**GENERAL STRUCTURE INFORMATION**

- **ROUTE:** RTZE
- **FEATURE:** PLATTE RVR
- **STATUS:** P-POSTLOAD
- **LOG MILE:** 7.541
- **BUILT:** 1966
- **REHAB:** 1966
- **LOCATION:** S 1 T 54 R 34 W
- **LATITUDE:** 39 30 54.37 (DMS)
- **LONGITUDE:** 94 39 27.62 (DMS)

**BRIDGE INSPECTION INFORMATION**

- **PLACE CODE:** 29026
- **LENGTH:** 838 FT 0 IN
- **LANES UNDER:** 0
- **MAXIMUM SPAN:** 160 FT 0 IN
- **FUNCTIONAL CLASS:** RL-MAJOR COLLECTOR
- **DIRECTION OF TRAFFIC:** 2-WAY TRAF
- **APPROACH ROADWAY:** 21 FT 0 IN
- **CURB TO CURB:** 26 FT 0 IN
- **OUT TO OUT:** 28 FT 6 IN
- **NHS:**
- **BUILT:** 1966
- **REHAB:**
- **LOCATION:** S 1 T 54 R 34 W
- **LATITUDE:** 39 30 54.37 (DMS)
- **LONGITUDE:** 94 39 27.62 (DMS)

**FRACTURE CRITICAL INSPECTION INFORMATION**

- **DATE:** 08/04/2021
- **RESPONSIBILITY:** BRIDGEDIV
- **CATEGORY:** HANGER STRAP ASSEMBLY
- **FREQUENCY:** 24
- **CALCULATED INTERVAL:** 24
- **TEAM LEADER:** JAMES R PICKETT
- **INSPECTOR 3:** DEAN LISTER (NTLQ)
- **INSPECTOR 4:** DURALDO LISTER (NTLQ)

**SPECIAL INSPECTION INFORMATION**

- **DATE:** 08/03/2021
- **RESPONSIBILITY:** BRIDGEDIV
- **CATEGORY:** QUALITY ASSURANCE
- **FREQUENCY:** 16
- **CALCULATED INTERVAL:** 16
- **TEAM LEADER:** JAMES R PICKETT
- **INSPECTOR 3:** DEAN LISTER (NTLQ)
- **INSPECTOR 4:** DURALDO LISTER (NTLQ)

**UNDERWATER INSPECTION INFORMATION**

- **DATE:** 09/05/2017
- **RESPONSIBILITY:** BRIDGEDIV
- **CATEGORY:** VISUAL
- **FREQUENCY:** 60
- **CALCULATED INTERVAL:** 60
- **TEAM LEADER:** JAMES R PICKETT
- **INSPECTOR 3:** DEAN LISTER (NTLQ)
- **INSPECTOR 4:** DURALDO LISTER (NTLQ)

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### Structure Posting

**Approved Category:** S-C3
- **Ton 1:** 45
- **Ton 2:**
- **Ton 3:**

**Comments:**

**Field Category:** S-C3
- **Ton 1:** 45
- **Ton 2:**
- **Ton 3:**

**Comments:**

### General Comments/Major Rated Items

**GENERAL COMMENTS:**
(BOWDEJ1, 03/26/2008) -- (46'-60'-60'-45'-45'-60'-60'-45') CONT COMP WF GDR - (4'-125'-160'-125') CONT COMP PL GDR SPANS

**ITEM 58 - Deck:** 5-Fair Condition
- **Rating:** 11/05/2012
- **Comments:** (RIDENJ1, 08/29/2019) -- APPROXIMATELY 30% PATCHES DELAMAS AND SPALLS THROUGHOUT SPAN 9 AND 10

**ITEM 59 - Super:** 6-Satisfactory Condition
- **Rating:** 10/22/2015
- **Comments:** (MADSEJ, 08/06/2021) -- MINOR SECTION LOSS ON BOTTOM FLANGE OF EXTERIOR GIRDER IN SPANS 5, 6, & 11, AND ON THE PIN AND HANGER BARS NEAR BENT 9

**ITEM 60 - Sub:** 5-Fair Condition
- **Rating:** 08/29/2019
- **Comments:** (RIDENJ1, 08/29/2019) -- MANY SPALLS AND DELAMINATIONS THROUGHOUT THE ABUTMENT BEAMCAPS AND BACKWALLS.

**ITEM 61 - Bank/Channel:** 6-Widespread Minor Damage
- **Rating:** 09/08/2017
- **Comments:** (MADSEJ, 09/08/2017) -- STEEP ERODING AND SLOUGHING BANKS THROUGHOUT THE CHANNEL

**ITEM 113 - Scour:** 3-Scour Critical-Unstable
- **Rating:** 10/10/2002
- **Comments:** (CALLAC, 10/10/2002) -- ITEM 113 RATING = 3 BASED ON USGS EVALUATION, SCOUR CAT. = D EVALUATION NOTES INTERMEDIATE PILE EXPOSURE CAUSED BY CONTRACTION SCOUR

**ITEM 71 - Waterway Adequacy:** Minor Delays Approach
- **Rating:** 05/18/2001
- **Comments:**

**ITEM 72 - Approach Alignment:** 6-Satisfactory
- **Rating:** 05/18/2001
- **Comments:**

### Railing and Approach Pavement Components and Ratings

**ITEM 36A - Bridge Railing Rating:** Does Not Meet Current Std-0
- **Rating:** 02/12/2009
- **Comments:**

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**ITEM 36B - Transition Railing Rating:** Not Provided-0
- **Rating:** 05/18/2001
- **Comments:**

**ITEM 36C - Approach Railing Rating:** Not Provided-0
- **Rating:** 05/18/2001
- **Comments:**

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**APPROACH PAVEMENT:** *Overall condition assigned for each approach pavement component is shown below.*

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<th>DIRECTION</th>
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**SECURITY**

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### **DECK COMPONENTS***

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Missouri Department of Transportation  
State Bridge Inspection Report

**Count**: PLATTE  
**District**: KC  
**Class**: STATBR  
**FED-Id**: 8562  
**Bridge**: S0025

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**Main Spans-10**, **Deck**: REINFORCED CONCRETE  
**CAST-IN-PLACE**

<table>
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<tr>
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**Main Spans-11**, **Deck**: REINFORCED CONCRETE  
**CAST-IN-PLACE**

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<td>FEW</td>
<td>Efflorescence</td>
<td>THROUGHOUT</td>
<td>FEW</td>
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***Superstructure Components***

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<td>RUSTING</td>
<td>BOTTOM FLANGE</td>
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<td>TOP FLANGE</td>
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<td>LIGHT</td>
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<td>LOCATION 2</td>
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<td>BOTTOM FLANGE</td>
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<td>LIGHT</td>
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<tr>
<td>PACK RUST RUSTING</td>
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<td>APPROACH SPANS-4</td>
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<td>BOTTOM FLANGE</td>
<td>60 FT 0 IN</td>
<td>NO</td>
<td>LIGHT</td>
</tr>
<tr>
<td>SECTION LOSS</td>
<td>AT JOINTS</td>
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<td>APPROACH SPANS-8</td>
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MAIN SERIES-2

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<td>MAIN SPANS-9</td>
<td>COMPOSITE</td>
<td>STEEL</td>
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</table>

(MADSEJ, 08/06/2021)--ADVANCED SECTION LOSS WITH A HOLE RUSTED THROUGH THE GIRDER 4 BEARING STIFFENER AT BANT 5".

(MADSEJ, 10/22/2019)--APPROACH GIRDER 3 WEB STIFFENER HAS A 2" HOLE RUSTED THROUGH THE BOTTOM.
<table>
<thead>
<tr>
<th>CONDITION</th>
<th>LOCATION 1</th>
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<th>SEVERITY</th>
<th>MEASUREMENT</th>
<th>COMMENT</th>
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<tbody>
<tr>
<td>PACK RUST</td>
<td>EXTERIOR GIRDER</td>
<td>TOP FLANGE</td>
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MAIN SPANS-10 COMPOSITE 160 FT 0 IN NO 0 FT 0 IN

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<th>SEVERITY</th>
<th>MEASUREMENT</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PACK RUST</td>
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<td>BOTTOM FLANGE</td>
<td>LIGHT</td>
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</table>

MAIN SPANS-11 COMPOSITE 126 FT 10 IN NO 0 FT 0 IN

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<thead>
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<th>LOCATION 1</th>
<th>LOCATION 2</th>
<th>SEVERITY</th>
<th>MEASUREMENT</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PACK RUST</td>
<td>EXTERIOR GIRDER</td>
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### SUBSTRUCTURE COMPONENTS

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<th>LABEL</th>
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<td>ABUTMENT-1</td>
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<td>NON-INTEGRAL</td>
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<td>REINFORCED CONCRETE</td>
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<td>CONSTRUCTION</td>
<td>LOCATION 2</td>
</tr>
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<td>CONDITION</td>
<td>LOCATION 2</td>
<td>SEVERITY</td>
<td>MEASUREMENT</td>
<td>COMMENT</td>
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</tr>
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<td>EXTERIOR GIRDER</td>
<td>BOTTOM FLANGE</td>
<td>LIGHT</td>
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<td></td>
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</tr>
<tr>
<td>ASSOCIATED COMPONENT</td>
<td>PILING</td>
<td>STEEL</td>
<td>LOCATION 1</td>
<td>LOCATION 2</td>
<td>SEVERITY</td>
<td>MEASUREMENT</td>
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<td>LOCATION 2</td>
<td>SEVERITY</td>
<td>MEASUREMENT</td>
<td>COMMENT</td>
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<td></td>
</tr>
<tr>
<td>PACK RUST</td>
<td>THROUGHOUT</td>
<td>LIGHT</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

| STRAIGHT WINGS | REINFORCED CONCRETE | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| CROSS BRACING | STEEL ANGLE | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| EXPANSION BEARING | STEEL | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |

| BENT-2 | LA-15 DEGREES | 27 FT 2 IN | REINFORCED CONCRETE | PILE CAP | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| ASSOCIATED COMPONENT | BEAM CAP | REINFORCED CONCRETE | LOCATION 1 | LOCATION 1 | CONSTRUCTION | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| CONDITION | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| PACK RUST | THROUGHOUT | HEAVY |             |         |

| PILING | STEEL | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| CONDITION | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| PACK RUST | THROUGHOUT | LIGHT |             |         |
| ASSOCIATED COMPONENT | CROSS BRACING | STEEL ANGLE | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| CONDITION | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| PACK RUST | THROUGHOUT | MINOR |             |         |

<p>| EXPANSION BEARING | STEEL | LOCATION 1 | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| CONDITION | LOCATION 2 | SEVERITY | MEASUREMENT | COMMENT |
| PACK RUST | THROUGHOUT | HEAVY |             |         |</p>
<table>
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<tr>
<th>COUNTY: PLATTE</th>
<th>DISTRICT: KC</th>
<th>CLASS: STATBR</th>
<th>FED-ID: 8562</th>
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**BENT-3**

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<tr>
<td>BEAM CAP</td>
<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
</tr>
<tr>
<td>RUSTING</td>
<td>STEEL</td>
<td>ANGLE</td>
</tr>
<tr>
<td>EXPANSION BEARING</td>
<td>STEEL</td>
<td>ROCKER</td>
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**LOCATION 1**

**LOCATION 2**

**SEVERITY**

**MEASUREMENT**

**COMMENT**

**BENT-4**

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<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
</tr>
<tr>
<td>RUSTING</td>
<td>STEEL</td>
<td>ANGLE</td>
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<tr>
<td>CROSS BRACING</td>
<td>STEEL</td>
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<tr>
<td>FIXED BEARING</td>
<td>STEEL</td>
<td>PEDESTAL(ROTATING)</td>
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**LOCATION 1**

**LOCATION 2**

**SEVERITY**

**MEASUREMENT**

**COMMENT**

**BENT-5**

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<tr>
<td>BEAM CAP</td>
<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
</tr>
<tr>
<td>RUSTING</td>
<td>STEEL</td>
<td>ANGLE</td>
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<tr>
<td>CROSS BRACING</td>
<td>STEEL</td>
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<tr>
<td>FIXED BEARING</td>
<td>STEEL</td>
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**LOCATION 1**

**LOCATION 2**

**SEVERITY**

**MEASUREMENT**

**COMMENT**

**BENT-6**

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<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
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**LOCATION 1**

**LOCATION 2**

**SEVERITY**

**MEASUREMENT**

**COMMENT**
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<td><strong>SEVERITY</strong></td>
<td><strong>MEASUREMENT</strong></td>
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<td></td>
</tr>
<tr>
<td>FIXED BEARING</td>
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<td>PEDESTAL (ROTATING)</td>
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</table>

**BENT-7**

**LA-15 DEGREES**

**27 FT 2 IN**

**REINFORCED CONCRETE PILE CAP**

<table>
<thead>
<tr>
<th>ASSOCIATED COMPONENT</th>
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<th>CONSTRUCTION</th>
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<tbody>
<tr>
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<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
</tr>
<tr>
<td>CROSS BRACING</td>
<td>STEEL</td>
<td>ANGLE</td>
</tr>
<tr>
<td>EXPANSION BEARING</td>
<td>STEEL</td>
<td>ROCKER</td>
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**BENT-8**

**LA-15 DEGREES**

**27 FT 2 IN**

**REINFORCED CONCRETE PILE CAP**

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<th>MATERIAL</th>
<th>CONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEAM CAP</td>
<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>PILING</td>
<td>STEEL</td>
<td>H-SHAPE</td>
</tr>
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<td>EXTERIOR PILING</td>
<td>NOT APPLICABLE</td>
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<td>CROSS BRACING</td>
<td>STEEL</td>
<td>ANGLE</td>
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<td>STEEL</td>
<td>ROCKER</td>
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**BENT-9**

**LA-15 DEGREES**

**27 FT 3 IN**

**REINFORCED CONCRETE MULTIPLE COLUMN**

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<thead>
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<th>ASSOCIATED COMPONENT</th>
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<th>CONSTRUCTION</th>
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</thead>
<tbody>
<tr>
<td>BEAM CAP</td>
<td>REINFORCED CONCRETE</td>
<td>CAST-IN-PLACE</td>
</tr>
<tr>
<td>COLUMN</td>
<td>HIGH STEEL SPALLS</td>
<td>THROUGHOUT</td>
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<tr>
<td>FOOTING</td>
<td>REINFORCED CONCRETE</td>
<td>H-PILE</td>
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<tr>
<td>EXPANSION BEARING</td>
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<td>ROCKER</td>
</tr>
<tr>
<td>EXPANSION BEARING</td>
<td>STEEL</td>
<td>HANGER PINS/STRAP</td>
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</tbody>
</table>

**PIER-10**

**LA-15 DEGREES**

**28 FT 1 IN**

**REINFORCED CONCRETE MULTIPLE COLUMN**

<table>
<thead>
<tr>
<th>ASSOCIATED COMPONENT</th>
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<tbody>
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<td>MANY BULLET HOLES IN WEBWALL EAST SIDE.</td>
<td></td>
</tr>
</tbody>
</table>

This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT’s policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.
<table>
<thead>
<tr>
<th>Component</th>
<th>Material</th>
<th>Construction</th>
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<tr>
<td>Beam Cap</td>
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<td>Cast-in-Place</td>
</tr>
<tr>
<td>Column</td>
<td>Reinforced Concrete</td>
<td>Cast-in-Place</td>
</tr>
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<td>Footing</td>
<td>Reinforced Concrete</td>
<td>Cast-in-Place</td>
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<tr>
<td>Web Beam</td>
<td>Reinforced Concrete</td>
<td>Cast-in-Place</td>
</tr>
<tr>
<td>Fixed Bearing</td>
<td>Steel</td>
<td>Pedestal (Rotating)</td>
</tr>
</tbody>
</table>

### Pier 1

**Beam Cap**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Column**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Drilled Shaft**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Web Beam**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Expansion Bearing**
- Condition: Elastomeric Laminate Neoprene
- Location 1: Laminated Neoprene
- Location 2: Not Applicable
- Severity: Light

**Associated Component**
- Material: Reinforced Concrete
- Construction: Cast-in-Place

**Beam Cap**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Column**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Drilled Shaft**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Web Beam**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Expansion Bearing**
- Condition: Elastomeric Laminate Neoprene
- Location 1: Laminated Neoprene
- Location 2: Not Applicable
- Severity: Light

### Abutment 12

**Beam Cap**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Column**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Straight Wings**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Diagonal Cracks**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

**Footing**
- Condition: Reinforced Concrete
- Location 1: Spread
- Location 2: Spread
- Severity: Light

**Backwall**
- Condition: Reinforced Concrete
- Location 1: Cast-in-Place
- Location 2: Cast-in-Place
- Severity: Light

This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT’s policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.
### OVER/UNDER ROUTES CLEARANCE INFORMATION***

**CLEARANCES OVER DECK**

<table>
<thead>
<tr>
<th>VERTICAL CLEARANCE TYPE</th>
<th>VALUE</th>
<th>DIRECTION</th>
<th>DATE</th>
<th>COMMENT</th>
</tr>
</thead>
</table>

**NOTE**: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

**CLEARANCES UNDER BRIDGE**

<table>
<thead>
<tr>
<th>RECORD #</th>
<th>ROUTE</th>
<th># LINES</th>
<th>DIRECTION OF TRAFFIC</th>
<th>RIGHT LATERAL CLEARANCE</th>
<th>LEFT LATERAL CLEARANCE</th>
<th>UR-ID</th>
</tr>
</thead>
</table>

**NOTE**: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

### STRUCTURE PAINT INFORMATION***

**CONDITION**: FAIR  
**RUST AMOUNT**: 6=1.0% OF SURFACE RUSTED  
**STEEL TONS**: 277

<table>
<thead>
<tr>
<th>ORIGINAL PAINT</th>
<th>CONTRACT REPAINT</th>
<th>DEPARTMENT REPAINT</th>
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</thead>
<tbody>
<tr>
<td>PAINT TYPE :</td>
<td>PAINT TYPE :</td>
<td>PAINT TYPE :</td>
</tr>
<tr>
<td>NAME :</td>
<td>NAME :</td>
<td>NAME :</td>
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<tr>
<td>PAINT COLOR :</td>
<td>PAINT COLOR :</td>
<td>PAINT COLOR :</td>
</tr>
<tr>
<td>PAINT YEAR :</td>
<td>PAINT YEAR :</td>
<td>PAINT YEAR :</td>
</tr>
<tr>
<td>MILS :</td>
<td>MILS :</td>
<td>MILS :</td>
</tr>
</tbody>
</table>

| MANUFACTURE :  | SURFACE PREP :   | |
|----------------|------------------| |
| INORGANIC ZINC/VINYL | C SYSTEM | |

### REQUESTED WORK ITEMS***

**GENERAL WORK COMMENTS:**
### State Bridge Inspection Report

**County:** PLATTE  
**District:** KC  
**Class:** STATBR  
**FED-ID:** 8562  
**Bridge:** S0025

<table>
<thead>
<tr>
<th>RESPONSIBILITY</th>
<th>LOCATION</th>
<th>ITEM</th>
<th>CATEGORY</th>
<th>PRIORITY</th>
<th>DATE</th>
<th>WORK ITEM COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT ROUTINE</td>
<td>SLOPE</td>
<td>CUT BRSH&amp;TREES SPAYVINES</td>
<td>SLOPE</td>
<td>2</td>
<td>10/03/2013</td>
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<tr>
<td>DISTRICT ROUTINE</td>
<td>SEE COMMENT</td>
<td>REPAIR APPROACH ROADWAY</td>
<td>APPROACH</td>
<td>3</td>
<td>10/03/2013</td>
<td>(BATUSI1, 10/15/2012)--BOTH WAYS</td>
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<tr>
<td>DISTRICT ROUTINE</td>
<td>SEE COMMENT</td>
<td>MISCELLANEOUS</td>
<td>PAINT</td>
<td>3</td>
<td>10/03/2013</td>
<td>(BATUSI1, 10/15/2012)--PIN/STRAP AREA-CLEAN &amp; PAINT GDR ENDS, BT PITES</td>
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<tr>
<td>DISTRICT SPECIAL</td>
<td>AT JOINTS</td>
<td>REPAIR CONCRETE&gt;100 SF</td>
<td>DECK</td>
<td>3</td>
<td>09/30/2015</td>
<td>(HAGEMD1, 10/22/2015)--REPAIR DECK CANTILEVER AT JOINT AT BENT 5</td>
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<tr>
<td>DISTRICT SPECIAL</td>
<td>SEE COMMENT</td>
<td>REPAIR DECK JOINTS W/CONC</td>
<td>DECK</td>
<td>3</td>
<td>09/30/2015</td>
<td>(OTISL1, 11/17/2015)--REPAIR DECK EDGE &amp; REPAIR JOINT</td>
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<tr>
<td>DISTRICT SPECIAL</td>
<td>BENT</td>
<td>SEAL JTs - RODS/HOT POUR</td>
<td>DECK</td>
<td>3</td>
<td>10/30/2015</td>
<td>(HAGEMD1, 10/22/2015)--JOINT AT BENT 5</td>
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<tr>
<td>CONTRACT</td>
<td>ROADWAY SURFACE</td>
<td>REPAIR CONCRETE&gt;100 SF</td>
<td>DECK</td>
<td>2</td>
<td>08/28/2019</td>
<td>(RidenJ1, 08/29/2019)--SPAN 10 WHERE STEEL PLATE IS LOCATED</td>
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</table>

### Utility Attachments

<table>
<thead>
<tr>
<th>Utility</th>
<th>Owner</th>
<th>Method</th>
<th>Measurement Type</th>
<th>Value</th>
<th>Number</th>
<th>Utility Attachment Comment</th>
</tr>
</thead>
</table>

### Program Notes Information

### Computer Generated Ratings and Deficiency Items

**NOTE:** The items listed in this section are updated whenever computer edits are run on a structure after the inspection updates have been entered in to TMS.

- **Item 67** Structure Evaluation Rating: 5-BETTER THAN MINIMUM  
  Rating: 5-BETTER THAN MINIMUM  
  Rating Date: 3/18/2019
- **Item 68** Deck Geometry Rating: 5-BETTER THAN MINIMUM  
  Rating: 5-BETTER THAN MINIMUM  
  Rating Date: 3/18/2019
- **Item 69** Underclearance: N- NOT APPLICABLE  
  Rating: N- NOT APPLICABLE  
  Rating Date: 5/18/2001
- **Sufficiency Rating:** 59.1%  
  Rating Date: 3/8/2022
- **Deficiency:** NOT DEFICIENT  
  Rating Date: 2/15/2007

### Advanced Sign Information

<table>
<thead>
<tr>
<th>Sign #</th>
<th>Sign Type</th>
<th>Problem</th>
<th>Problem Direction</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Outfall Inspection Information

### Notes

The actual structure size and cost may vary significantly from these numbers once site specific engineering is done.

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