

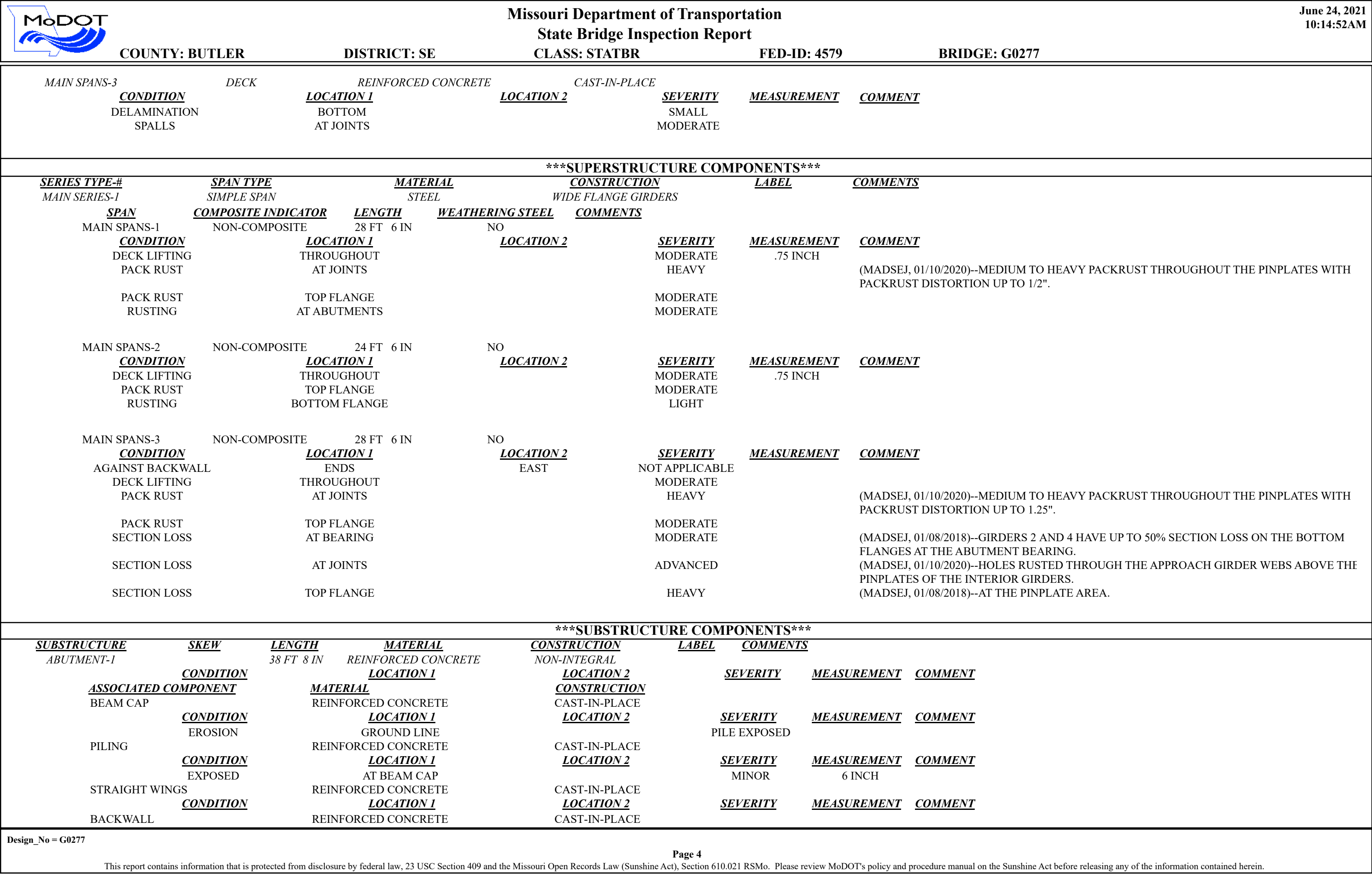
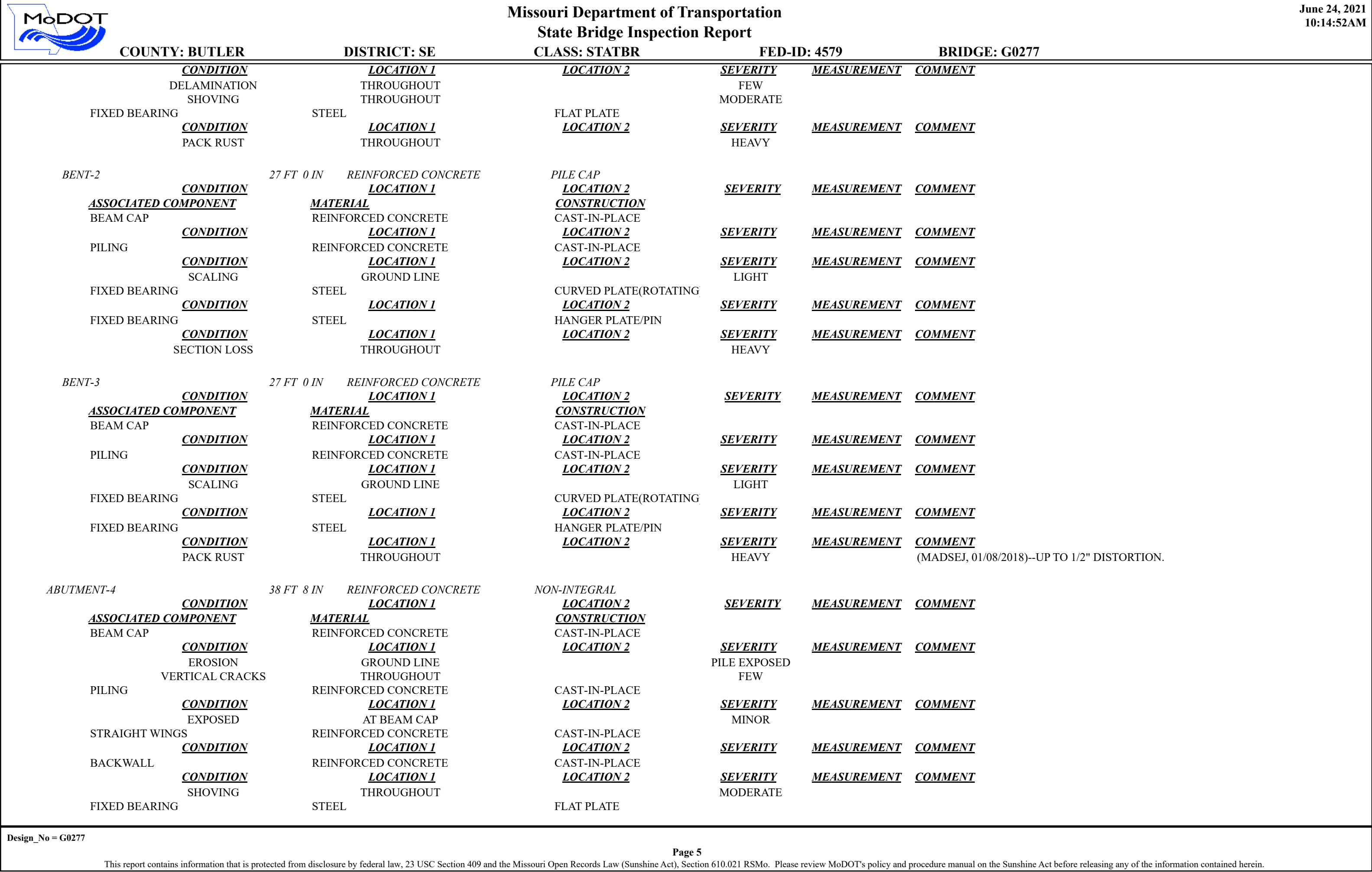

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>June 24, 2021</div> <div>10:14:52AM</div>							
COUNTY: BUTLER		DISTRICT: SE		CLASS: STATBR		FED-ID: 4579		BRIDGE: G0277					
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***						
<div>ROUTE: RTBE</div> <div>FEATURE: DRAIN DTCH NO 1</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 4.081</div> <div>DETOUR: 22.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1940</div> <div>REHAB:</div> <div>LOCATION: S 33 T 25 R 7 E</div> <div>LATITUDE: 36 45 57.40 (DMS)</div> <div>LONGITUDE: 90 17 56.40 (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-MAJOR COLLECTOR</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: BUTLER</div> <div>SUB AREA: 7H38</div>		<div>PLACE CODE: 59114 POPLAR BLUFF</div> <div>LENGTH: 78 FT 0 IN</div> <div>MAXIMUM SPAN: 28 FT 6 IN</div> <div>APPROACH ROADWAY: 24 FT 0 IN</div> <div>CURB TO CURB: 26 FT 0 IN</div> <div>OUT TO OUT: 30 FT 0 IN</div> <div>AADT: 1651</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 3.4%</div> <div>FUTURE AADT: 2477</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 01/06/2020</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: RANDY WEAVER</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2: CURT RICKERSON</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>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>					<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</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: 01/06/2020</div> <div>FREQUENCY: 24</div> <div>TEAM LEADER: RANDY WEAVER</div> <div>INSPECTOR 2: CURT RICKERSON</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>CALCULATED INTERVAL**: 24</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: PIN PLATES</div> <div>NBI: YES</div> <div>METHOD: LADDER</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>DATE: 01/26/2016</div> <div>FREQUENCY: 60</div> <div>TEAM LEADER: TERRY L SHUNAMON</div> <div>INSPECTOR 2:</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DRY</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS								
(MADSEJ, 01/10/2020)--COULD NOT SAFELY GAIN ACCESS TO THE SPAN 1 PIN AREAS IN 2020													
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>	<u>FREQUENCY</u>	<u>CATEGORY</u>	<u>NBI</u>	<u>CALCULATED INTERVAL</u>	<u>RESPONSIBILITY</u>	<u>METHOD</u>
05/09/2017	999	DAMAGE POST INCIDENT	NO		DISTRICT	VISUAL							
01/14/2014	120	CHANNEL CROSS SECTIONS	NO		BRIDGEDIV	WT TAPE							
Design_No = G0277													
<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:
COMMENTS:		PROBLEM DIRECTION:				
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (BOWDEJ1, 03/26/2008)--(24'-28'-24') SMP CONT WF GDR SPANS						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION		COMMENTS: (MADSEJ, 01/10/2020)--LESS THAN 10% SPALLS AND DELAMINATIONS THROUGHOUT THE DECK UNDERSIDE.				
RATING : 01/11/2011						
[ITEM 59] SUPER: 4-POOR CONDITION		COMMENTS: (MADSEJ, 01/10/2020)--ADVANCED SECTION LOSS WITH HOLES RUSTED THROUGH THE INTERIOR GIRDER WEBS ABOVE THE PINPLATES IN SPAN 3.				
RATING : 01/04/2018						
[ITEM 60] SUB: 7-GOOD CONDITION		COMMENTS: (SHUNAT1, 01/04/2018)--BOTH ABUTMENTS SHOVING MODERATELY				
RATING : 05/18/2001						
[ITEM 61] BANK/CHANNEL: 7-MINOR DAMAGE		COMMENTS: (SHUNAT1, 01/04/2018)--MINOR SLOUGHING & MINOR EROSION TO SLOPES				
RATING : 05/18/2001						
[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: MEETS CURRENT STANDARDS-I		RATING : 01/10/2020		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	CURB	BOTH				
REINFORCED CONCRETE	BLOCKOUT	BOTH				
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-I		RATING : 01/10/2020		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-I		RATING : 01/10/2020		COMMENTS:		
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-I		RATING : 01/10/2020		COMMENTS:		
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<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		CRASH ATTENUATOR/CUSHION		SOUTHWEST			
GALVANIZED STEEL		BREKAWAY SYSTEM		NORTHWEST			
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							
DECK PROTECTIVE COMPONENTS:							
<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>	
				4 IN		2019	
<u>COMMENT:</u>						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
						GOOD	
<u>COMMENT:</u>		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
DRAINAGE COMPONENTS:							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		DRAINAGE		REINFORCED CONCRETE		CURB OUTLET	
						<u>DIRECTION</u>	
						<u>COMMENTS</u>	
EXPANSION DEVICE COMPONENTS:							
<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>							
BANK/SLOPE PROTECTION COMPONENTS:							
		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
		BANK PROTECTION		ROCK		BLANKET	
		BANK PROTECTION		STEEL		DEFLECTOR	
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>	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
SPALLS		AT JOINTS				FEW	
TRANSVERSE CRACKS		THROUGHOUT				FEW	
MAIN SPANS-2		DECK		REINFORCED CONCRETE		CAST-IN-PLACE	
						<u>SEVERITY</u>	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>MEASUREMENT</u>	
DETERIORATION		EDGE				MINOR	
						<u>COMMENT</u>	
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Page 3							
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<u>CONDITION</u> PACK RUST		<u>LOCATION 1</u> THROUGHOUT		<u>LOCATION 2</u>		<u>SEVERITY</u> HEAVY	
						<u>MEASUREMENT</u>	
						<u>COMMENT</u>	
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 : 12		
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>			<u>DEPARTMENT REPAINT</u>		
PAINT TYPE :		PAINT TYPE :			PAINT TYPE : A SYSTEM		MANUFACTURE :
NAME :		NAME :			NAME : RED LEAD		SURFACE PREP :
PAINT COLOR :		PAINT COLOR :			PAINT COLOR : ALUMINUM		
PAINT YEAR :		PAINT YEAR :			PAINT YEAR : 1982		
MILS :		MILS :			MILS : 8		
REQUESTED WORK ITEMS							
GENERAL WORK COMMENTS:							
<u>RESPONSIBILITY</u>		<u>LOCATION</u>		<u>ITEM</u>		<u>CATEGORY</u>	
DISTRICT SPECIAL		ABUTMENT-BACKWALL		REPAIR ABUT BACKWALL		SUBSTRUCTURE	
DISTRICT SPECIAL		SUPER-GIRDERS		REPAIR SECT LOSS IN MEMBR		SUPERSTRUCTURE	
						<u>PRIORITY</u>	
						<u>DATE</u>	
						<u>WORK ITEM COMMENT</u>	
UTILITY ATTACHMENTS							
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UTILITY		OWNER		METHOD		MEASUREMENT TYPE		VALUE		NUMBER		UTILITY ATTACHMENT		COMMENT																																						
PROGRAM NOTES INFORMATION																																																				
<u>YEAR</u> 2024		<u>PROJECT #</u> J9S3606		<u>MONTH LET</u> 1		<u>YEAR LET</u> 2024		<u>ITEMS</u> REPLACE BRIDGE		<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>1/12/2018</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>12/17/2018</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>35.6%</td><td>4/22/2021</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>1/12/2018</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>105 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$365,337</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$548,005</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2021</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	1/12/2018	[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	12/17/2018	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	35.6%	4/22/2021	Deficiency:	STRUCTURAL	1/12/2018	Funding Eligibility:	FULL	----	Estimated New Structure Length:	105 FT.	----	Estimated Structure Cost:	\$365,337	----	Estimated Total Project Cost:	\$548,005	----	Year of Cost Estimate:	2021	----	<table><tr><td><u>SIGN #</u> 1</td><td><u>SIGN TYPE</u></td><td><u>PROBLEM</u></td><td><u>PROBLEM DIRECTION</u></td></tr></table>						<u>SIGN #</u> 1	<u>SIGN TYPE</u>	<u>PROBLEM</u>	<u>PROBLEM DIRECTION</u>
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