

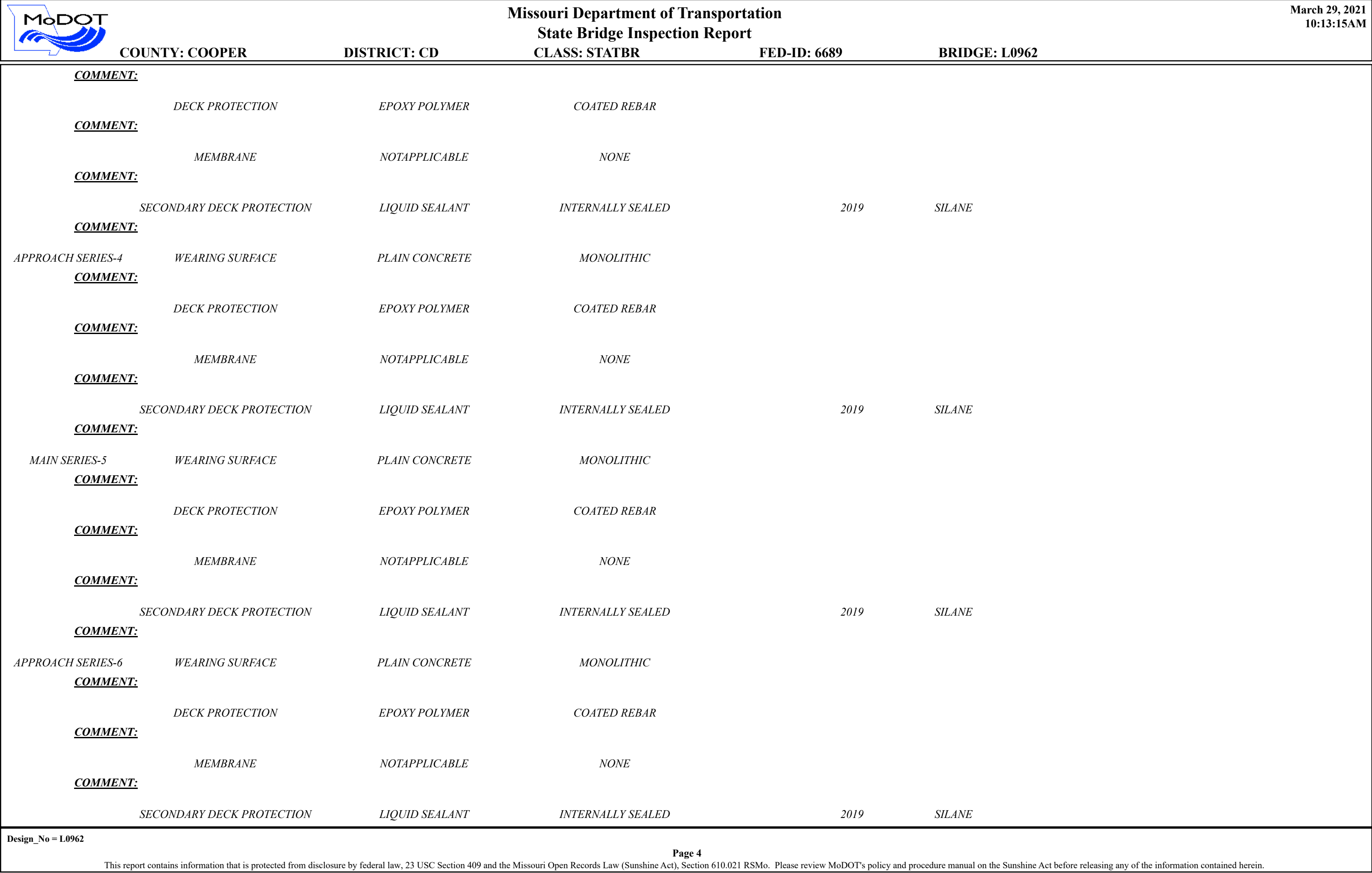

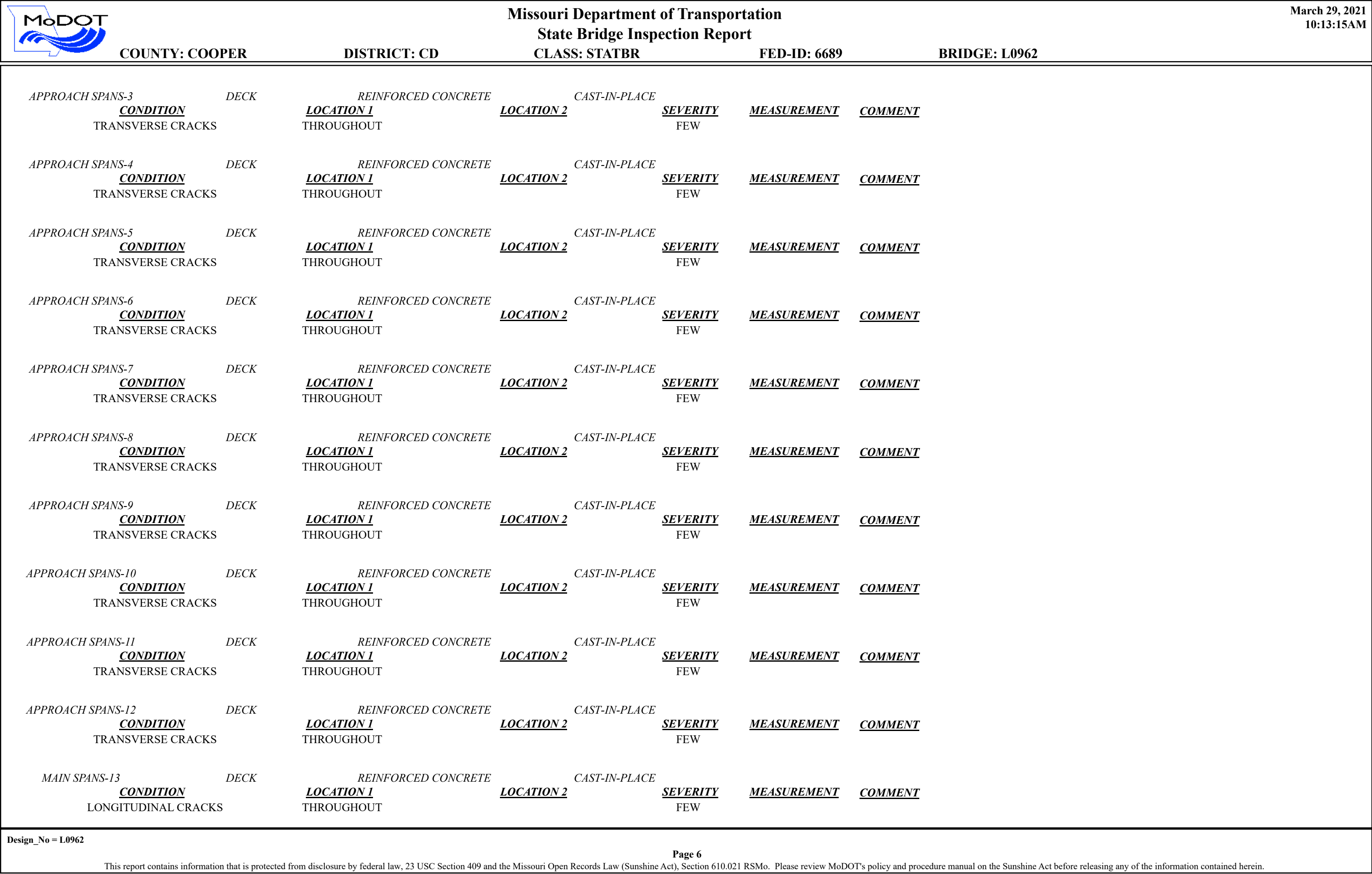
		Missouri Department of Transportation				March 29, 2021							
		State Bridge Inspection Report				10:13:15AM							
COUNTY: COOPER		DISTRICT: CD		CLASS: STATBR		FED-ID: 6689							
						BRIDGE: L0962							
***GENERAL STRUCTURE INFORMATION***						***BRIDGE INSPECTION INFORMATION***							
ROUTE: IS70E FEATURE: MISSOURI RVR, KATY TRAI STATUS: A-OPEN LOG MILE: 114.302 DETOUR: 4.00 MILES NHS: YES BUILT: 1960 REHAB: 1993 LOCATION: S 18 T 48 R 14 W LATITUDE: 38 57 30.63 (DMS) LONGITUDE: 92 32 49.03 (DMS)		# SPANS: 17 LANES ON: 4 LANES UNDER: 0 COMPASS DIRECTION: WEST to EAST DIRECTION OF TRAFFIC: 2-WAY TRAF FUNCTIONAL CLASS: RL-INTERSTATE NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: CD MAINTENANCE COUNTY: COOPER SUB AREA: 7D06		PLACE CODE: 65306 SALINE LENGTH: 3,018 FT 0 IN MAXIMUM SPAN: 550 FT 11 IN APPROACH ROADWAY: 66 FT 0 IN CURB TO CURB: 60 FT 4 IN OUT TO OUT: 63 FT 0 IN AADT: 33646 AADT YEAR: 2020 AADT TRUCK: 23.9% FUTURE AADT: 60563 FUTURE AADT YEAR: 2040		DATE: 03/25/2019 RESPONSIBILITY: BRIDGEDIV							
						FREQUENCY: 24 CALCULATED INTERVAL**: 19							
						TEAM LEADER: HNTB ELEMENT: YES							
						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: 03/25/2019 RESPONSIBILITY: BRIDGEDIV		CATEGORY: THRU TRUSS		DATE: 03/25/2019 RESPONSIBILITY: BRIDGEDIV		CATEGORY: RIVER - MAJOR							
FREQUENCY: 24 CALCULATED INTERVAL**: 19		NBI: YES		FREQUENCY: 24 CALCULATED INTERVAL**: 19		NBI: NO							
TEAM LEADER: HNTB		INSPECTOR 3:		TEAM LEADER:		INSPECTOR 3:							
INSPECTOR 2:		INSPECTOR 4:		INSPECTOR 2: HNTB		INSPECTOR 4:							
METHOD: A62, MANLIFT						METHOD: A62							
** 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: 07/14/2020 RESPONSIBILITY: CONSULTANT		CATEGORY: CHANNEL CROSS SEC		DATE: 07/14/2020 RESPONSIBILITY: CONSULTANT		CATEGORY: DIVE							
FREQUENCY: 60 CALCULATED INTERVAL**: 34		NBI: NO		FREQUENCY: 60 CALCULATED INTERVAL**: 58		NBI: YES							
TEAM LEADER:		INSPECTOR 3:		TEAM LEADER: CONSOR		INSPECTOR 3:							
INSPECTOR 2: CONSOR		INSPECTOR 4:		INSPECTOR 2:		INSPECTOR 4:							
METHOD: OTHER						METHOD: SCUBA, BOAT, OTHER							
** 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
09/06/2012	999	DAMAGE POST INCIDENT	NO		DISTRICT								
09/22/2009	999	GUSSET PLATES	NO		BRIDGEDIV	SNOOPER							
01/01/1	999	SCOUR ACTION PLAN	NO										
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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, 05/27/2008)--(86'-105'-84'-84'-105'-84'-84'-105'-85'-218'-242'-220') CONT PL GDR - (550'-550') CONT THRU TRUSS - (126'-155'-126') CONT PL GDR SPANS (REPLDC 2013 OF 3538 BOLTS @ STRGS & FLRBM CONN 1995 ST INSP)						
[ITEM 58] DECK: 6-SATISFACTORY CONDITION		COMMENTS: (MADSEJ, 10/24/2017)--EXCESSIVE TRANSVERSE CRACKS THROUGHOUT THE MAIN SPANS.				
RATING : 09/27/2013						
[ITEM 59] SUPER: 4-POOR CONDITION		COMMENTS: (MADSEJ, 10/24/2017)--MINOR TO MODERATE SECTION LOSS (A FEW UP TO 50%) THROUGHOUT MOST LOWER GUSSET PLATES AND LOWER CHORD MEMBERS THROUGHOUT THE TRUSS SPANS.				
RATING : 08/30/2019		(KOENID, 08/30/2019)--2019 CONSULTANT INSPECTION FOUND ADVANCED SECTION LOSS IN APPROACH SPANS ON GIRDER ENDS AND PORTIONS OF EXPOSED FLOORBEAMS AT EXPANSION JOINTS. TRUSS IS IN POOR CONDITION BECAUSE OF SEVERE CORROSION AND SECTION LOSS IN PRIMARY MEMBERS, INCLUDING THE BOTTOM CHORD AND WEB MEMBER, GUSSET PLATES, FLOORBEAMS, SADDLE BEARINGS, AND STRINGERS. SEE INSPECTION REPORT FOR MORE DETAILS.				
[ITEM 60] SUB: 4-POOR CONDITION		COMMENTS: (MADSEJ, 10/24/2017)--HEAVY DELAMINATIONS AND SPALLING THROUGHOUT THE BENTS AT THE OPEN EXPANSION JOINTS.				
RATING : 08/30/2019		(KOENID, 08/30/2019)--2019 CONSULTANT INSPECTION FOUND BENTS 3, 7, AND 10 TO BE IN POOR CONDITION WITH WIDESPREAD DELAMINATIONS AND SEVERE SPALLING IN THE CAP BEAMS AND TOP PORTIONS OF THE COLUMNS. SEE INSPECTION REPORT FOR MORE DETAIL.				
[ITEM 61] BANK/CHANNEL: 4-SEVERE DAMAGE		COMMENTS: (KOENID, 11/10/2015)--2015 UW INSPECTION RATED THE CHANNEL AT A 5. BANK PROTECTION IS BEING ERODED, RIVER CONTROL DEVICES AND/OR EMBANKMENT HAVE MAJOR DAMAGE, TREES AND BRUSH RESTRICT THE CHANNEL. LEAVING IT AT THE PREVIOUS RATING OF 4 SINCE WE HAVE SEEN HABITUAL DRIFT ISSUES ON SOME OF THE PIERS OVER THE YEARS.				
[ITEM 113] SCOUR: 3-SCOUR CRITICAL-UNSTABLE		COMMENTS: (FOSTEK, 02/01/2006)--ITEM 113 RATING = 3, DUE TO USGS EVALUATION, SCOUR CATEGORY CHANGED TO C DURING REVIEW. REPORT NOTED CONTRACTION SCOUR WITH PILE EXPOSURE.				
RATING : 02/09/2004		100-YR FLOOD ELEV 14.7 FEET BELOW DECK ELEV AT BENT 2 AND 35.0 FEET BELOW DECK ELEV AT BENT 12.				
EVALUATION TYPE :		(KOENID, 10/26/2015)--2015 UW INSPECTION ASSESSED SCOUR AT A 5 RATING. SCOUR NOTED DURING THE INSPECTION WAS WITHIN THE LIMITS OF THE FOOTINGS FOR PIERS 14 AND 15.				
[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	MEDIAN BARRIER CURB	BOTH				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
TRANSVERSE CRACKS	THROUGHOUT		MANY			
VERTICAL CRACKS	THROUGHOUT		MANY			
REINFORCED CONCRETE	SAFETY BARRIER CURB	BOTH				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
COLLISION DAMAGE	THROUGHOUT		MODERATE			
[ITEM 36B] TRANSITION RAILING RATING: MEETS CURRENT STANDARDS-1		RATING : 05/18/2001		COMMENTS:		
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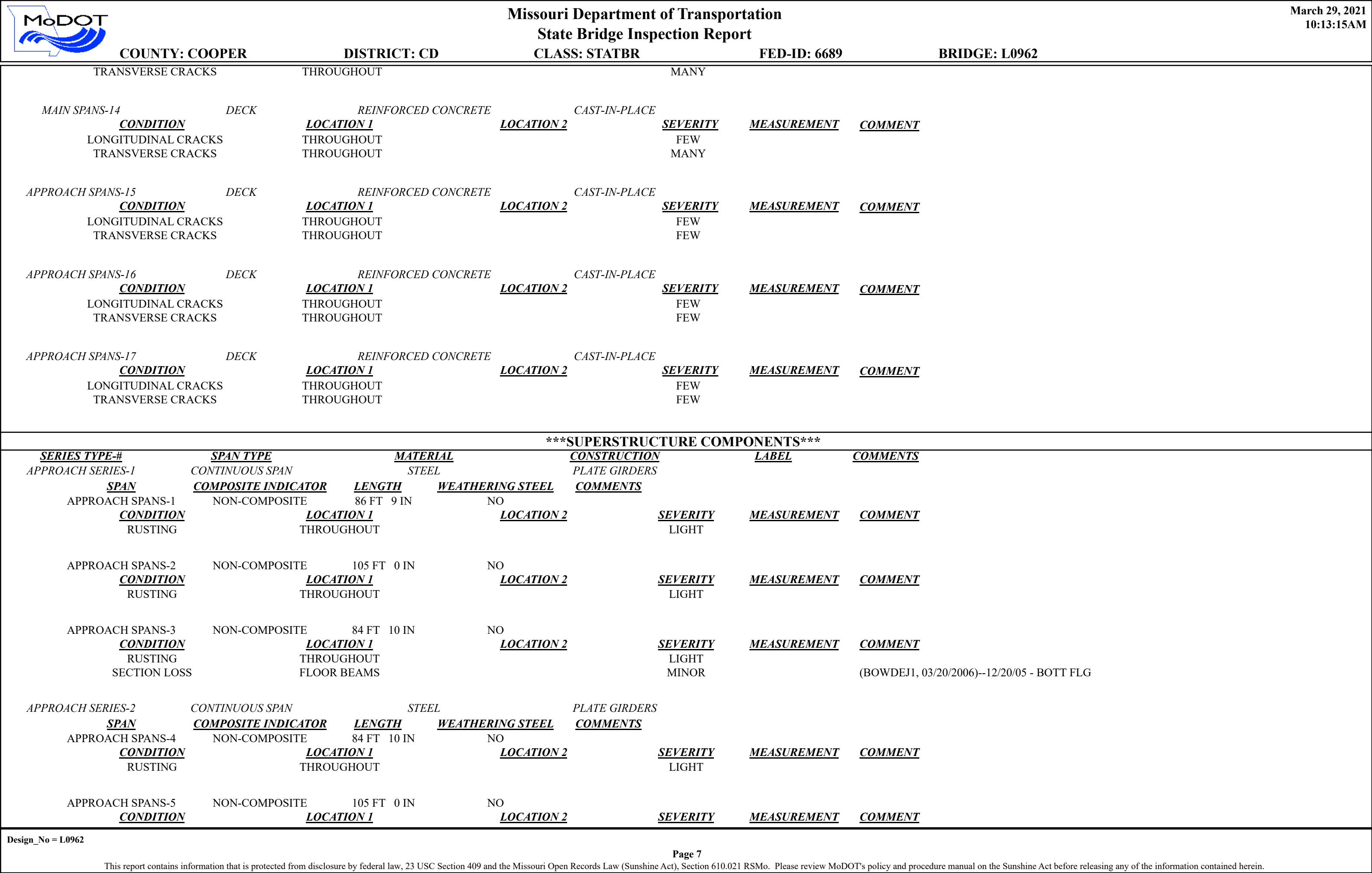
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<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		THRIE BEAM TO W-BEAM		NORTHWEST			
GALVANIZED STEEL		THRIE BEAM TO W-BEAM		SOUTHEAST			
<i>[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1</i>				<i>RATING : 05/18/2001</i>		<i>COMMENTS:</i>	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		W-BEAM		NORTHWEST			
GALVANIZED STEEL		W-BEAM		SOUTHEAST			
<i>[ITEM 36D] RAIL END TREATMENT RATING: DOESNT MEET CURRNT STND-0</i>				<i>RATING : 11/16/2009</i>		<i>COMMENTS:</i>	
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>	
REINFORCED CONCRETE		SLAB		BOTH			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
DETERIORATION		DRIVING SURFACE				MODERATE	
						<u>COMMENT</u>	
						(EICHHR, 04/02/2002)--CRACKED	
***DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS***							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
APPROACH 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>							
SECONDARY DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED		2019	
<u>COMMENT:</u>						SILANE	
APPROACH SERIES-2		WEARING SURFACE		PLAIN CONCRETE		MONOLITHIC	
<u>COMMENT:</u>							
		DECK PROTECTION		EPOXY POLYMER		COATED REBAR	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
SECONDARY DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED		2019	
<u>COMMENT:</u>						SILANE	
APPROACH SERIES-3		WEARING SURFACE		PLAIN CONCRETE		MONOLITHIC	
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<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		GALVANIZED STEEL		FLOOR DRAIN			
DRAINAGE		STEEL		DRAIN TROUGH			
<u>EXPANSION DEVICE COMPONENTS:</u>							
<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>
BENT-4		OPEN EXPANSION JOINT	STEEL	FINGER PLATE			FAIR
<u>COMMENT:</u>							
BENT-7		OPEN EXPANSION JOINT	STEEL	FINGER PLATE			FAIR
<u>COMMENT:</u>							
BENT-10		OPEN EXPANSION JOINT	STEEL	FINGER PLATE			FAIR
<u>COMMENT:</u>							
PIER-13		OPEN EXPANSION JOINT	STEEL	FINGER PLATE			POOR
<u>COMMENT:</u>							
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>		
	MISALIGNED RUSTING	THROUGHOUT THROUGHOUT		MODERATE LIGHT			
PIER-15		OPEN EXPANSION JOINT	STEEL	FINGER PLATE			FAIR
<u>COMMENT:</u>							
ABUTMENT-18		CLOSED EXPANSION JOINT	ELASTOMERIC	COMPRESSION SEAL			FAIR
<u>COMMENT:</u>							
<u>BANK/SLOPE PROTECTION COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
BANK PROTECTION		ROCK		RIP RAP			
BANK PROTECTION		ROCK		DEFLECTOR			
***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>	
	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>	
	TRANSVERSE CRACKS	THROUGHOUT		FEW			
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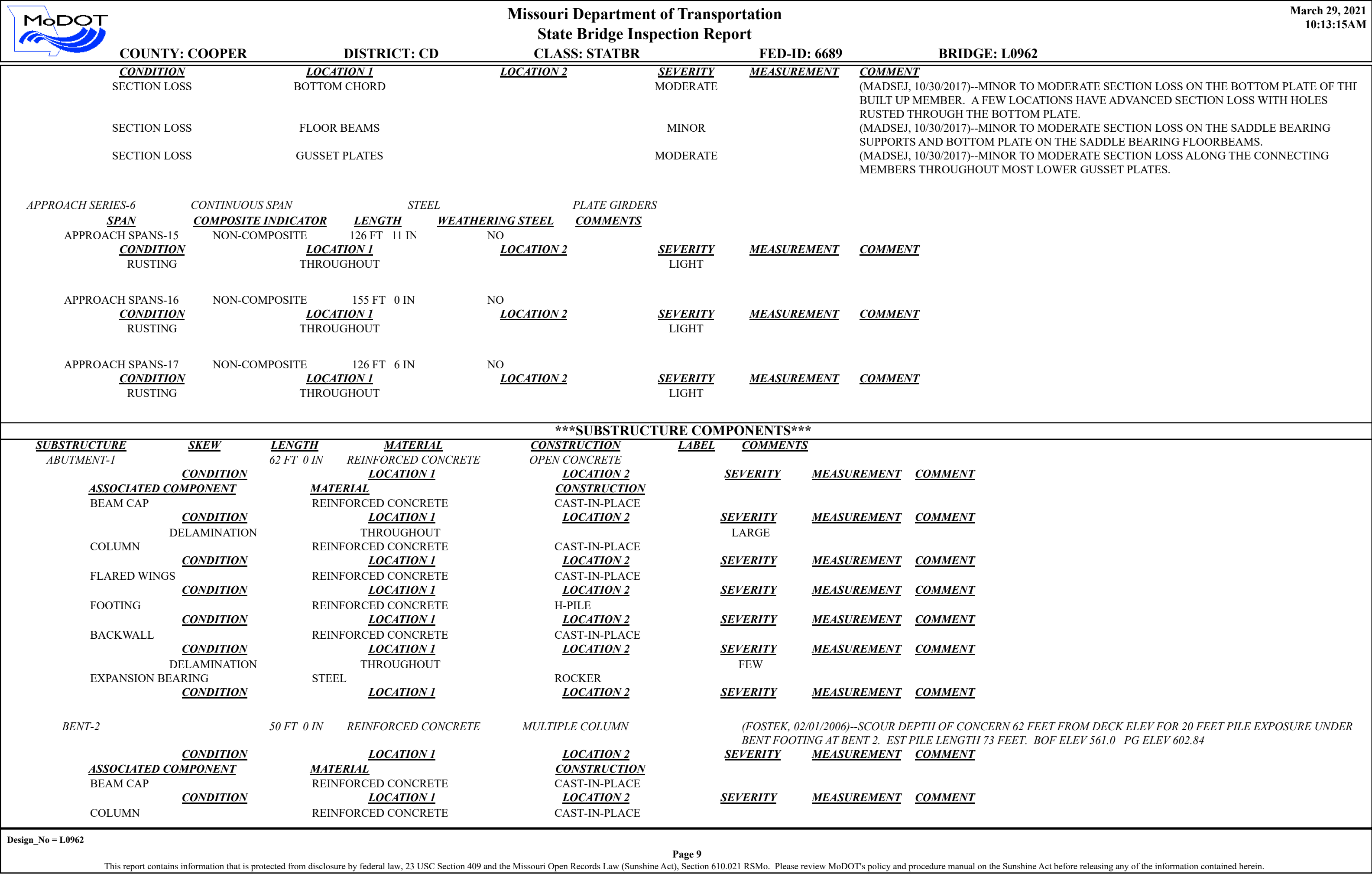
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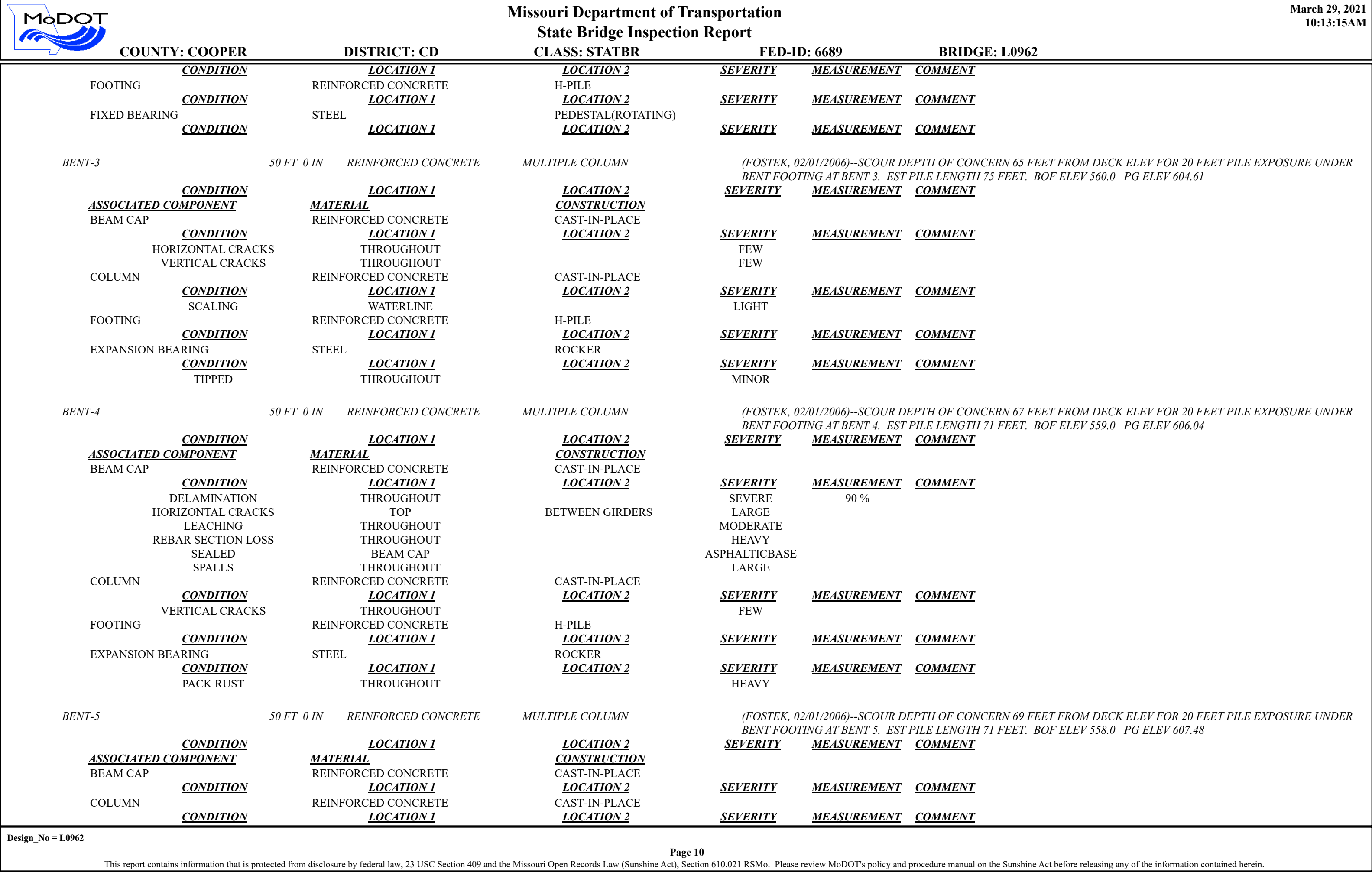
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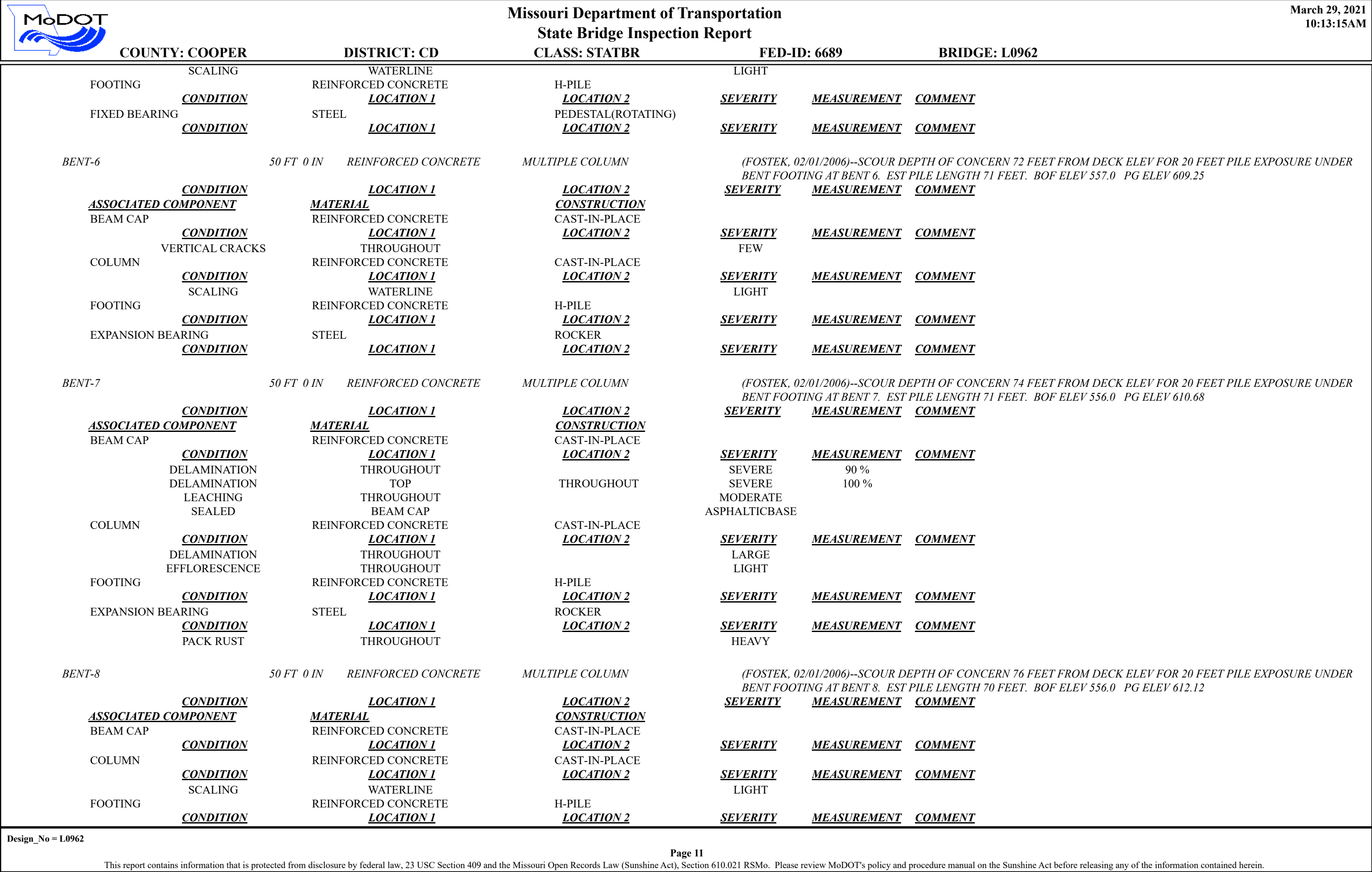
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RUSTING		THROUGHOUT			LIGHT		
APPROACH SPANS-6	NON-COMPOSITE	84 FT	10 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
APPROACH SERIES-3		CONTINUOUS SPAN		STEEL	PLATE GIRDERS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>		<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
APPROACH SPANS-7	NON-COMPOSITE	84 FT	10 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
SECTION LOSS	FLOOR BEAMS				MODERATE		(BOWDEJ1, 03/20/2006)--12/20/05 - BOTT FLG
APPROACH SPANS-8	NON-COMPOSITE	105 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	THROUGHOUT				LIGHT		
APPROACH SPANS-9	NON-COMPOSITE	85 FT	10 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
APPROACH SERIES-4		CONTINUOUS SPAN		STEEL	PLATE GIRDERS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>		<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
APPROACH SPANS-10	NON-COMPOSITE	218 FT	4 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
APPROACH SPANS-11	NON-COMPOSITE	242 FT	6 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
APPROACH SPANS-12	NON-COMPOSITE	220 FT	10 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
RUSTING	THROUGHOUT				LIGHT		
MAIN SERIES-5		CONTINUOUS SPAN		STEEL	THRU TRUSS		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>		<u>WEATHERING STEEL</u>	<u>COMMENTS</u>		
MAIN SPANS-13	NON-COMPOSITE	550 FT	11 IN	NO	(MADSEJ, 10/30/2017)--SEE THE FRACTURE CRITICAL MEMBER CONDITION LOG FOR DETAILED INFORMATION OF ALL MEMBERS.		
<u>CONDITION</u>	<u>LOCATION 1</u>			<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
SECTION LOSS	BOTTOM CHORD				MODERATE		(MADSEJ, 10/30/2017)--MINOR TO MODERATE SECTION LOSS ON THE BOTTOM PLATE OF THE BUILT UP MEMBER. A FEW LOCATIONS HAVE ADVANCED SECTION LOSS WITH HOLES RUSTED THROUGH THE BOTTOM PLATE
SECTION LOSS	FLOOR BEAMS				MINOR		(MADSEJ, 10/30/2017)--MINOR TO MODERATE SECTION LOSS ON THE SADDLE BEARING SUPPORTS AND BOTTOM PLATE ON THE SADDLE BEARING FLOORBEAMS.
SECTION LOSS	GUSSET PLATES				MODERATE		(MADSEJ, 10/30/2017)--MINOR TO MODERATE SECTION LOSS ALONG THE CONNECTING MEMBERS THROUGHOUT MOST LOWER GUSSET PLATES.
MAIN SPANS-14	NON-COMPOSITE	550 FT	8 IN	NO	(MADSEJ, 10/30/2017)--SEE THE FRACTURE CRITICAL MEMBER CONDITION LOG FOR DETAILED INFORMATION OF ALL MEMBERS.		











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FIXED BEARING	STEEL	PEDESTAL(ROTATING)				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
BENT-9	50 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(FOSTEK, 02/01/2006)--SCOUR DEPTH OF CONCERN 78 FEET FROM DECK ELEV FOR 20 FEET PILE EXPOSURE UNDER BENT FOOTING AT BENT 9. EST PILE LENGTH 69 FEET. BOF ELEV 555.0 PG ELEV 613.28		
<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		FEW			
HORIZONTAL CRACKS	THROUGHOUT		FEW			
VERTICAL CRACKS	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>	
DELAMINATION	THROUGHOUT		FEW			
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>	
BENT-10	52 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(FOSTEK, 02/01/2006)--SCOUR DEPTH OF CONCERN 85 FEET FROM DECK ELEV FOR 20 FEET PILE EXPOSURE UNDER BENT FOOTING AT BENT 10. EST PILE LENGTH 65 FEET. BOF ELEV 550.0 PG ELEV 615.34		
<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		SEVERE	90 %	(WILSOT2, 04/05/2012)--WEST SIDE 90% DELAMNED EAST SIDE 15' X 20 & 10'X20 DELAMNED AREA	
DELAMINATION	TOP	THROUGHOUT	SEVERE	95 %		
LEACHING	THROUGHOUT		MINOR			
SEALED	BEAM CAP	THROUGHOUT	ASPHALTICBASE			
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		SEVERE	90 %		
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>	
FIXED BEARING	STEEL	PEDESTAL(ROTATING)				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
BENT-11	52 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(FOSTEK, 02/01/2006)--SCOUR DEPTH OF CONCERN 100 FEET FROM DECK ELEV FOR 20 FEET PILE EXPOSURE UNDER BENT FOOTING AT BENT 11. EST PILE LENGTH 55 FEET. BOF ELEV 539.0 PG ELEV 619.03		
<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	H-PILE				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FIXED BEARING	STEEL	PEDESTAL(ROTATING)				
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	





		Missouri Department of Transportation State Bridge Inspection Report				March 29, 2021 10:13:15AM
COUNTY: COOPER		DISTRICT: CD		CLASS: STATBR		FED-ID: 6689
						BRIDGE: L0962
	<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		LARGE	70 %	
SEALED		TOP	THROUGHOUT	ASPHALTICBASE		
SPALLS		THROUGHOUT		LARGE		
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		LARGE		
FOOTING		REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLLISION WALL		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>
EXPANSION BEARING		STEEL	ROCKER			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TIPPED		THROUGHOUT		TO MAX		
BENT-16		50 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(FOSTEK, 02/01/2006)--ELEV. TOP OF CAP = 635.52 FOOTING INTO ROCK. BOF ELEV=535.0 PG ELEV=647.62	
	<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>
MAP CRACKS		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>
FOOTING		REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLLISION WALL		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>
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-17		50 FT 0 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	(FOSTEK, 02/01/2006)--BOF ELEV=554.0 FOOTING INTO ROCK. BOF ELEV=554.0 PG ELEV=650.24	
	<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>
COLLISION WALL		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		STEEL	PEDESTAL(ROTATING)			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-18		50 FT 9 IN	REINFORCED CONCRETE	NON-INTEGRAL	(FOSTEK, 02/01/2006)--FOOTING INTO ROCK. BOF ELEV=641.0 PG ELEV=652.38	
	<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			



