

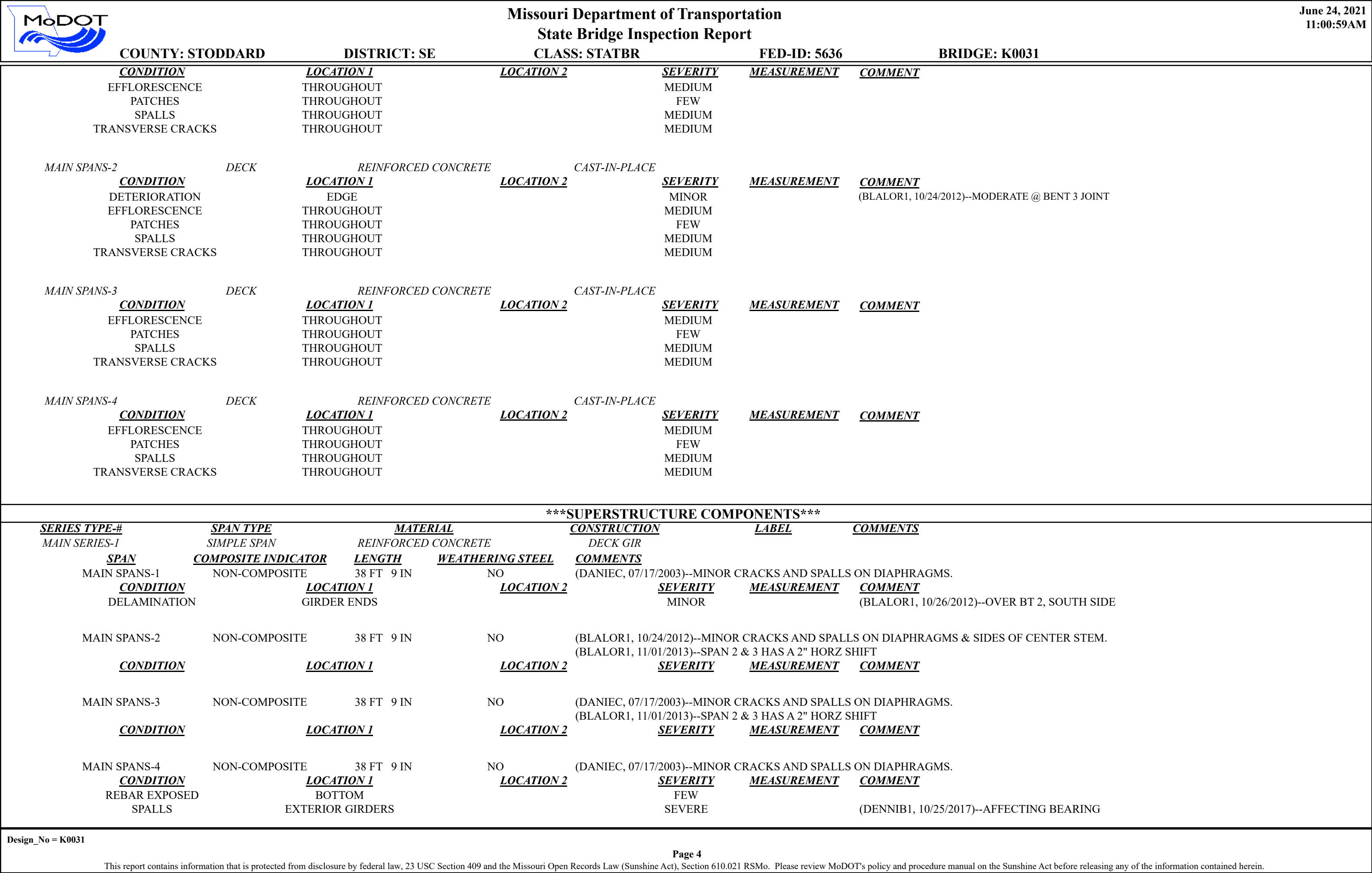
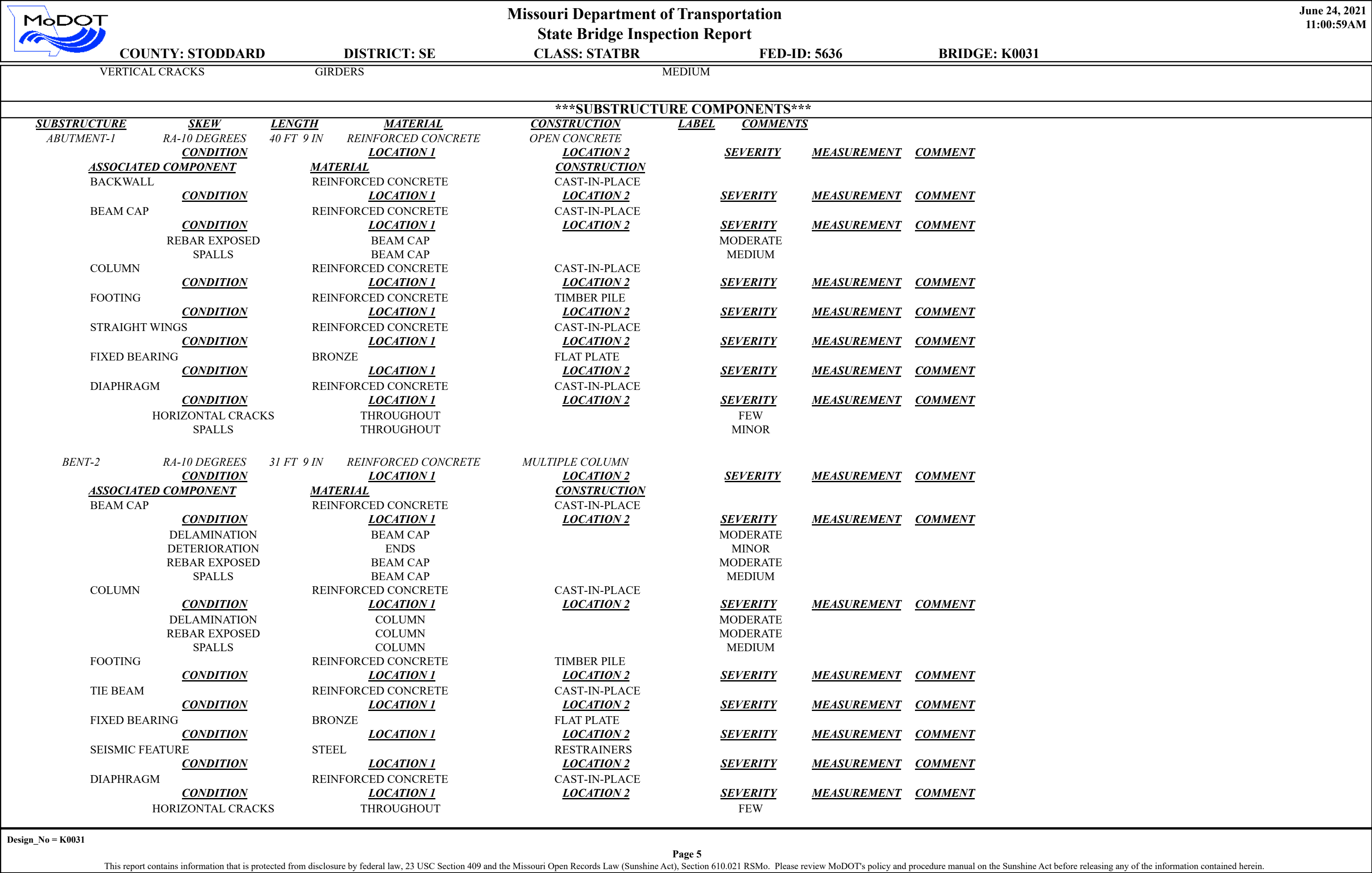
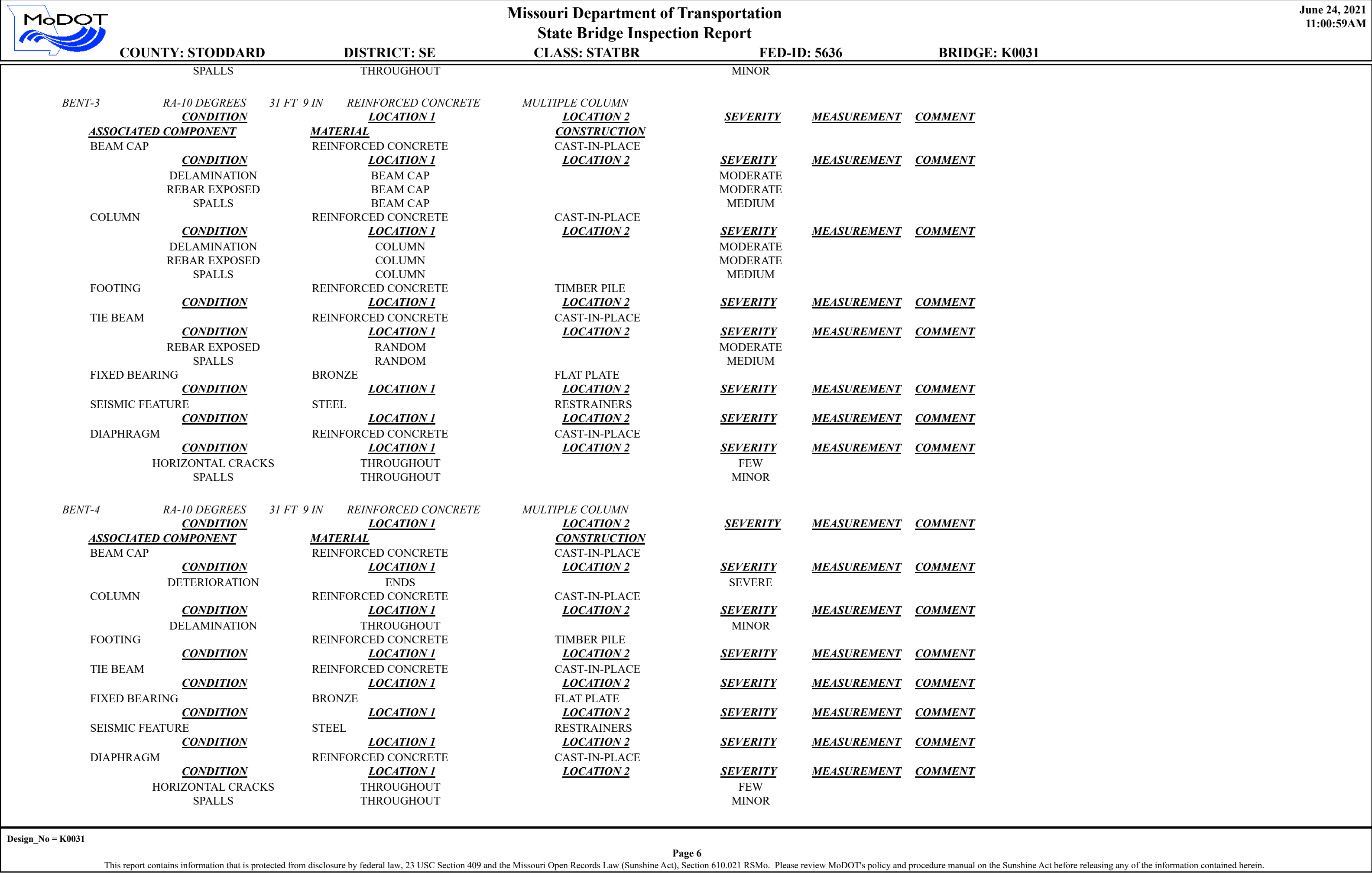
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>June 24, 2021</div> <div>11:00:59AM</div>			
COUNTY: STODDARD		DISTRICT: SE		CLASS: STATBR		FED-ID: 5636		BRIDGE: K0031	
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: MO114E</div> <div>FEATURE: DEXTER CR</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 0.201</div> <div>DETOUR: 13.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1934</div> <div>REHAB:</div> <div>LOCATION: S 23 T 25 R 10 E</div> <div>LATITUDE: 36 47 18.77 (DMS)</div> <div>LONGITUDE: 89 56 50.66 (DMS)</div>		<div># SPANS: 4</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: UR-MINOR ARTERIAL</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: STODDARD</div> <div>SUB AREA: 7H11</div>		<div>PLACE CODE: 19396 DEXTER CITY</div> <div>LENGTH: 155 FT 0 IN</div> <div>MAXIMUM SPAN: 38 FT 9 IN</div> <div>APPROACH ROADWAY: 28 FT 0 IN</div> <div>CURB TO CURB: 30 FT 0 IN</div> <div>OUT TO OUT: 33 FT 0 IN</div> <div>AADT: 2520</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 14.1%</div> <div>FUTURE AADT: 4284</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 10/21/2019</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: CODY SLAYTON</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2: JERROD JERNIGAN</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						<div>GENERAL INSPECTION COMMENTS</div>			
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>				
<div>FRACTURE CRITICAL INSPECTION COMMENTS</div>					<div>INDEPTH INSPECTION COMMENTS</div>				
SPECIAL INSPECTION INFORMATION					***UNDERWATER INSPECTION INFORMATION***				
<div>DATE: 05/09/2017</div> <div>FREQUENCY: 999</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2: KEVIN RAITHEL</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3: DAVE MUSSER</div> <div>INSPECTOR 4:</div> <div>CATEGORY: DAMAGE POST INCIDE</div> <div>NBI: NO</div> <div>METHOD: VISUAL</div>				
<div>SPECIAL INSPECTION COMMENTS</div>					<div>UNDERWATER INSPECTION COMMENTS</div>				
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>06/03/2014</div> <div>120</div> <div>CHANNEL CROSS SECTIONS</div> <div>NO</div> <div>DISTRICT</div> <div>WT TAPE</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				
<div>Design_No = K0031</div>									
<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			11:00:59AM	
COUNTY: STODDARD		DISTRICT: SE	CLASS: STATBR	FED-ID: 5636	BRIDGE: K0031	
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, 09/12/2008)--(38'-38'-38'-38') SMP DECK GDR SPANS						
[ITEM 58] DECK: 5-FAIR CONDITION		COMMENTS: (BLALOR1, 10/30/2013)--SPALLS, DELAMS, PATCHES				
RATING : 10/25/2017						
[ITEM 59] SUPER: 4-POOR CONDITION		COMMENTS: (BLALOR1, 10/30/2013)--OPEN CRACKING OF CIP DECK GIRDERS, SPALLS				
RATING : 10/25/2017						
[ITEM 60] SUB: 5-FAIR CONDITION		COMMENTS: (BLALOR1, 10/24/2012)--SPALLS & DELAMS				
RATING : 11/05/2009						
[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE		COMMENTS:				
RATING : 10/26/2015						
[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: 3-INTOLERABLE		COMMENTS:				
RATING : 05/18/2001						
RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS						
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 10/26/2015		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	BALUSTER	BOTH				
REINFORCED CONCRETE	CURB	BOTH				
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1		RATING : 10/30/2013		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 : 10/30/2013		COMMENTS:		
Design_No = K0031						
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COUNTY: STODDARD		DISTRICT: SE		CLASS: STATBR		FED-ID: 5636	
				BRIDGE: K0031			
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
OTHER		OTHER		ALL			
GALVANIZED STEEL		W-BEAM		ALL			
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1				RATING : 10/30/2013		COMMENTS:	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		BREKAWAY SYSTEM		EAST			
GALVANIZED STEEL		BREKAWAY SYSTEM		WEST			
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>	
REINFORCED CONCRETE		SLAB		WEST		GOOD	
ASPHALT		BITUMINOUS MAT		EAST		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>COMMENT:</u>							
		DECK PROTECTION		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		MEMBRANE		LIQUID SEALANT		BUILT-UP	
<u>COMMENT:</u>		(DANIEC, 07/17/2003)--CHIP SEAL.				OTHER	
DRAINAGE COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		REINFORCED CONCRETE		CURB OUTLET			
DRAINAGE		OTHER		OTHER		(DANIEC, 07/17/2003)--CONCRETE DRAIN TROUGHS ON NORTHEAST AND NORTHWEST CORNERS.	
EXPANSION DEVICE COMPONENTS:							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
<u>COMMENT:</u>							
BANK/SLOPE PROTECTION COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</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>							
Design_No = K0031							
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Missouri Department of Transportation State Bridge Inspection Report

June 24, 2021
11:00:59AM

COUNTY: STODDARD

DISTRICT: SE

CLASS: STATBR

FED-ID: 5636

BRIDGE: K0031

ABUTMENT-5	RA-10 DEGREES	40 FT 9 IN	REINFORCED CONCRETE	OPEN CONCRETE			
<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>			
BACKWALL		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>
	SPALLS	THROUGHOUT			MINOR		(BLALOR1, 10/24/2012)--FEW
BEAM CAP		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>
	OTHER	RANDOM			NOT APPLICABLE		(BLALOR1, 11/01/2013)--MINOR EROSION NE CORNER
COLUMN		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>
FOOTING		REINFORCED CONCRETE		TIMBER PILE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>
FIXED BEARING		BRONZE		FLAT PLATE			
	<u>CONDITION</u>	<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAPHRAGM		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>
	HORIZONTAL CRACKS	THROUGHOUT			FEW		
	SPALLS	THROUGHOUT			MINOR		

OVER/UNDER ROUTES CLEARANCE INFORMATION

CLEARANCES OVER DECK

****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>
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CLEARANCES UNDER BRIDGE


****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

Design_No = K0031

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COUNTY: STODDARD		DISTRICT: SE		CLASS: STATBR		FED-ID: 5636	
						BRIDGE: K0031	
CONDITION:		RUST AMOUNT :		STEEL TONS : 0			
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>			
PAINT TYPE :		PAINT TYPE :		PAINT TYPE :		MANUFACTURE :	
NAME :		NAME :		NAME :		SURFACE PREP :	
PAINT COLOR :		PAINT COLOR :		PAINT COLOR :			
PAINT YEAR :		PAINT YEAR :		PAINT YEAR :			
MILS :		MILS :		MILS :			
REQUESTED WORK ITEMS							
GENERAL WORK COMMENTS:							
<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>	
REGIONAL	BOTH CAPS	REPAIR BEAM CAP ENDS	SUBSTRUCTURE	2	10/23/2013	(DENNIB1, 10/26/2015)--DECK GIRDER END & NORTH SIDE OVER EAST BENT	
REGIONAL	SUPER-GIRDERS	REPAIR GIRDER ENDS	SUPERSTRUCTURE	2	10/23/2013	(DENNIB1, 10/25/2017)--GIRDER END OF SPAN #4	
DISTRICT ROUTINE	ROADWAY SURFACE	SEAL JTS - RODS/HOT POUR	DECK	2	10/23/2017		
UTILITY ATTACHMENTS							
<i>UTILITY</i>	<i>OWNER</i>	<i>METHOD</i>	<i>MEASUREMENT TYPE</i>	<i>VALUE</i>	<i>NUMBER</i>	<i>UTILITY ATTACHMENT COMMENT</i>	
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							
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.					***ADVANCED SIGN INFORMATION***		
<u>Rated Item</u>					<u>SIGN #</u>	<u>SIGN TYPE</u>	<u>PROBLEM</u>
<u>Rating</u>					1		<u>PROBLEM DIRECTION</u>
<u>Rating Date</u>							
[Item 67] Structure Evaluation Rating:							
4-MEETS MINIMUM TOLERABLE							
[Item 68] Deck Geometry Rating:							
4-MEETS MINIMUM TOLERABLE							
[Item 69] Underclearance:							
N-NOT APPLICABLE							
Sufficiency Rating:							
57.5%							
Deficiency:							
STRUCTURAL							
Funding Eligibility:							
PARTIAL							
Estimated New Structure Length:							
187 FT.							
Estimated Structure Cost:							
\$488,218							
Estimated Total Project Cost:							
\$732,327							
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:		