



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

January 09, 2023  
11:26:59AM

COUNTY: PLATTE

DISTRICT: KC

CLASS: STATBR

FED-ID: 8562

BRIDGE: S0025

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

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

ROUTE: RTZE  
FEATURE: PLATTE RVR  
STATUS: P-POSTLOAD  
LOG MILE: 7.541  
DETOUR: 10.00 MILES  
NHS: NO  
BUILT: 1966  
REHAB:  
LOCATION: S 1 T 54 R 34 W  
LATITUDE: 39 30 54.37 (DMS)  
LONGITUDE: 94 39 27.62 (DMS)

# SPANS: 11  
LANES ON: 2  
LANES UNDER: 0  
COMPASS DIRECTION: NORTH to SOUTH  
DIRECTION OF TRAFFIC: 2-WAY TRAF  
FUNCTIONAL CLASS: RL-MAJOR COLLECTOR  
NBI OWNER: MODOT  
NBI MAINTAINED: MODOT  
MAINTENANCE DISTRICT: KC  
MAINTENANCE COUNTY: PLATTE  
SUB AREA: 7C27

PLACE CODE: 29026 GREEN  
LENGTH: 838 FT 0 IN  
MAXIMUM SPAN: 160 FT 0 IN  
APPROACH ROADWAY: 21 FT 0 IN  
CURB TO CURB: 26 FT 0 IN  
OUT TO OUT: 28 FT 6 IN  
AADT: 805  
AADT YEAR: 2021  
AADT TRUCK: 10.4%  
FUTURE AADT: 1449  
FUTURE AADT YEAR: 2041

DATE: 08/04/2021      RESPONSIBILITY: BRIDGEDIV  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24  
TEAM LEADER: JAMES R PICKETT      ELEMENT: NO  
INSPECTOR 2: COLBY VOYLES (NTLQ)      INSPECTOR 4:  
INSPECTOR 3: DYLAN LISTER (NTLQ)  
\*\* 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:  
NBI:      METHOD:  
\*\* 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:  
NBI:      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: 08/04/2021      RESPONSIBILITY: BRIDGEDIV      CATEGORY: HANGER STRAP ASSEM  
FREQUENCY: 24      CALCULATED INTERVAL\*\*: 24      NBI: YES  
TEAM LEADER: JAMES R PICKETT      INSPECTOR 3: DYLAN LISTER (NTLQ)      METHOD: LADDER, B32  
INSPECTOR 2: COLBY VOYLES (NTLQ)      INSPECTOR 4:  
\*\* When calculated interval exceeds the frequency, a justification comment per BIRM is required.

DATE: 09/05/2017      RESPONSIBILITY: BRIDGEDIV      CATEGORY: DRY  
FREQUENCY: 60      CALCULATED INTERVAL\*\*:  
TEAM LEADER: STEVEN EALEY      INSPECTOR 3:  
INSPECTOR 2:      INSPECTOR 4:  
NBI: NO      METHOD: VISUAL  
\*\* 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
08/03/2021	24	CHANNEL CROSS SECTIONS	NO	16	DISTRICT	WT TAPE
04/02/2019	999	QUALITY ASSURANCE	NO		BRIDGEDIV	

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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DistrictAbbr = KC and Design\_No = s0025 and County = PLATTE and StructureStateBridgeType = STATE SYSTEM BRIDGE



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**\*\*\*STRUCTURE POSTING\*\*\***

APPROVED CATEGORY: S-C3      WEIGHT LIMIT 45 TONS.  
Ton 1: 45      Ton 2:      Ton 3:  
COMMENTS:

FIELD CATEGORY: S-C3      WEIGHT LIMIT 45 TONS.  
Ton 1: 45      Ton 2:      Ton 3:      PROBLEM:      PROBLEM DIRECTION:  
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      COMMENTS: (RIDENJ1, 08/29/2019)--APPROXIMATELY 30% PATCHES DELAMS AND SPALLS THROUGH OUT SPAN 9 AND 10  
RATING : 11/05/2012

[ITEM 59] SUPER: 6-SATISFACTORY CONDITION      COMMENTS: (MADSEJ, 08/06/2021)--MINOR SECTION LOSS ON BOTTOM FLANGE OF EXTERIOR GIRDERS IN SPANS 5, 6, & 11, AND ON THE PIN AND HANGER BARS  
RATING : 10/22/2015      NEAR BENT 9

[ITEM 60] SUB: 5-FAIR CONDITION      COMMENTS: (RIDENJ1, 08/29/2019)--MANY SPALLS AND DELAMINATIONS THROUGHOUT THE ABUTMENT BEAMCAPS AND BACKWALLS.  
RATING : 08/29/2019      (MADSEJ, 08/06/2021)--ABUTMENT 1 WITH UNDERMINING EAST END 2 PILES EXPOSED WITH 1 PILE HAS SEVERE SECTION LOSS

[ITEM 61] BANK/CHANNEL: 6-WIDESPREAD MINOR DAMAGE      COMMENTS: (MADSEJ, 09/08/2017)--STEEP ERODING AND SLOUGHING BANKS THROUGHOUT THE CHANNEL.  
RATING : 09/08/2017

[ITEM 113] SCOUR: 3-SCOUR CRITICAL-UNSTABLE      COMMENTS: (CALLAC, 10/10/2002)--ITEM 113 RATING = 3 BASED ON USGS EVALUATION, SCOUR CAT. = D      EVALUATION NOTES INTERMEDIATE PILE EXPOSURE  
RATING : 10/10/2002      CAUSED BY CONTRACTION SCOUR  
EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: MINOR DELAYS APPRCH      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: DOESNT MEET CURRNT STND-0      RATING : 02/12/2009      COMMENTS:

<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
REINFORCED CONCRETE	PARAPET	BOTH	
REINFORCED CONCRETE	CURB	BOTH	
ALUMINUM	CIRCULAR TUBE	BOTH	

[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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[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>
ASPHALT	BITUMINOUS MAT	BOTH	GOOD	
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u> <u>COMMENT</u>
	BREAKING UP	AT ABUTMENTS		NOT APPLICABLE

**\*\*\*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>
APPROACH SERIES-1	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	.3 IN	1987		POOR
<u>COMMENT:</u>							
	DECK PROTECTION	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
MAIN SERIES-2	WEARING SURFACE	ASPHALT	BITUMINOUS SEAL COAT	.3 IN	1987		POOR
<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>
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-1		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE			NOTAPPLIC	POOR
<u>COMMENT:</u>								
BENT-9		OPEN EXPANSION JOINT	STEEL	FINGER PLATE				GOOD
<u>COMMENT:</u>								
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>			
	SECTION LOSS	SUPPORT BEAM		ADVANCED	(MADSEJ, 09/08/2017)--HOLES THROUGH A FEW SUPPORT BEAM WEB STIFFENERS.			
ABUTMENT-12		CLOSED EXPANSION JOINT	STEEL	FLAT PLATE				POOR
<u>COMMENT:</u>								



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**BANK/SLOPE PROTECTION COMPONENTS:**

<u>COMPONENT</u> BANK PROTECTION	<u>MATERIAL</u> ROCK	<u>CONSTRUCTION</u> BLANKET	<u>DIRECTION</u> BOTH	<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>		
APPROACH 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		SEVERE		
	EFFLORESCENCE	THROUGHOUT		LIGHT		
	PATCHES	THROUGHOUT		FEW		
	SATURATION	THROUGHOUT		MINOR	5 %	
	TRANSVERSE CRACKS	THROUGHOUT		FEW		
APPROACH 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>
	DETERIORATION	EDGE		SEVERE		
	EFFLORESCENCE	THROUGHOUT		LIGHT		
	PATCHES	THROUGHOUT		FEW		
	SATURATION	THROUGHOUT		MINOR	15 %	
	TRANSVERSE CRACKS	THROUGHOUT		FEW		
APPROACH 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>
	DETERIORATION	EDGE		SEVERE		
	EFFLORESCENCE	THROUGHOUT		LIGHT		
	PATCHES	THROUGHOUT		FEW		
	SATURATION	THROUGHOUT		MINOR	10 %	
	TRANSVERSE CRACKS	THROUGHOUT		FEW		
APPROACH SPANS-4	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		SEVERE		
	EFFLORESCENCE	THROUGHOUT		LIGHT		
	PATCHES	THROUGHOUT		FEW		
	SATURATION	THROUGHOUT		MODERATE	20 %	
	TRANSVERSE CRACKS	THROUGHOUT		FEW		
APPROACH SPANS-5	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		SEVERE		
	EFFLORESCENCE	THROUGHOUT		LIGHT		
	PATCHES	THROUGHOUT		FEW		
	TRANSVERSE CRACKS	THROUGHOUT		FEW		
APPROACH SPANS-6	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		SEVERE		

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EFFLORESCENCE	THROUGHOUT	LIGHT	
PATCHES	THROUGHOUT	FEW	
SATURATION	THROUGHOUT	MODERATE	15 %
TRANSVERSE CRACKS	THROUGHOUT	FEW	

APPROACH SPANS-7      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		SEVERE		
EFFLORESCENCE	THROUGHOUT		LIGHT		
PATCHES	THROUGHOUT		FEW		
SATURATION	THROUGHOUT		MINOR	15 %	
TRANSVERSE CRACKS	THROUGHOUT		FEW		

APPROACH SPANS-8      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		SEVERE		
EFFLORESCENCE	THROUGHOUT		LIGHT		
PATCHES	THROUGHOUT		FEW		
SATURATION	THROUGHOUT		MINOR	20 %	
TRANSVERSE CRACKS	THROUGHOUT		FEW		

MAIN SPANS-9      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		SEVERE		
EFFLORESCENCE	THROUGHOUT		LIGHT		
PATCHES	THROUGHOUT		LARGE		
SATURATION	THROUGHOUT		MODERATE	25 %	
TRANSVERSE CRACKS	THROUGHOUT		FEW		

MAIN SPANS-10      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		SEVERE		
EFFLORESCENCE	THROUGHOUT		MEDIUM		
PATCHES	THROUGHOUT		LARGE		
SATURATION	THROUGHOUT		MODERATE	15 %	
TRANSVERSE CRACKS	THROUGHOUT		FEW		

MAIN SPANS-11      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		SEVERE		
EFFLORESCENCE	THROUGHOUT		LIGHT		
PATCHES	THROUGHOUT		FEW		
TRANSVERSE CRACKS	THROUGHOUT		FEW		

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

<u>SERIES TYPE-#</u>	<u>SPAN TYPE</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>LABEL</u>	<u>COMMENTS</u>
APPROACH SERIES-1	CONTINUOUS SPAN	STEEL	WIDE FLANGE GIRDERS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
APPROACH SPANS-1	COMPOSITE	46 FT 9 IN	NO		

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<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	BOTTOM FLANGE		LIGHT		
RUSTING	TOP FLANGE		LIGHT		
APPROACH SPANS-2	COMPOSITE 60 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	BOTTOM FLANGE		LIGHT		
RUSTING	TOP FLANGE		LIGHT		
APPROACH SPANS-3	COMPOSITE 60 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		MEDIUM		
RUSTING	BOTTOM FLANGE		LIGHT		
APPROACH SPANS-4	COMPOSITE 45 FT 5 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		MEDIUM		
RUSTING	BOTTOM FLANGE		LIGHT		
SECTION LOSS	AT BEARING		ADVANCED		(MADSEJ, 08/06/2021)--ADVANCED SECTION LOSS WITH A HOLE RUSTED THROUGH THE GIRDER 4 BEARING STIFFENER AT BANT 5
APPROACH SPANS-5	COMPOSITE 45 FT 5 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	BOTTOM FLANGE		HEAVY		
SECTION LOSS	TOP FLANGE		MINOR		
APPROACH SPANS-6	COMPOSITE 60 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	BOTTOM FLANGE		LIGHT		
PACK RUST	TOP FLANGE		MEDIUM		
APPROACH SPANS-7	COMPOSITE 60 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	BOTTOM FLANGE		LIGHT		
PACK RUST	TOP FLANGE		MEDIUM		
APPROACH SPANS-8	COMPOSITE 49 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	BOTTOM FLANGE		MEDIUM		
PACK RUST	TOP FLANGE		MEDIUM		
RUSTING	AT JOINTS		MEDIUM		
RUSTING	BOTTOM FLANGE		LIGHT		
SECTION LOSS	AT JOINTS		ADVANCED		(MADSEJ, 10/22/2019)--APPROACH GIRDER 3 WEB STIFFENER HAS A 2" HOLE RUSTED THROUGH THE BOTTOM.
SECTION LOSS	TOP FLANGE		MINOR		
MAIN SERIES-2	CONTINUOUS SPAN	STEEL			
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
MAIN SPANS-9	COMPOSITE	125 FT 0 IN	NO		

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PACK RUST	EXTERIOR GIRDERS	TOP FLANGE	MEDIUM		
MAIN SPANS-10	COMPOSITE 160 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	EXTERIOR GIRDERS	BOTTOM FLANGE	LIGHT		
MAIN SPANS-11	COMPOSITE 126 FT 10 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PACK RUST	EXTERIOR GIRDERS	BOTTOM FLANGE	LIGHT		

**\*\*\*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	LA-15 DEGREES	31 FT 9 IN	REINFORCED CONCRETE	NON-INTEGRAL				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</u>	<u>LOCATION 1</u>	<u>CONSTRUCTION</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP	DELAMINATION EROSION SEALED SPALLS	REINFORCED CONCRETE	THROUGHOUT GROUND LINE BEAM CAP THROUGHOUT	CAST-IN-PLACE		FEW PILE EXPOSED ASPHALTICBASE MANY		
PILING	SECTION LOSS	STEEL	AT BEAM CAP	H-SHAPE				
STRAIGHT WINGS		REINFORCED CONCRETE		CAST-IN-PLACE				
BACKWALL	DELAMINATION EFFLORESCENCE SPALLS	REINFORCED CONCRETE	THROUGHOUT THROUGHOUT THROUGHOUT	CAST-IN-PLACE		LARGE MEDIUM LARGE		
EXPANSION BEARING	PACK RUST	STEEL	THROUGHOUT	ROCKER				
BENT-2	LA-15 DEGREES	27 FT 2 IN	REINFORCED CONCRETE	PILE CAP				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</u>	<u>LOCATION 1</u>	<u>CONSTRUCTION</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
PILING	RUSTING	STEEL	GROUND LINE	H-SHAPE				
CROSS BRACING		STEEL		ANGLE				
EXPANSION BEARING		STEEL		ROCKER				

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DISTRICT: KC

CLASS: STATBR

FED-ID: 8562

BRIDGE: S0025

	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
CROSS BRACING	RUSTING	STEEL	GROUND LINE	ANGLE	LIGHT		
FIXED BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-7	LA-15 DEGREES	27 FT 2 IN	REINFORCED CONCRETE	PILE CAP			
	<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>
PILING		STEEL	H-SHAPE				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
CROSS BRACING		STEEL	ANGLE				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL	ROCKER				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-8	LA-15 DEGREES	27 FT 2 IN	REINFORCED CONCRETE	PILE CAP			
	<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>
PILING		STEEL	H-SHAPE				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
CROSS BRACING	OTHER	STEEL	EXTERIOR PILING		NOT APPLICABLE		(ELSEMJ, 04/02/2019)--FEW GUN SHOT HOLES IN EXT H-PILE
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL	ROCKER				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-9	LA-15 DEGREES	27 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>
COLUMN	HIGH STEEL SPALLS	REINFORCED CONCRETE	THROUGHOUT		FEW		
	<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		STEEL	ROCKER				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING		STEEL	HANGER PINS/STRAP				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	RUSTING		THROUGHOUT		MEDIUM		
PIER-10	LA-15 DEGREES	28 FT 1 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			(RACKEM, 08/23/2005)--MANY BULLET HOLES IN WEBWALL EAST SIDE.
	<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>				



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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>
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>
FOOTING	<u>CONDITION</u>	REINFORCED CONCRETE	<u>LOCATION 1</u>	H-PILE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WEB BEAM	<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>	STEEL	<u>LOCATION 1</u>	PEDESTAL(ROTATING)	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<i>PIER-11</i>	<i>LA-15 DEGREES</i>	<i>47 FT 10 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	<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>
	LEACHING	THROUGHOUT				LIGHT		
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>
DRILLED SHAFT	<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>
WEB BEAM	<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>
EXPANSION BEARING	<u>CONDITION</u>	ELASTOMERIC	<u>LOCATION 1</u>	LAMINATED NEOPRENE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	MISSING	ANCHOR BOLTS				NOT APPLICABLE		(MADSEJ, 08/06/2021)--GIRDER BEARINGS 2, 3, AND 4 ARE MISSING THE ANCHOR BOLT NUTS.
<i>ABUTMENT-12</i>	<i>LA-15 DEGREES</i>	<i>36 FT 2 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	<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>
	DELAMINATION	THROUGHOUT				LARGE		
	EFFLORESCENCE	THROUGHOUT				LIGHT		
	HIGH STEEL SPALLS	THROUGHOUT				FEW		
	SEALED	BEAM CAP				ASPHALTICBASE		
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>
	SPALLS	THROUGHOUT				FEW		
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>
	DIAGONAL CRACKS	THROUGHOUT				MINOR		
	EFFLORESCENCE	THROUGHOUT				MINOR		
	HORIZONTAL CRACKS	THROUGHOUT				MANY		
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>
	DELAMINATION	THROUGHOUT				FEW		
	EFFLORESCENCE	THROUGHOUT				LIGHT		
	HIGH STEEL SPALLS	THROUGHOUT				FEW		



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SHOVING	THROUGHOUT	MINOR		
SPALLS	THROUGHOUT	LARGE		
EXPANSION BEARING	STEEL	ROCKER		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
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>
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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: FAIR      RUST AMOUNT : 6=1.0% OF SURFACE RUSTED      STEEL TONS : 277

<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>	
PAIN TYP E :		PAIN TYP E :		PAIN TYP E : C SYSTEM	MANUFACTURE :
NAME :		NAME :		NAME : INORGANIC ZINC/VINYL	SURFACE PREP :
PAINT COLOR :		PAINT COLOR :		PAINT COLOR : GRAY	
PAINT YEAR :		PAINT YEAR :		PAINT YEAR : 1997	
MIL S :		MIL S :		MIL S : 4	

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

GENERAL WORK COMMENTS:



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RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT
DISTRICT ROUTINE	SLOPE	CUT BRSH&TREES SPAYVINES	SLOPE	2	10/03/2013	
DISTRICT ROUTINE	SEE COMMENT	REPAIR APPROACH ROADWAY	APPROACH	3	10/03/2013	(BATUSJ1, 10/15/2012)--BOTH WAYS
DISTRICT ROUTINE	SEE COMMENT	MISCELLANEOUS	PAINT	3	10/03/2013	(BATUSJ1, 10/15/2012)--PIN/STRAP AREA-CLEAN & PAINT GDR ENDS, BT PITES
DISTRICT SPECIAL	AT JOINTS	REPAIR CONCRETE>100 SF	DECK	3	09/30/2015	(HAGEMD1, 10/22/2015)--REPAIR DECK CANTILEVER AT JOINT AT BENT 5
DISTRICT SPECIAL	SEE COMMENT	REPAIR DECK JOINTS W/CONC	DECK	3	09/30/2015	(OTISL1, 11/17/2015)--REPAIR DECK EDGE & REPAIR JOINT
DISTRICT SPECIAL	BENT	SEAL JTS - RODS/HOT POUR	DECK	3	10/30/2015	(HAGEMD1, 10/22/2015)--JOINT AT BENT 5
CONTRACT	ROADWAY SURFACE	REPAIR CONCRETE>100 SF	DECK	2	08/28/2019	(RIDENJ1, 08/29/2019)--SPAN 10 WHERE STEEL PLATE IS LOCATED

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

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT

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

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT

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