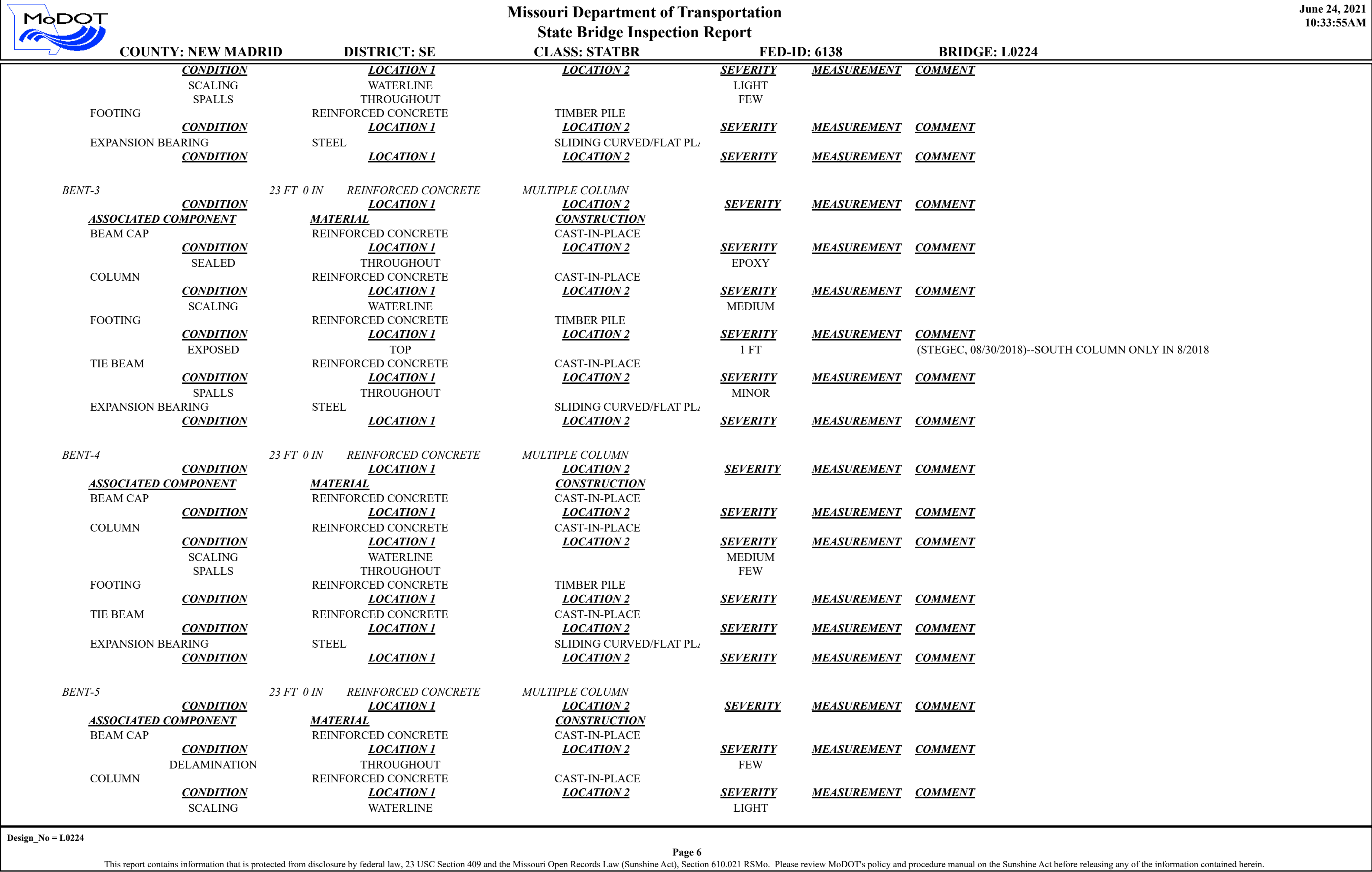
SEVERITY

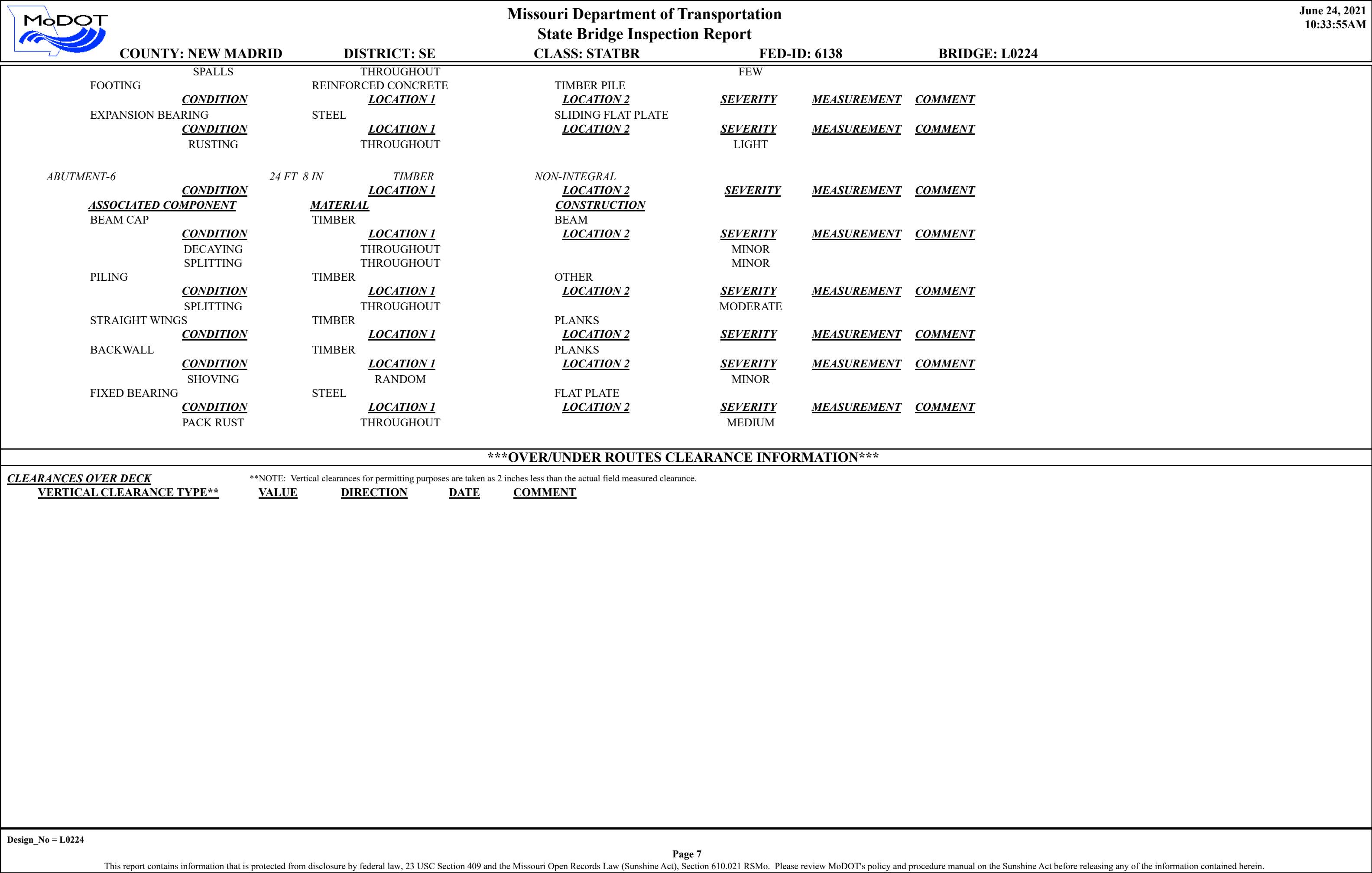
MODERATE


MEASUREMENT


COMMENT

(DENNIB1, 02/05/2015)--EXTERIOR GIRDER





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COUNTY: NEW MADRID		DISTRICT: SE		CLASS: STATBR		FED-ID: 6138		BRIDGE: L0224																						
<div><div>CLEARANCES UNDER BRIDGE</div><div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div><table><thead><tr><th>RECORD #</th><th>ROUTE</th><th># LANES</th><th>DIRECTION OF TRAFFIC</th><th>RIGHT LATERAL CLEARANCE</th><th>LEFT LATERAL CLEARANCE</th><th>UR-ID</th></tr></thead><tbody><tr><td>VERTICAL CLEARANCE TYPE**</td><td>VALUE</td><td>DIRECTION</td><td>DATE</td><td>COMMENT</td><td></td><td></td></tr></tbody></table></div>										RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID	VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT									
RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID																								
VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT																										
STRUCTURE PAINT INFORMATION																														
<div>CONDITION: FAIR RUST AMOUNT : 7 = .2% OF SURFACE RUSTED STEEL TONS : 72</div> <table><thead><tr><th>ORIGINAL PAINT</th><th>CONTRACT REPAINT</th><th>DEPARTMENT REPAINT</th></tr></thead><tbody><tr><td>PAINT TYPE : C SYSTEM</td><td>PAINT TYPE : 1 SYSTEM</td><td>PAINT TYPE :</td></tr><tr><td>NAME : INORGANIC ZINC/VINYL</td><td>NAME : CAL-ALUM SULPH/SYS C</td><td>NAME :</td></tr><tr><td>PAINT COLOR : GREEN</td><td>PAINT COLOR : GRAY</td><td>PAINT COLOR :</td></tr><tr><td>PAINT YEAR : 1984</td><td>PAINT YEAR : 2012</td><td>PAINT YEAR :</td></tr><tr><td>MILS : 6</td><td>MILS : 5</td><td>MILS :</td></tr></tbody></table>										ORIGINAL PAINT	CONTRACT REPAINT	DEPARTMENT REPAINT	PAINT TYPE : C SYSTEM	PAINT TYPE : 1 SYSTEM	PAINT TYPE :	NAME : INORGANIC ZINC/VINYL	NAME : CAL-ALUM SULPH/SYS C	NAME :	PAINT COLOR : GREEN	PAINT COLOR : GRAY	PAINT COLOR :	PAINT YEAR : 1984	PAINT YEAR : 2012	PAINT YEAR :	MILS : 6	MILS : 5	MILS :			
ORIGINAL PAINT	CONTRACT REPAINT	DEPARTMENT REPAINT																												
PAINT TYPE : C SYSTEM	PAINT TYPE : 1 SYSTEM	PAINT TYPE :																												
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PAINT YEAR : 1984	PAINT YEAR : 2012	PAINT YEAR :																												
MILS : 6	MILS : 5	MILS :																												
REQUESTED WORK ITEMS																														
GENERAL WORK COMMENTS:																														
<table><thead><tr><th>RESPONSIBILITY</th><th>LOCATION</th><th>ITEM</th><th>CATEGORY</th><th>PRIORITY</th><th>DATE</th><th>WORK ITEM COMMENT</th></tr></thead><tbody><tr><td>DISTRICT ROUTINE</td><td>BENT</td><td>REMOVE DRIFT</td><td>CHANNEL</td><td>2</td><td>11/12/2019</td><td></td></tr><tr><td>DISTRICT SPECIAL</td><td>ALL BRG'S</td><td>CLEAN, PAINT, AND RESET</td><td>SUBSTRUCTURE</td><td>3</td><td>11/12/2019</td><td></td></tr></tbody></table>										RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT	DISTRICT ROUTINE	BENT	REMOVE DRIFT	CHANNEL	2	11/12/2019		DISTRICT SPECIAL	ALL BRG'S	CLEAN, PAINT, AND RESET	SUBSTRUCTURE	3	11/12/2019	
RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT																								
DISTRICT ROUTINE	BENT	REMOVE DRIFT	CHANNEL	2	11/12/2019																									
DISTRICT SPECIAL	ALL BRG'S	CLEAN, PAINT, AND RESET	SUBSTRUCTURE	3	11/12/2019																									
UTILITY ATTACHMENTS																														
<table><thead><tr><th>UTILITY</th><th>OWNER</th><th>METHOD</th><th>MEASUREMENT TYPE</th><th>VALUE</th><th>NUMBER</th><th>UTILITY ATTACHMENT COMMENT</th></tr></thead><tbody></tbody></table>										UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT														
UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT																								
PROGRAM NOTES INFORMATION																														
<table><thead><tr><th>YEAR</th><th>PROJECT #</th><th>MONTH LET</th><th>YEAR LET</th><th>ITEMS</th><th>COMMENT</th></tr></thead><tbody><tr><td>2024</td><td>J9S3641</td><td>1</td><td>2024</td><td>REPLACE BRIDGE</td><td></td></tr></tbody></table>										YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT	2024	J9S3641	1	2024	REPLACE BRIDGE										
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2024	J9S3641	1	2024	REPLACE BRIDGE																										
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					BRIDGE: L0224						
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.						SIGN #					
						1					
<u>Rated Item</u>						<u>SIGN TYPE</u>					
<u>Rating</u>						<u>PROBLEM</u>					
<u>Rating Date</u>						<u>PROBLEM DIRECTION</u>					
[Item 67] Structure Evaluation Rating: 5-BETTER THAN MINIMUM 3/25/2009											
[Item 68] Deck Geometry Rating: 4-MEETS MINIMUM TOLERABLE 2/8/2017											
[Item 69] Underclearance: N-NOT APPLICABLE 5/18/2001											
Sufficiency Rating: 48.1% 4/10/2020											
Deficiency: STRUCTURAL 11/29/2017											
Funding Eligibility: FULL ----											
Estimated New Structure Length: 279 FT. ----											
Estimated Structure Cost: \$970,752 ----											
Estimated Total Project Cost: \$1,456,128 ----											
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.						***OUTFALL INSPECTION INFORMATION***					
						# OUTFALLS:					
						INSPECTOR:					
						STATUS:					
						DATE:					
						NOTES:					

