



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

August 31, 2022
3:43:13PM

COUNTY: JACKSON

DISTRICT: KC

CLASS: STATBR

FED-ID: 6329

BRIDGE: L0530

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

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

ROUTE: IS49N
FEATURE: LIT BLUE RVR
STATUS: A-OPEN
LOG MILE: 177.642
DETOUR: 1.00 MILES
NHS: YES
BUILT: 1954
REHAB:
LOCATION: S 36 T 47 R 33 W
LATITUDE: 38 51 10.36 (DMS)
LONGITUDE: 94 31 43.01 (DMS)

SPANS: 3
LANES ON: 3
LANES UNDER: 0
COMPASS DIRECTION: SOUTH to NORTH
DIRECTION OF TRAFFIC: 1-WAY TRAF
FUNCTIONAL CLASS: UR-INTERSTATE
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: KC
MAINTENANCE COUNTY: JACKSON
SUB AREA: 7C03

PLACE CODE: 28324 GRANDVIEW CITY
LENGTH: 86 FT 0 IN
MAXIMUM SPAN: 30 FT 3 IN
APPROACH ROADWAY: 56 FT 0 IN
CURB TO CURB: 62 FT 6 IN
OUT TO OUT: 65 FT 2 IN
AADT: 36711
AADT YEAR: 2021
AADT TRUCK: 16.9%
FUTURE AADT: 49560
FUTURE AADT YEAR: 2041

DATE: 10/29/2021 RESPONSIBILITY: DISTRICT
FREQUENCY: 24 CALCULATED INTERVAL**: 24
TEAM LEADER: BRYCE ACTON ELEMENT: YES
INSPECTOR 2: NATHANIEL MCCLOUD (N) 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: 04/05/2022 RESPONSIBILITY: BRIDGEDIV CATEGORY: QUALITY ASSURANCE
FREQUENCY: 999 CALCULATED INTERVAL**:
TEAM LEADER: TERRY L SHUNAMON INSPECTOR 3: NBI: NO
INSPECTOR 2: KEVIN RAITHEL INSPECTOR 4: METHOD:

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

DATE: 10/29/2021 RESPONSIBILITY: DISTRICT CATEGORY: DRY
FREQUENCY: 60 CALCULATED INTERVAL**:
TEAM LEADER: BRYCE ACTON INSPECTOR 3: NBI: NO
INSPECTOR 2: NATHANIEL MCCLOUD (N) INSPECTOR 4: METHOD: VISUAL

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

SPECIAL INSPECTION COMMENTS

UNDERWATER INSPECTION COMMENTS

(RAITHK, 04/14/2022)--USING THE FIELD VERIFICATION MODEL (FVM) - AS A THIRD PARTY INSPECTOR, I TOOK THE PREVIOUS INSP REPORT INTO THE FIELD AND VERIFIED THOROUGHNESS OF REPORT WITH ASSIGNED CONDITION AND APPRAISAL RATINGS

OTHER SPECIAL INSPECTIONS

OTHER UNDERWATER INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
08/06/2015	120	CHANNEL CROSS SECTIONS	NO		DISTRICT	WT TAPE

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, 02/11/2010)--(30'-25'-30') CONT CONC SOLID SLAB SPANS

[ITEM 58] DECK: 6-SATISFACTORY CONDITION COMMENTS: (OTISL1, 11/05/2019)--MANY TRANSVERSE CRACKS, SOME OPEN
RATING : 10/22/2015

[ITEM 59] SUPER: 5-FAIR CONDITION COMMENTS: (OTISL1, 11/05/2019)--SPALLS @ HAUNCH. WITH MINOR EFFECT ON BEARING
RATING : 11/29/2017 (RAITHK, 04/14/2022)--SPALLS IN HAUNCHES EXPOSED REBAR AT ABUTS

[ITEM 60] SUB: 5-FAIR CONDITION COMMENTS: (OTISL1, 11/05/2019)--OPEN HORIZONTAL CRACKING & DELAMINATE @ ABUTMENTS
RATING : 11/29/2017 (OTISL1, 11/01/2021)--SPALLS WITH REBAR EXPOSED

[ITEM 61] BANK/CHANNEL: 7-MINOR DAMAGE COMMENTS: (OTISL1, 11/29/2017)--MINOR DAMAGE TO BANK RIPRAP
RATING : 05/18/2001

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED COMMENTS: (OTISL1, 11/29/2017)--OBSERVED SCOUR WELL ABOVE FOOTING
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-1 RATING : 05/18/2001 COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>		
REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>	
SPALLS	THROUGHOUT		MINOR		
VERTICAL CRACKS	THROUGHOUT		FEW		

[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 06/08/2012 COMMENTS:

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

[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1 RATING : 05/18/2001 COMMENTS:

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



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[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1

RATING : 06/08/2012

COMMENTS:

<u>MATERIAL</u> GALVANIZED STEEL	<u>CONSTRUCTION</u> BREKAWAY SYSTEM	<u>DIRECTION</u> SOUTHEAST	<u>COMMENTS</u>
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APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.

<u>MATERIAL</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> SLAB	<u>DIRECTION</u> BOTH	<u>CONDITION*</u> POOR	<u>COMMENTS</u> (OTISL1, 11/29/2017)--NUMEROUS REPAIRS MADE
<u>CONDITION</u> LONGITUDINAL CRACKS PATCHES SPALLS	<u>LOCATION 1</u> THROUGHOUT THROUGHOUT THROUGHOUT	<u>LOCATION 2</u>	<u>SEVERITY</u> MODERATE MANY MODERATE	<u>COMMENT</u> (OTISL1, 11/01/2021)--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	PLAIN CONCRETE	MONOLITHIC				
<u>COMMENT:</u>							
	DECK PROTECTION	EPOXY POLYMER	COATED REBAR				
<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	GALVANIZED STEEL	FLOOR DRAIN		

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>
BANK PROTECTION	ROCK	BLANKET	BOTH	

*****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>
DIAGONAL CRACKS	ENDS		FEW	
TRANSVERSE CRACKS	THROUGHOUT		MANY	
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>
TRANSVERSE CRACKS	THROUGHOUT		MANY	



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MAIN SPANS-3	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>
DIAGONAL CRACKS		ENDS		FEW		
TRANSVERSE CRACKS		THROUGHOUT		MANY		

SUPERSTRUCTURE COMPONENTS

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>		<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
MAIN SERIES-1	CONTINUOUS SPAN	REINFORCED CONCRETE		SOLID SLAB		(SNYDEJ2, 07/12/2004)--MAP CRACKING AND LEACHING @ END BENTS
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-1	NON-COMPOSITE	30 FT 3 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SPALLS	APPROACH HAUNCH			MANY		
MAIN SPANS-2	NON-COMPOSITE	25 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS	THROUGHOUT			FEW		
MAIN SPANS-3	NON-COMPOSITE	30 FT 3 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SPALLS	APPROACH HAUNCH			MANY		

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		32 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>
HORIZONTAL CRACKS			TOP		OPEN		
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>
HORIZONTAL CRACKS			THROUGHOUT		FEW		
PILING			STEEL	H-SHAPE			
<u>CONDITION</u>			<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WING PILES			STEEL	H-SHAPE			
<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>
TURNED BACK 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>
BENT-2		35 FT 3 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>	
REBAR EXPOSED	AT COLUMNS		FEW		(WILSOR2, 01/15/2020)--COLUMN 1	
SPALLS	AT COLUMNS		MODERATE		(WILSOR2, 01/15/2020)--COLUMN 1	
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>	
<i>BENT-3</i>	<i>35 FT 3 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>			
<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>	
DELAMINATION	LEFT SIDE		SMALL			
SPALLS	RANDOM		SMALL		(WILSOR2, 01/15/2020)--COLUMN 3	
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>	
<i>ABUTMENT-4</i>	<i>32 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>	
<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			
EFFLORESCENCE	THROUGHOUT		MINOR			
HORIZONTAL CRACKS	TOP		OPEN			
REBAR EXPOSED	THROUGHOUT		FEW			
SPALLS	THROUGHOUT		FEW			
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>	
HORIZONTAL CRACKS	THROUGHOUT		FEW			
PILING	STEEL	H-SHAPE				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
TURNED BACK 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>	
HAIR LINE CRACKING	RIGHT SIDE		MANY			
LEACHING	RIGHT SIDE		HEAVY			
WING PILES	STEEL	H-SHAPE				
<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>	

OVER/UNDER ROUTES CLEARANCE INFORMATION



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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>
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<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>
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*****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:

<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>
DISTRICT ROUTINE	SOUTH EAST	REPAIR EROSION	SLOPE	2	10/17/2017	
DISTRICT SPECIAL	ROADWAY SURFACE	SEAL JTS - RODS/HOT POUR	DECK	3	10/02/2019	
DISTRICT SPECIAL	ROADWAY SURFACE	SEAL DECK WITH IN DECK	DECK	3	04/22/2024	

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

Design_No = L0530



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<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					***ADVANCED SIGN INFORMATION***
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.					SIGN #
Rated Item	Rating	Rating Date			SIGN TYPE
[Item 67] Structure Evaluation Rating:	5-BETTER THAN MINIMUM	12/29/2017			PROBLEM
[Item 68] Deck Geometry Rating:	9-SUPR TO PRES DESIRABLE	11/28/2007			PROBLEM DIRECTION
[Item 69] Underclearance:	N-NOT APPLICABLE	3/20/2002			
Sufficiency Rating:	85.0%	3/8/2022			
Deficiency:	NOT DEFICIENT	5/18/2001			
Funding Eligibility:		----			***OUTFALL INSPECTION INFORMATION***
Estimated New Structure Length:		----			# OUTFALLS: 0
Estimated Structure Cost:		----			INSPECTOR: JASON KEMNITZ
Estimated Total Project Cost:		----			STATUS: NONE
Year of Cost Estimate:		----			DATE: 10/17/2017
					NOTES:
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.					



COUNTY: JACKSON

DISTRICT: KC

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

CLASS: STATBR

FED-ID: 6329

BRIDGE: L0530

August 31, 2022
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