



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

April 16, 2024
11:26:57AM

COUNTY: SALINE

DISTRICT: KC

CLASS: STATBR

FED-ID: 108

BRIDGE: A0130

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

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

ROUTE: CRDLEMON TRLS
FEATURE: IS 70
STATUS: K-CLOSDCIF
LOG MILE: 5.164
DETOUR: 13.00 MILES
NHS: NO
BUILT: 1961
REHAB:
LOCATION: S 8 T 48 R 20 W
LATITUDE: 38 57 23.57 (DMS)
LONGITUDE: 93 8 32.79 (DMS)

SPANS: 4
LANES ON: 2
LANES UNDER: 4
COMPASS DIRECTION: NORTH to SOUTH
DIRECTION OF TRAFFIC: 2-WAY TRAF
FUNCTIONAL CLASS: RL-LOCAL
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: KC
MAINTENANCE COUNTY: SALINE
SUB AREA: 7C21

PLACE CODE: 06202 BLACKWATER
LENGTH: 200 FT 0 IN
MAXIMUM SPAN: 56 FT 0 IN
APPROACH ROADWAY: 24 FT 0 IN
CURB TO CURB: 24 FT 0 IN
OUT TO OUT: 26 FT 7 IN
AADT: 62
AADT YEAR: 2023
AADT TRUCK: 9.7%
FUTURE AADT: 78
FUTURE AADT YEAR: 2043

DATE: 12/07/2021 RESPONSIBILITY: DISTRICT
FREQUENCY: 24 CALCULATED INTERVAL**: 24
TEAM LEADER: TERRY L SHUNAMON ELEMENT: NO
INSPECTOR 2: ADAM ZENTZ 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-CD-CIF CLOSED BECAUSE OF CRITICAL INSPECTION FINDING.

Ton 1:

Ton 2:

Ton 3:

COMMENTS: (PETERD2, 03/13/2023)--CLOSED CIF 3/10/2023 UNTIL REPLACED OR REPAIRED

FIELD CATEGORY: S-CD-CIF CLOSED BECAUSE OF CRITICAL INSPECTION FINDING.

Ton 1:

Ton 2:

Ton 3:

PROBLEM:

PROBLEM DIRECTION:

COMMENTS:

GENERAL COMMENTS/MAJOR RATED ITEMS

GENERAL COMMENTS: (BOWDEJ1, 03/07/2008)--(40'-55'-55'-40') CONT. P/S CONC I-GDR SPANS

[ITEM 58] DECK: 6-SATISFACTORY CONDITION
RATING : 07/22/2003

COMMENTS: (OTISL1, 12/16/2019)--CRACKS, FEW FILLED POTHOLES

[ITEM 59] SUPER: 6-SATISFACTORY CONDITION
RATING : 07/22/2003

COMMENTS: (OTISL1, 12/16/2019)--MODERATE SPALLS THROUGHOUT DIAPHRAM BOTTOMS

[ITEM 60] SUB: 4-POOR CONDITION
RATING : 12/16/2019

COMMENTS: (OTISL1, 01/04/2016)--SPALLS & DELAMS.
(OTISL1, 12/16/2019)--BOTH ABUTMENTS HAS NOTICEABLE MISALIGNMENT FROM SHOING & UNDERMINING BUT STILL IN A STABLE STATE

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

COMMENTS:

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

COMMENTS:

EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: NOT APPLICABLE
RATING : 05/18/2001

COMMENTS:

[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD
RATING : 05/18/2001

COMMENTS:

RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS

[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0

RATING : 03/03/2003

COMMENTS:

MATERIAL
STEEL

CONSTRUCTION
CHANNEL-12"

DIRECTION
BOTH

COMMENTS

REINFORCED CONCRETE

CURB

BOTH

CONDITION

REBAR EXPOSED
SPALLS

LOCATION 1

THROUGHOUT
THROUGHOUT

LOCATION 2

SEVERITY

MANY
MANY

COMMENT

[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0

RATING : 05/18/2001

COMMENTS:

[ITEM 36C] APPROACH RAILING RATING: DOESNT MEET CURRNT STND-0

RATING : 03/03/2003

COMMENTS:



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<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	W-BEAM	ALL	(GOODMJ1, 03/03/2003)--NON-STANDARD RAIL

[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0 RATING : 05/18/2001 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
OTHER	OTHER		(BOWDEJ1, 12/28/2004)--NON-STANDARD

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>
	SETTLEMENT	THROUGHOUT		MINOR (BOWDEJ1, 12/10/2008)--N.W. CORNER & BR END

*****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	EPOXY POLYMER	EPOXY POLYMER	.25 IN			FAIR
<u>COMMENT:</u> (BOWDEJ1, 12/28/2004)--EPOXY APPLIED 2002							
	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>
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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>
<u>COMMENT:</u>								

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>
	DELAMINATION	DRIVING SURFACE		FEW
	DIAGONAL CRACKS	DRIVING SURFACE		FEW
	SPALLS	DRIVING SURFACE		SMALL
	TRANSVERSE CRACKS	DRIVING SURFACE		FEW
MAIN SPANS-2	DECK	REINFORCED CONCRETE	CAST-IN-PLACE	



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<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DELAMINATION	DRIVING SURFACE		FEW		
DIAGONAL CRACKS	DRIVING SURFACE		FEW		
SPALLS	DRIVING SURFACE		SMALL		
TRANSVERSE CRACKS	DRIVING SURFACE		FEW		
<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>
DELAMINATION	DRIVING SURFACE		FEW		
DIAGONAL CRACKS	DRIVING SURFACE		FEW		
SPALLS	DRIVING SURFACE		SMALL		
TRANSVERSE CRACKS	DRIVING SURFACE		FEW		
<i>MAIN SPANS-4</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>
DELAMINATION	DRIVING SURFACE		FEW		
DIAGONAL CRACKS	DRIVING SURFACE		FEW		
SATURATION	ENDS		MINOR		
SPALLS	DRIVING SURFACE		SMALL		
TRANSVERSE CRACKS	DRIVING SURFACE		FEW		

*****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>PRESTRESSED CONCRETE</i>	<i>I-GIRDERS</i>		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
MAIN SPANS-1	NON-COMPOSITE	46 FT 0 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION	DIAPHRAGMS		MODERATE		
REBAR EXPOSED	DIAPHRAGMS		MINOR		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
SPALLS	DIAPHRAGMS		MINOR		
MAIN SPANS-2	NON-COMPOSITE	56 FT 0 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAGONAL CRACKS	AT INTERMEDIATE BENT		FINE		
MAIN SPANS-3	NON-COMPOSITE	56 FT 0 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAGONAL CRACKS	AT INTERMEDIATE BENT		FINE		
MAIN SPANS-4	NON-COMPOSITE	46 FT 0 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DETERIORATION	DIAPHRAGMS		MINOR		
REBAR EXPOSED	DIAPHRAGMS		MINOR		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
SPALLS	DIAPHRAGMS		MINOR		

*****SUBSTRUCTURE COMPONENTS*****

<u>SUBSTRUCTURE</u>	<u>SKEW</u>	<u>LENGTH</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
ABUTMENT-1		31 FT 0 IN	REINFORCED CONCRETE	NON-INTEGRAL		

Design_No = a0130



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<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
UNDERMINING	THROUGHOUT		MINOR		(OTISL1, 12/16/2019)--ABUTMENT 1 SHOVING & OUT OF ALIGNMENT 2" & 1 PILE SLIGHTLY EXPOSED
<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		FINE		
LEACHING	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>
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>
FOOTING	REINFORCED CONCRETE	SPREAD			
<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>
FIXED BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<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>
SPALLS	THROUGHOUT		MINOR		
BENT-2	25 FT 6 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>
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	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-3	25 FT 6 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>
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	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-4	25 FT 6 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>



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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		MINOR		
REBAR EXPOSED	BOTTOM		MINOR		
SPALLS	BOTTOM		LARGE		
VERTICAL CRACKS	THROUGHOUT		FINE		
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	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-5	31 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>
SHOVING	THROUGHOUT		MINOR		(OTISL1, 12/16/2019)--OUT OF ALIGNMENT 2"
<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		MEDIUM		
SPALLS	THROUGHOUT		MINOR		
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>
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>
FOOTING	REINFORCED CONCRETE	SPREAD			
<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>
SHOVING	TOP		MODERATE		
FIXED BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<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		
OTHER	BOTTOM		NOT APPLICABLE		(BOWDEJ1, 12/10/2008)--BREAKING UP FROM SLIDING ON BENT CAP
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>
1	IS 70 E	2	1-WAY TRAF		12 FT 1 IN	12 FT 1 IN	267
	<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>		
	ACTUAL	16 FT 6 IN					
<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>
2	IS 70 W	2	1-WAY TRAF		12 FT 1 IN	12 FT 1 IN	268
	<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>		
	ACTUAL	16 FT 8 IN					

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

CONDITION:	POOR	RUST AMOUNT :	6=1.0% OF SURFACE RUSTED	STEEL TONS :	7
	<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>
	PAINT TYPE : A SYSTEM		PAINT TYPE :		PAINT TYPE : A SYSTEM
	NAME : RED LEAD		NAME :		NAME : RED LEAD
	PAINT COLOR : ALUMINUM		PAINT COLOR :		PAINT COLOR : ALUMINUM
	PAINT YEAR :		PAINT YEAR :		PAINT YEAR : 1977
	MILS :		MILS :		MILS : 6
					MANUFACTURE :
					SURFACE PREP :

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

GENERAL WORK COMMENTS:

<u>RESPONSIBILITY</u>	<u>LOCATION</u>	<u>ITEM</u>	<u>CATEGORY</u>	<u>PRIORITY</u>	<u>DATE</u>	<u>WORK ITEM COMMENT</u>
DISTRICT ROUTINE	SEE COMMENT	REPAIR EROSION	SLOPE	2	12/07/2021	(OTISL1, 12/19/2017)--NW & SW

*****UTILITY ATTACHMENTS*****

<u>UTILITY</u>	<u>OWNER</u>	<u>METHOD</u>	<u>MEASUREMENT TYPE</u>	<u>VALUE</u>	<u>NUMBER</u>	<u>UTILITY ATTACHMENT COMMENT</u>

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

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>

Design_No = a0130



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

April 16, 2024
11:26:57AM

COUNTY: SALINE

DISTRICT: KC

CLASS: STATBR

FED-ID: 108

BRIDGE: A0130

*****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:	4-MEETS MINIMUM TOLERABLE	12/17/2019
[Item 68] Deck Geometry Rating:	6-EQ TO PRESENT MIN CRITR	3/19/2002
[Item 69] Underclearance:	5-BETTER THAN MINIMUM	1/19/2022
Sufficiency Rating:	68.1%	2/14/2023
Deficiency:	STRUCTURAL	12/17/2019
Funding Eligibility:	PARTIAL	----
Estimated New Structure Length:	233 FT.	----
Estimated Structure Cost:	\$633,602	----
Estimated Total Project Cost:	\$950,402	----
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:	