



**Missouri Department of Transportation  
State Bridge Inspection Report**

November 19, 2024  
5:11:19AM

COUNTY: LAWRENCE

DISTRICT: SW

CLASS: STATBR

FED-ID: 634

BRIDGE: A0872

**\*\*\*GENERAL STRUCTURE INFORMATION\*\*\***

**\*\*\*BRIDGE INSPECTION INFORMATION\*\*\***

ROUTE: US60E  
FEATURE: MNA RR  
STATUS: A-OPEN  
LOG MILE: 56.879  
DETOUR: 14.00 MILES  
NHS: YES  
BUILT: 1961  
REHAB:  
LOCATION: S 9 T 26 R 25 W  
LATITUDE: 36 58 6.38 (DMS)  
LONGITUDE: 93 40 40.74 (DMS)

# SPANS: 3  
LANES ON: 2  
LANES UNDER: 0  
COMPASS DIRECTION: WEST to EAST  
DIRECTION OF TRAFFIC: 2-WAY TRAF  
FUNCTIONAL CLASS: UR-PRINCIPAL ARTERIAL  
NBI OWNER: MODOT  
NBI MAINTAINED: MODOT  
MAINTENANCE DISTRICT: SW  
MAINTENANCE COUNTY: LAWRENCE  
SUB AREA: 7G35

PLACE CODE: 09442 BUCK PRAIRIE  
LENGTH: 148 FT 0 IN  
MAXIMUM SPAN: 55 FT 0 IN  
APPROACH ROADWAY: 44 FT 0 IN  
CURB TO CURB: 28 FT 0 IN  
OUT TO OUT: 31 FT 7 IN  
AADT: 11513  
AADT YEAR: 2023  
AADT TRUCK: 11.5%  
FUTURE AADT: 21875  
FUTURE AADT YEAR: 2043

DATE: 07/23/2024      RESPONSIBILITY: DISTRICT  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
TEAM LEADER: MATTHEW GEIGER      ELEMENT: YES  
INSPECTOR 2: AARON RIEDER (NTLQ)      INSPECTOR 4:  
INSPECTOR 3:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**GENERAL INSPECTION COMMENTS**

**\*\*\*FRACTURE CRITICAL INSPECTION INFORMATION\*\*\***

**\*\*\*INDEPTH INSPECTION INFORMATION\*\*\***

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:      NBI:  
INSPECTOR 2:      INSPECTOR 4:      METHOD:

\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:      NBI:  
INSPECTOR 2:      INSPECTOR 4:      METHOD:

\*\* 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:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:      NBI:  
INSPECTOR 2:      INSPECTOR 4:      METHOD:

\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:      NBI:  
INSPECTOR 2:      INSPECTOR 4:      METHOD:

\*\* 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**

DATE   FREQUENCY   CATEGORY   NBI   CALCULATED INTERVAL   RESPONSIBILITY   METHOD

DATE   FREQUENCY   CATEGORY   NBI   CALCULATED INTERVAL   RESPONSIBILITY   METHOD



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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, 06/25/2008)--(46'-55'-46') CONT COMP WF GDR SPANS

[ITEM 58] DECK: 3-SERIOUS CONDITION COMMENTS: (RIEDEA1, 08/05/2024)--70% - 80% SATURATION EACH SPAN.  
 RATING : 08/05/2024

[ITEM 59] SUPER: 5-FAIR CONDITION COMMENTS: (RIEDEA1, 08/05/2024)--MINOR PACK RUST @ GIRDER ENDS UNDER EXP JT 4, 10-15% SECTION LOSS  
 RATING : 08/05/2024

[ITEM 60] SUB: 6-SATISFACTORY CONDITION COMMENTS: (MEDLES1, 07/15/2014)--ABUTMENTS SPALLED & CRACKED  
 RATING : 05/18/2001

[ITEM 61] BANK/CHANNEL: N-NOT APPLIC NO WATRWAY COMMENTS:  
 RATING : 05/18/2001

[ITEM 113] SCOUR: N-NOT APPLIC NOT WATERW COMMENTS:  
 RATING : 05/18/2001  
 EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: NOT APPLICABLE 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-1 RATING : 08/16/2016 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
REINFORCED CONCRETE	CURB	BOTH	
STEEL	CHANNEL-12"	BOTH	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>
	RUSTING	THROUGHOUT	
	<u>SEVERITY</u>	<u>COMMENT</u>	
	MEDIUM		
REINFORCED CONCRETE	BLOCKOUT	BOTH	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>
	EFFLORESCENCE	THROUGHOUT	
	<u>SEVERITY</u>	<u>COMMENT</u>	
	MINOR		
	VERTICAL CRACKS	THROUGHOUT	
	<u>SEVERITY</u>	<u>COMMENT</u>	
	MINOR		

[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 08/16/2016 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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[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1

RATING : 12/16/2008

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 : 12/16/2008

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>	<u>COMMENTS</u>
ASPHALT/CONCRETE	BITUMINOUS MAT/SLAB	BOTH	FAIR	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
DETERIORATION	AT ABUTMENTS		MINOR	

**\*\*\*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>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	2.6 IN	2024		GOOD
<u>COMMENT:</u> (RIEDEA1, 08/05/2024)--1.5" ASPHALT MAT IN 2024 OVER, 2020 CHIP SEAL OVER 2015 CHIP SEAL OVER 2013 CHIP SEAL							
	DECK PROTECTION	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							

**DRAINAGE COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
DRAINAGE	REINFORCED CONCRETE	CURB OUTLET		

**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>
ABUTMENT-4		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				VERY POOR
<u>COMMENT:</u> (GEIGEM1, 12/08/2020)--FLAT PLATE EXP JT AT EAST ABUTMENT REPLACED WITH REINFORCED CONCRETE BY BRIDGE JOC IN JULY 2020 (GEIGEM1, 12/08/2020)--NO SEAL IN PLACE								

**BANK/SLOPE PROTECTION COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>

**\*\*\*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>
DETERIORATION	EDGE		MODERATE		
EFFLORESCENCE	RANDOM		MODERATE		
FULL DEPTH PATCHES	RANDOM		SMALL		
MAP CRACKS	BOTTOM		MANY		



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PATCHES	THROUGHOUT	MODERATE	50 %
SATURATION	THROUGHOUT	HEAVY	70 %
TRANSVERSE CRACKS	THROUGHOUT	MINOR	

<i>MAIN SPANS-2</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION		EDGE		MODERATE		
EFFLORESCENCE		RANDOM		MODERATE		
MAP CRACKS		BOTTOM		MANY		
PATCHES		THROUGHOUT		MODERATE	50 %	
SATURATION		THROUGHOUT		MODERATE	80 %	
TRANSVERSE CRACKS		THROUGHOUT		MINOR		

<i>MAIN SPANS-3</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION		EDGE		HEAVY		
EFFLORESCENCE		RANDOM		MODERATE		
FULL DEPTH PATCHES		RANDOM		SMALL		
MAP CRACKS		BOTTOM		MANY		
PATCHES		THROUGHOUT		MODERATE	50 %	
SATURATION		THROUGHOUT		HEAVY	80 %	
TRANSVERSE CRACKS		THROUGHOUT		MINOR		

**\*\*\*SUPERSTRUCTURE COMPONENTS\*\*\***

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>		<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
<i>MAIN SERIES-1</i>	<i>CONTINUOUS SPAN</i>	<i>STEEL</i>		<i>WIDE FLANGE GIRDERS</i>		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	COMPOSITE	46 FT 7 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST		TOP FLANGE		MINOR		(NUNNT, 08/03/2020)--AT OUTLETS
RUSTING		BOTTOM FLANGE		LIGHT		
RUSTING		EXTERIOR GIRDERS		HEAVY		(CAMPBL1, 09/19/2018)--TOP FL @ OUTLET
MAIN SPANS-2	COMPOSITE	55 FT 0 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST		TOP FLANGE		MINOR		(CAMPBL1, 09/19/2018)--@ OUTLETS
RUSTING		BOTTOM FLANGE		LIGHT		
RUSTING		EXTERIOR GIRDERS		HEAVY		(CAMPBL1, 09/19/2018)--@ OUTLETS
MAIN SPANS-3	COMPOSITE	46 FT 7 IN	NO			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST		ENDS		MODERATE		
PACK RUST		TOP FLANGE		MODERATE		(CAMPBL1, 09/19/2018)--@ OUTLET
RUST		GIRDER ENDS		HEAVY		
RUSTING		BOTTOM FLANGE		LIGHT		
RUSTING		EXTERIOR GIRDERS		HEAVY		(CAMPBL1, 09/19/2018)--@ OUTLETS
SECTION LOSS		GIRDER ENDS		MINOR		(RIEDEA1, 08/05/2024)--10-15% SECTION LOSS

**\*\*\*SUBSTRUCTURE COMPONENTS\*\*\***



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<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>		
ABUTMENT-1	LA-12 DEGREES	36 FT 0 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			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		OPEN			
LEACHING			THROUGHOUT		MODERATE			
VERTICAL CRACKS			RANDOM		FINE			
PILING			STEEL	H-SHAPE				
	<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>	
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>	
EFFLORESCENCE			RANDOM		MODERATE			
VERTICAL CRACKS			RANDOM		MINOR			
EXPANSION BEARING			STEEL	ROCKER				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
PACK RUST			THROUGHOUT		HEAVY			
RUSTING			THROUGHOUT		HEAVY			
BENT-2	LA-12 DEGREES	29 FT 8 IN	REINFORCED CONCRETE	MULTIPLE COLUMN				
	<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			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>	
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>	
VERTICAL CRACKS			THROUGHOUT		MINOR			
FOOTING			REINFORCED CONCRETE	SPREAD				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FIXED BEARING			STEEL	PEDESTAL(ROTATING)				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
BENT-3	LA-12 DEGREES	29 FT 8 IN	REINFORCED CONCRETE	MULTIPLE COLUMN				
	<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			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			ENDS		MINOR			
VERTICAL CRACKS			ENDS		FINE			
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>	
EFFLORESCENCE			BOTTOM		LIGHT			
VERTICAL CRACKS			THROUGHOUT		MINOR			
FOOTING			REINFORCED CONCRETE	SPREAD				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
EXPANSION BEARING			STEEL	SLIDING CURVED/FLAT PL				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
ABUTMENT-4	LA-12 DEGREES	36 FT 0 IN	REINFORCED CONCRETE	NON-INTEGRAL				



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<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</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>	<u>COMMENT</u>
	DELAMINATION		RANDOM			SMALL		
	HORIZONTAL CRACKS		THROUGHOUT			MINOR		
	LEACHING		RANDOM			MINOR		
	VERTICAL CRACKS		THROUGHOUT			FINE		
PILING		STEEL			H-SHAPE			
	<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>
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>
	DELAMINATION		RANDOM			MODERATE		
	EFFLORESCENCE		RANDOM			LIGHT		
	SPALLS		RANDOM			MODERATE		
	VERTICAL CRACKS		THROUGHOUT			FINE		
EXPANSION BEARING		STEEL			ROCKER			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST		THROUGHOUT			MODERATE		
	RUSTING		THROUGHOUT			HEAVY		

**\*\*\*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>

**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>
1	MNA RR			24 FT 8 IN		1485
<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>		
ACTUAL	23 FT 3 IN		01/10/2018			

**\*\*\*STRUCTURE PAINT INFORMATION\*\*\***



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CONDITION: FAIR      RUST AMOUNT : 5=3.0% OF SURFACE RUSTED      STEEL TONS : 42

ORIGINAL PAINT

CONTRACT REPAINT

DEPARTMENT REPAINT

PAINT TYPE : A SYSTEM  
NAME : RED LEAD  
PAINT COLOR : ALUMINUM  
PAINT YEAR : 1962  
MILS : 5

PAINT TYPE :  
NAME :  
PAINT COLOR :  
PAINT YEAR :  
MILS :

PAINT TYPE :  
NAME :  
PAINT COLOR :  
PAINT YEAR :  
MILS :

MANUFACTURE :  
SURFACE PREP :

\*\*\*REQUESTED WORK ITEMS\*\*\*

GENERAL WORK COMMENTS:

RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT
REGIONAL	ABUTMENT-BEARINGS	CLEAN, PAINT, AND RESET	SUBSTRUCTURE	3	07/09/2014	
DISTRICT ROUTINE	APPROACH RAIL	ADD BRIDGE NO SIGN	RAIL	3	07/22/2018	(NUNNT, 08/03/2020)--2 SIGNS NEEDED
STIP			REPLACEMENT		04/10/2024	(GEIGEM1, 05/10/2024)--2027 - REDECK @ 30' OR REPLACE @ 38'.

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

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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\*\*\*PROGRAM NOTES INFORMATION\*\*\*

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT
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\*\*\*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.

Rated Item	Rating	Rating Date
[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	4/13/2017
[Item 68] Deck Geometry Rating:	2-BASICALLY INTOLRBLE REQ	3/22/2002
[Item 69] Underclearance:	9-SUPR TO PRES DESIRABLE	3/7/2003
Sufficiency Rating:	41.2%	8/9/2024
Deficiency:	STRUCTURAL	8/8/2022
Funding Eligibility:	FULL	----
Estimated New Structure Length:	180 FT.	----
Estimated Structure Cost:	\$1,259,820	----
Estimated Total Project Cost:	\$1,889,730	----
Year of Cost Estimate:	2024	----

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.

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

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	



COUNTY: LAWRENCE

DISTRICT: SW

**Missouri Department of Transportation  
State Bridge Inspection Report**

CLASS: STATBR

FED-ID: 634

BRIDGE: A0872

November 19, 2024  
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COUNTY: LAWRENCE

DISTRICT: SW

CLASS: STATBR

FED-ID: 6003

BRIDGE: K0947

**\*\*\*GENERAL STRUCTURE INFORMATION\*\*\***

**\*\*\*BRIDGE INSPECTION INFORMATION\*\*\***

ROUTE: RTHS  
FEATURE: MNA RR  
STATUS: A-OPEN  
LOG MILE: 0.999  
DETOUR: 36.00 MILES  
NHS: NO  
BUILT: 1941  
REHAB:  
LOCATION: S 2 T 27 R 27 W  
LATITUDE: 37 4 27.67 (DMS)  
LONGITUDE: 93 51 28.10 (DMS)

# SPANS: 3  
LANES ON: 2  
LANES UNDER: 0  
COMPASS DIRECTION: SOUTH to NORTH  
DIRECTION OF TRAFFIC: 2-WAY TRAF  
FUNCTIONAL CLASS: RL-MINOR ARTERIAL  
NBI OWNER: MODOT  
NBI MAINTAINED: MODOT  
MAINTENANCE DISTRICT: SW  
MAINTENANCE COUNTY: LAWRENCE  
SUB AREA: 7G35

PLACE CODE: 32410 HOBERG VILLAGE  
LENGTH: 173 FT 0 IN  
MAXIMUM SPAN: 57 FT 6 IN  
APPROACH ROADWAY: 40 FT 0 IN  
CURB TO CURB: 29 FT 1 IN  
OUT TO OUT: 29 FT 10 IN  
AADT: 4576  
AADT YEAR: 2023  
AADT TRUCK: 12.9%  
FUTURE AADT: 7322  
FUTURE AADT YEAR: 2043

DATE: 07/24/2024      RESPONSIBILITY: DISTRICT  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
TEAM LEADER: MATTHEW GEIGER      ELEMENT: NO  
INSPECTOR 2: AARON RIEDER (NTLQ)      INSPECTOR 4:  
INSPECTOR 3:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

**GENERAL INSPECTION COMMENTS**

**\*\*\*FRACTURE CRITICAL INSPECTION INFORMATION\*\*\***

**\*\*\*INDEPTH INSPECTION INFORMATION\*\*\***

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
\*\* 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: 01/30/2013      RESPONSIBILITY: BRIDGEDIV      CATEGORY: QUALITY ASSURANCE  
FREQUENCY: 999      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3: CURT STEGEMAN      METHOD:  
INSPECTOR 2: PATRICK MARTENS      INSPECTOR 4:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE:      RESPONSIBILITY:      CATEGORY:  
FREQUENCY:      CALCULATED INTERVAL\*\*:  
TEAM LEADER:      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
\*\* 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**

DATE    FREQUENCY    CATEGORY    NBI    CALCULATED INTERVAL    RESPONSIBILITY    METHOD

DATE    FREQUENCY    CATEGORY    NBI    CALCULATED INTERVAL    RESPONSIBILITY    METHOD



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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, 07/23/2008)--(57'-57'-57') SMP DECK GDRS SPANS

[ITEM 58] DECK: 3-SERIOUS CONDITION COMMENTS: (NUNNT, 07/29/2022)--75% SATURATION SP. 3.  
RATING : 08/11/2020

[ITEM 59] SUPER: 3-SERIOUS CONDITION COMMENTS: (CAMPBL1, 09/19/2018)--DK CONTROLS  
RATING : 08/11/2020

[ITEM 60] SUB: 4-POOR CONDITION COMMENTS: (MEDLES1, 07/17/2014)--CRACKS, SPALLS, DETER  
RATING : 08/27/2024 (NUNNT, 08/27/2024)--HEAVY DETERIORATION BT 3 CAP WITH MINOR BEARING INFLUENCE.

[ITEM 61] BANK/CHANNEL: N-NOT APPLIC NO WATRWAY COMMENTS:  
RATING : 05/18/2001

[ITEM 113] SCOUR: N-NOT APPLIC NOT WATERW COMMENTS:  
RATING : 05/18/2001  
EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: NOT APPLICABLE 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: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:  
MATERIAL CONSTRUCTION DIRECTION COMMENTS  
GALVANIZED STEEL THRIE BEAM BOTH

[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:  
MATERIAL CONSTRUCTION DIRECTION COMMENTS  
GALVANIZED STEEL THRIE BEAM TO W-BEAM ALL

[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:  
MATERIAL CONSTRUCTION DIRECTION COMMENTS  
GALVANIZED STEEL W-BEAM ALL

[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:



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<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	OTHER	ALL	(WEHMES, 12/05/2012)--CONTINUOUS >100'

**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>	<u>COMMENTS</u>
ASPHALT	BITUMINOUS MAT	BOTH	POOR	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
LONGITUDINAL CRACKS	THROUGHOUT		MEDIUM	
TRANSVERSE CRACKS	THROUGHOUT		LARGE	

**\*\*\*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>	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>	<u>OVERALL CONDITION</u>
MAIN SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	2.4 IN	2015		POOR

**COMMENT:** (GEIGEM1, 03/28/2019)--0.4" 2015 CHIP SEAL OVER 2" 2011 ASPHALT MAT

<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
DETERIORATION	THROUGHOUT		MODERATE	
PATCHES	THROUGHOUT		MODERATE	
SPALLS	THROUGHOUT		MODERATE	

DECK PROTECTION	NOTAPPLICABLE	NONE		
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**COMMENT:**

MEMBRANE	LIQUID SEALANT	BUILT-UP		
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**COMMENT:**

**DRAINAGE COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
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**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>
BENT-2		CLOSED EXPANSION JOINT	FELT	FILLED JOINT				

**COMMENT:**

BENT-3		CLOSED EXPANSION JOINT	FELT	FILLED JOINT				
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**COMMENT:**

**BANK/SLOPE PROTECTION COMPONENTS:**

<u>COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
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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>
DETERIORATION	EDGE		HEAVY		
EFFLORESCENCE	THROUGHOUT		LIGHT		



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LONGITUDINAL CRACKS	BOTTOM	MANY		
PATCHES	THROUGHOUT	MANY	42 %	(OCONND, 08/09/2011)--40%PATCHED (8-1-11)
SATURATION	THROUGHOUT	HEAVY	60 %	
SCALING	THROUGHOUT	HEAVY		
SPALLS	THROUGHOUT	MINOR	4 %	
TRANSVERSE CRACKS	THROUGHOUT	MANY		

<i>MAIN SPANS-2</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<b><u>CONDITION</u></b>	<b><u>LOCATION 1</u></b>	<b><u>LOCATION 2</u></b>	<b><u>SEVERITY</u></b>	<b><u>MEASUREMENT</u></b>	<b><u>COMMENT</u></b>	
DETERIORATION	EDGE		HEAVY			
PATCHES	THROUGHOUT		MANY	50 %		
SATURATION	THROUGHOUT		HEAVY	60 %		
SCALING	THROUGHOUT		HEAVY			
SPALLS	THROUGHOUT		MODERATE	3 %		
TRANSVERSE CRACKS	THROUGHOUT		FEW			

<i>MAIN SPANS-3</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE</i>			
<b><u>CONDITION</u></b>	<b><u>LOCATION 1</u></b>	<b><u>LOCATION 2</u></b>	<b><u>SEVERITY</u></b>	<b><u>MEASUREMENT</u></b>	<b><u>COMMENT</u></b>	
DETERIORATION	EDGE		HEAVY			
EFFLORESCENCE	THROUGHOUT		MODERATE			
LONGITUDINAL CRACKS	BOTTOM		MANY			
MAP CRACKS	BOTTOM		MANY			
PATCHES	THROUGHOUT		MANY	55 %		
SATURATION	THROUGHOUT		HEAVY	90 %		
SCALING	THROUGHOUT		HEAVY			
SPALLS	THROUGHOUT		MINOR	2 %		
TRANSVERSE CRACKS	THROUGHOUT		MANY			

\*\*\*SUPERSTRUCTURE COMPONENTS\*\*\*

<b><u>SERIES TYPE-#</u></b>	<b><u>SPAN TYPE</u></b>	<b><u>MATERIAL</u></b>		<b><u>CONSTRUCTION</u></b>	<b><u>LABEL</u></b>	<b><u>COMMENTS</u></b>
<i>MAIN SERIES-1</i>	<i>SIMPLE SPAN</i>	<i>REINFORCED CONCRETE</i>		<i>DECK GIR</i>		
<b><u>SPAN</u></b>	<b><u>COMPOSITE INDICATOR</u></b>	<b><u>LENGTH</u></b>	<b><u>WEATHERING STEEL</u></b>	<b><u>COMMENTS</u></b>		
MAIN SPANS-1	NON-COMPOSITE	57 FT 6 IN	NO	(BRITTT1, 08/16/2016)--VERTICAL CRACK IN DIAPHRAGM		
<b><u>CONDITION</u></b>	<b><u>LOCATION 1</u></b>	<b><u>LOCATION 2</u></b>	<b><u>SEVERITY</u></b>	<b><u>MEASUREMENT</u></b>	<b><u>COMMENT</u></b>	
DELAMINATION	GIRDER ENDS		MINOR		(CAMPBL1, 09/19/2018)--GDR 1 @ BT 2	
REBAR EXPOSED	GDR1		MINOR			
SATURATION	GIRDERS		MODERATE			
SPALLS	GDR1		MODERATE			
MAIN SPANS-2	NON-COMPOSITE	57 FT 6 IN	NO			
<b><u>CONDITION</u></b>	<b><u>LOCATION 1</u></b>	<b><u>LOCATION 2</u></b>	<b><u>SEVERITY</u></b>	<b><u>MEASUREMENT</u></b>	<b><u>COMMENT</u></b>	
REBAR EXPOSED	GDR1		MINOR			
SATURATION	GIRDER ENDS		MODERATE			
SPALLS	GDR1		MODERATE		(CAMPBL1, 09/19/2018)--@ BOTH BT 2&3	
MAIN SPANS-3	NON-COMPOSITE	57 FT 6 IN	NO			
<b><u>CONDITION</u></b>	<b><u>LOCATION 1</u></b>	<b><u>LOCATION 2</u></b>	<b><u>SEVERITY</u></b>	<b><u>MEASUREMENT</u></b>	<b><u>COMMENT</u></b>	
DELAMINATION	GDR1		MODERATE		(NUNNT, 08/12/2022)--AT ABUT.	
SATURATION	GIRDER ENDS		HEAVY			
SPALLS	GDR1		MINOR		(NUNNT, 08/12/2022)--@ BT. 3 AND ABUT.	



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\*\*\*SUBSTRUCTURE COMPONENTS\*\*\*

<u>SUBSTRUCTURE</u>	<u>SKIEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
ABUTMENT-1	RA-18 DEGREES	38 FT 0 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>		
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>
	EFFLORESCENCE		RANDOM		LIGHT	
	HORIZONTAL CRACKS		TOP		MEDIUM	
	SPALLS		RANDOM		MINOR	(NUNNT, 08/11/2020)--HIGH STEEL
	VERTICAL CRACKS		RANDOM		FINE	
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>
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>
TIE BEAM			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	H-PILE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
EXPANSION BEARING			BRONZE	SLIDING 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>
	LEACHING		RANDOM		MINOR	
	VERTICAL CRACKS		RANDOM		FINE	
BENT-2	RA-18 DEGREES	29 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>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>			<u>MATERIAL</u>	<u>CONSTRUCTION</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> <u>COMMENT</u>
	DELAMINATION		THROUGHOUT		MODERATE	
	DETERIORATION		ENDS		MODERATE	
	HORIZONTAL CRACKS		TOP		MEDIUM	
	LEACHING		THROUGHOUT		MODERATE	
	SATURATION		THROUGHOUT		HEAVY	
	VERTICAL CRACKS		THROUGHOUT		MINOR	
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>
	DELAMINATION		RANDOM		MODERATE	
	DETERIORATION		RANDOM		MINOR	
	VERTICAL CRACKS		RANDOM		LARGE	
FOOTING			REINFORCED CONCRETE	H-PILE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
TIE BEAM			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		RANDOM		SMALL	
EXPANSION BEARING			BRONZE	SLIDING FLAT PLATE		
	<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>



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<i>BENT-3</i>	<i>RA-18 DEGREES</i>	<i>29 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</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>	<u>COMMENT</u>
	DETERIORATION		ENDS		HEAVY		(CAMPBL1, 09/19/2018)--W/MINOR BEARING INFLUENCE @ SP 2 GDR 1
	HORIZONTAL CRACKS		THROUGHOUT		MEDIUM		
	LEACHING		THROUGHOUT		MODERATE		
	PATCHES		THROUGHOUT		MODERATE		
	SATURATION		THROUGHOUT		MODERATE		
	VERTICAL CRACKS		THROUGHOUT		MINOR		
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>
	DETERIORATION		RANDOM		MODERATE		
FOOTING			REINFORCED CONCRETE	H-PILE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TIE BEAM			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		MEDIUM		
	LEACHING		THROUGHOUT		MINOR		
	SPALLS		RANDOM		MINOR		
	VERTICAL CRACKS		THROUGHOUT		FINE		
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>
	EFFLORESCENCE		THROUGHOUT		MODERATE		
	HORIZONTAL CRACKS		THROUGHOUT		MEDIUM		
	SATURATION		THROUGHOUT		MODERATE		
<i>ABUTMENT-4</i>	<i>RA-18 DEGREES</i>	<i>38 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>OPEN CONCRETE</i>			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</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>	<u>COMMENT</u>
	DELAMINATION		THROUGHOUT		MODERATE		
	HORIZONTAL CRACKS		TOP		OPEN		
	LEACHING		THROUGHOUT		MODERATE		
	PATCHES		THROUGHOUT		MODERATE		
	REBAR EXPOSED		RANDOM		FEW		
	SATURATION		THROUGHOUT		MODERATE		
	SCALING		THROUGHOUT		MEDIUM		
	SPALLS		RANDOM		MODERATE		
	VERTICAL CRACKS		THROUGHOUT		FINE		
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>
	DELAMINATION		THROUGHOUT		MODERATE		
	SCALING		THROUGHOUT		MEDIUM		
	SPALLS		TOP		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>
TIE BEAM			REINFORCED CONCRETE	CAST-IN-PLACE			



**Missouri Department of Transportation  
State Bridge Inspection Report**

November 19, 2024  
5:13:34AM

COUNTY: LAWRENCE

DISTRICT: SW

CLASS: STATBR

FED-ID: 6003

BRIDGE: K0947

	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING		REINFORCED CONCRETE	H-PILE			
EXPANSION BEARING		BRONZE	SLIDING FLAT PLATE			
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>
	DIAGONAL CRACKS	RANDOM		MODERATE		
	EFFLORESCENCE	RANDOM		MODERATE		
	SATURATION	THROUGHOUT		MODERATE		

**\*\*\*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>
1	MNA RR			16 FT 0 IN		13331
	<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>	
	ACTUAL	22 FT 11 IN		02/08/2018		

**\*\*\*STRUCTURE PAINT INFORMATION\*\*\***

CONDITION:	RUST AMOUNT :	STEEL TONS : 0
<u>ORIGINAL PAINT</u>	<u>CONTRACT REPAINT</u>	<u>DEPARTMENT REPAINT</u>
PAINT TYPE :	PAINT TYPE :	PAINT TYPE :
NAME :	NAME :	NAME :
PAINT COLOR :	PAINT COLOR :	PAINT COLOR :
PAINT YEAR :	PAINT YEAR :	PAINT YEAR :
MILS :	MILS :	MILS :
		MANUFACTURE :
		SURFACE PREP :

**\*\*\*REQUESTED WORK ITEMS\*\*\***

GENERAL WORK COMMENTS:



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RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT
FUTURE			WEARING SURFACE		07/24/2018	(CAMPBL1, 09/19/2018)--MILL/FILL NEXT PAVING CONTRACT
DISTRICT ROUTINE	SLOPE	SPRAY VINES	SLOPE	2	07/09/2020	(NUNNT, 08/11/2020)--EXCESSIVE POISON VINES ON SLOPES AND GROWING UP COLUMNS.
STIP			REPLACEMENT		04/10/2024	(GEIGEM1, 05/10/2024)--2027 SATURATED DK GDR
JOB ORDER CONTRACT	ROADWAY SURFACE	REPAIR CONCRETE>100 SF	DECK	2	07/24/2024	(NUNNT, 08/27/2024)--160 SF.
DISTRICT ROUTINE	ROADWAY SURFACE	SEAL - IRON MOUNTAIN CHIP	DECK	3	07/24/2024	(NUNNT, 08/27/2024)--2025 - CHIP SEAL.

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

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT

\*\*\*PROGRAM NOTES INFORMATION\*\*\*

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT
1991	K0947R	1	1991		(GEIGEM1, 12/04/2020)--REMOVE CURB AND BALUSTER RAIL, INSTALL THRIE BEAM RAILS, REMOVE CHIP SEAL, 14.4% OF BRIDGE DECK REPAIR, INSTALL CHIP SEAL & 2" ASPHALT OVERLAY, SUBSTRUCTURE REPAIR

\*\*\*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.

<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>
[Item 67] Structure Evaluation Rating:	3-BASICALLY INTOL CORRECT	8/13/2020
[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	5/18/2001
[Item 69] Underclearance:	6-EQ TO PRESENT MIN CRITR	3/22/2002
Sufficiency Rating:	4.5%	12/1/2021
Deficiency:	STRUCTURAL	1/10/2012
Funding Eligibility:		----
Estimated New Structure Length:		----
Estimated Structure Cost:		----
Estimated Total Project Cost:		----
Year of Cost Estimate:		----

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.

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

SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
1			

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

# OUTFALLS:	INSPECTOR:
STATUS:	DATE:
NOTES:	