



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

April 16, 2024  
11:28:29AM

COUNTY: SALINE

DISTRICT: KC

CLASS: STATBR

FED-ID: 110

BRIDGE: A0132

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

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

ROUTE: CRDNITROGEN AVES  
FEATURE: IS 70  
STATUS: A-OPEN  
LOG MILE: 1.050  
DETOUR: 6.00 MILES  
NHS: NO  
BUILT: 1961  
REHAB:  
LOCATION: S 11 T 48 R 20 W  
LATITUDE: 38 57 6.20 (DMS)  
LONGITUDE: 93 4 5.83 (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: 57 FT 6 IN  
APPROACH ROADWAY: 20 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: 12/07/2023      RESPONSIBILITY: DISTRICT  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
TEAM LEADER: TIMOTHY HAZLETT      ELEMENT: NO  
INSPECTOR 2:      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:

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.

\*\* 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:

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.

\*\* 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, 03/07/2008)--(40'-55'-55'-40') P/S CONC I-GDRS SPANS

[ITEM 58] DECK: 7-GOOD CONDITION COMMENTS: (BATUJ1, 01/06/2014)--TRANSVERSE CRACKS  
 RATING : 05/18/2001

[ITEM 59] SUPER: 6-SATISFACTORY CONDITION COMMENTS: (OTISL1, 12/16/2019)--MODERATE SPALLS THROUGHOUT DIAPHRAM BOTTOMS  
 RATING : 12/16/2019

[ITEM 60] SUB: 4-POOR CONDITION COMMENTS: (OTISL1, 01/04/2016)--SPALLS  
 RATING : 12/16/2019 (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 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: DOESNT MEET CURRNT STND-0 RATING : 06/29/2004 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>
	HIGH STEEL SPALLS	RANDOM	<u>SEVERITY</u>
	REBAR EXPOSED	RANDOM	FEW
STEEL	CHANNEL-12"	BOTH	<u>COMMENT</u>

[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0 RATING : 05/18/2001 COMMENTS:

[ITEM 36C] APPROACH RAILING RATING: DOESNT MEET CURRNT STND-0 RATING : 06/29/2004 COMMENTS:



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<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	W-BEAM	ALL	

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

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>
REINFORCED CONCRETE	SLAB	BOTH	FAIR	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>
SETTLEMENT	THROUGHOUT		MODERATE	

**\*\*\*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	PLAIN CONCRETE	MONOLITHIC				
<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>	<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	THROUGHOUT		MINOR	
SPALLS	THROUGHOUT		MINOR	
TRANSVERSE CRACKS	THROUGHOUT		FEW	
MAIN SPANS-2	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>
POP-OUTS	THROUGHOUT		FEW	



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SPALLS	THROUGHOUT	MINOR
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>
POP-OUTS	THROUGHOUT	FEW
SPALLS	THROUGHOUT	MINOR
TRANSVERSE CRACKS	THROUGHOUT	FEW
<i>MAIN SPANS-4</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>
POP-OUTS	THROUGHOUT	FEW
SPALLS	THROUGHOUT	MINOR
TRANSVERSE CRACKS	THROUGHOUT	FEW

**\*\*\*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>CONTINUOUS SPAN</i>	<i>PRESTRESSED CONCRETE</i>		<i>I-GIRDERS</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	COMPOSITE	42 FT 7 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		DIAPHRAGMS		MODERATE		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
SPALLS		DIAPHRAGMS		MODERATE		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
MAIN SPANS-2	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>
DIAGONAL CRACKS		ENDS		FINE		
MAIN SPANS-3	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>
DIAGONAL CRACKS		ENDS		FINE		
SPALLS		BOTTOM		MODERATE		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
MAIN SPANS-4	COMPOSITE	42 FT 7 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		DIAPHRAGMS		MODERATE		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR
SPALLS		DIAPHRAGMS		MODERATE		(OTISL1, 12/16/2019)--MINOR SECTION LOSS IN REBAR

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

<b><u>SUBSTRUCTURE</u></b>	<b><u>SKEW</u></b>	<b><u>LENGTH</u></b>	<b><u>MATERIAL</u></b>	<b><u>CONSTRUCTION</u></b>	<b><u>LABEL</u></b>	<b><u>COMMENTS</u></b>
<i>ABUTMENT-1</i>	<i>LA-3 DEGREES</i>	<i>31 FT 0 IN</i>	<i>REINFORCED CONCRETE</i>	<i>NON-INTEGRAL</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>
EROSION		GROUND LINE		MODERATE		(OTISL1, 12/16/2019)--ABUTMENT 1 SHOVING & OUT OF ALIGNMENT 4". UNDERMINING AT NW ABUTMENT 1 2 PILE WAS EXPOSED
<b><u>ASSOCIATED COMPONENT</u></b>		<b><u>MATERIAL</u></b>	<b><u>CONSTRUCTION</u></b>			
BEAM CAP		REINFORCED CONCRETE	CAST-IN-PLACE			
<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>
HORIZONTAL CRACKS		THROUGHOUT		MEDIUM		

Design\_No = a0132



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	LEACHING REBAR EXPOSED SEALED SPALLS	THROUGHOUT THROUGHOUT BEAM CAP THROUGHOUT	REINFORCED CONCRETE	CAST-IN-PLACE	MODERATE MINOR ASPHALTICBASE MEDIUM		
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN		REINFORCED CONCRETE	CAST-IN-PLACE				(OTISL1, 12/16/2019)--WEARING THIN
STRAIGHT WINGS	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	SPREAD		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	ELASTOMERIC	PLAIN NEOPRENE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAPHRAGM	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	REBAR EXPOSED SPALLS	THROUGHOUT THROUGHOUT			MINOR MANY		
<i>BENT-2</i>	<i>LA-3 DEGREES</i>	<i>25 FT 6 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
	<u>CONDITION</u>	<u>LOCATION 1</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	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	SPREAD		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	ELASTOMERIC	PLAIN NEOPRENE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>BENT-3</i>	<i>LA-3 DEGREES</i>	<i>25 FT 6 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
	<u>CONDITION</u>	<u>LOCATION 1</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	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	SPREAD		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>	ELASTOMERIC	PLAIN NEOPRENE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>BENT-4</i>	<i>LA-3 DEGREES</i>	<i>25 FT 6 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
	<u>CONDITION</u>	<u>LOCATION 1</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	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLUMN	<u>CONDITION</u>	REINFORCED CONCRETE	CAST-IN-PLACE		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	DELAMINATION	BOTTOM			MODERATE		



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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	<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-5	LA-3 DEGREES <u>CONDITION</u> EROSION	31 FT 0 IN	REINFORCED CONCRETE <u>LOCATION 1</u> GROUND LINE	NON-INTEGRAL <u>LOCATION 2</u>		<u>SEVERITY</u> MINOR	<u>MEASUREMENT</u>	<u>COMMENT</u> (OTISL1, 12/16/2019)--ABUTMENT 5 SHOIVING & OUT OF ALIGNMENT 4". UNDERMINING
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>			
BEAM CAP	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		CAST-IN-PLACE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	HORIZONTAL CRACKS		THROUGHOUT			MEDIUM		
	LEACHING		THROUGHOUT			MINOR		
	REBAR EXPOSED		THROUGHOUT			MINOR		
	SEALED		BEAM CAP			ASPHALTICBASE		(OTISL1, 12/16/2019)--WEARING THIN
	SPALLS		THROUGHOUT			MEDIUM		
COLUMN	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		CAST-IN-PLACE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
STRAIGHT WINGS	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		CAST-IN-PLACE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FOOTING	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		SPREAD <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		CAST-IN-PLACE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
FIXED BEARING	<u>CONDITION</u>		ELASTOMERIC <u>LOCATION 1</u>		PLAIN NEOPRENE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
DIAPHRAGM	<u>CONDITION</u>		REINFORCED CONCRETE <u>LOCATION 1</u>		CAST-IN-PLACE <u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	REBAR EXPOSED		THROUGHOUT			FEW		(OTISL1, 12/16/2019)--COVERED TO PROTECT REBAR MATERIAL FAILING
	SPALLS		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	IS 70 E	2	1-WAY TRAF	12 FT 1 IN	12 FT 1 IN	273
	<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>	
	ACTUAL	15 FT 11 IN		11/05/2015		
<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	274
	<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>	
	ACTUAL	16 FT 0 IN				

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

<b>CONDITION:</b>	FAIR	<b>RUST AMOUNT :</b>	6=1.0% OF SURFACE RUSTED	<b>STEEL TONS :</b>	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 : 4
					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	NORTH WEST	REPAIR EROSION	SLOPE	2	12/02/2019	

**\*\*\*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>



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

April 16, 2024  
11:28:29AM

COUNTY: SALINE

DISTRICT: KC

CLASS: STATBR

FED-ID: 110

BRIDGE: A0132

**\*\*\*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:	69.0%	1/19/2022
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:	