



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

January 11, 2023
1:28:26PM

COUNTY: ST. LOUIS

DISTRICT: SL

CLASS: STATBR

FED-ID: 441

BRIDGE: A0609

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

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

ROUTE: IS55S
FEATURE: MERAMEC RVR
STATUS: P-POSTLOAD
LOG MILE: 16.788
DETOUR: 1.00 MILES
NHS: YES
BUILT: 1964
REHAB: 1993
LOCATION: S 403 T 43 R 6 E
LATITUDE: 38 27 10.42 (DMS)
LONGITUDE: 90 22 36.31 (DMS)

SPANS: 15
LANES ON: 5
LANES UNDER: 0
COMPASS DIRECTION: NORTH to SOUTH
DIRECTION OF TRAFFIC: 1-WAY TRAF
FUNCTIONAL CLASS: UR-INTERSTATE
NBI OWNER: MODOT
NBI MAINTAINED: MODOT
MAINTENANCE DISTRICT: SL
MAINTENANCE COUNTY: ST. LOUIS
SUB AREA: 7F36

PLACE CODE: 41456 LEMAY
LENGTH: 1,425 FT 0 IN
MAXIMUM SPAN: 185 FT 0 IN
APPROACH ROADWAY: 73 FT 0 IN
CURB TO CURB: 73 FT 11 IN
OUT TO OUT: 76 FT 6 IN
AADT: 56204
AADT YEAR: 2021
AADT TRUCK: 18.4%
FUTURE AADT: 70255
FUTURE AADT YEAR: 2041

DATE: 07/20/2022 RESPONSIBILITY: BRIDGEDIV
FREQUENCY: 24 CALCULATED INTERVAL**: 24
TEAM LEADER: JEFF MADSEN ELEMENT: YES
INSPECTOR 2: JAMES R PICKETT 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: 07/20/2022 RESPONSIBILITY: BRIDGEDIV CATEGORY: HANGER STRAP ASSEM
FREQUENCY: 24 CALCULATED INTERVAL**: 24 NBI: YES
TEAM LEADER: JEFF MADSEN INSPECTOR 3: METHOD: A75
INSPECTOR 2: JAMES R PICKETT INSPECTOR 4:

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

DATE: 10/13/2021 RESPONSIBILITY: DIVETEAM CATEGORY: SHALLOW-WADE
FREQUENCY: 60 CALCULATED INTERVAL**:
TEAM LEADER: JESSE ELSEMAN INSPECTOR 3: TERRY L SHUNAMON NBI: NO
INSPECTOR 2: ADAM ZENTZ INSPECTOR 4: METHOD: PROBE

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

SPECIAL INSPECTION COMMENTS

UNDERWATER INSPECTION COMMENTS

(ELSEMJ, 10/14/2021)--WATER VERY LOW 10/13/2021
DIVER SAFETY LOTS OF SUBMERGED REBAR & DEBRIS....

OTHER SPECIAL INSPECTIONS

OTHER UNDERWATER INSPECTIONS

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
06/20/2017	120	CHANNEL CROSS SECTIONS	NO	59	DISTRICT	MEAS ROD

DATE	FREQUENCY	CATEGORY	NBI	CALCULATED INTERVAL	RESPONSIBILITY	METHOD
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*****STRUCTURE POSTING*****

APPROVED CATEGORY: S-C3 WEIGHT LIMIT 60 TONS.
 Ton 1: 60 Ton 2: Ton 3:
 COMMENTS: (HOLZBJ, 08/20/2013)--LOAD POSTING LETTER 8/15/2013, MODOT

FIELD CATEGORY: S-C3 WEIGHT LIMIT 60 TONS.
 Ton 1: 60 Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION:
 COMMENTS:

*****GENERAL COMMENTS/MAJOR RATED ITEMS*****

GENERAL COMMENTS: (BOWDEJ1, 04/11/2007)--2 @ (57'-70'-57') - (64'-80'-80'-69') CONT COMP I-BM - (153'-185'-185'- 153') CONT COMP PL GDR - (85') COMP PL GDR SPANS.

[ITEM 58] DECK: 7-GOOD CONDITION COMMENTS: (MADSEJ, 11/03/2020)--A FEW TRANSVERSE CRACKS THROUGHOUT THE DECK.
 RATING : 05/18/2001

[ITEM 59] SUPER: 5-FAIR CONDITION COMMENTS: (MADSEJ, 11/03/2020)--MODERATE SECTION LOSS (19% TO 38%) ON A FEW OF THE GIRDER WEBS AND MODERATE TO ADVANCED SECTION LOSS ON
 RATING : 11/03/2020 A FEW OF THE WEB STIFFENERS IN THE SPAN 10 AND SPAN 15 PIN AND HANGER AREAS.

[ITEM 60] SUB: 7-GOOD CONDITION COMMENTS: (MADSEJ, 01/09/2018)--A FEW VERTICAL CRACKS THROUGHOUT A FEW BEAMCAPS AND COLUMNS THROUGHOUT THE SUBSTRUCTURE.
 RATING : 05/18/2001

[ITEM 61] BANK/CHANNEL: 7-MINOR DAMAGE COMMENTS: (MADSEJ, 01/09/2018)--MINOR BANK EROSION THROUGHOUT THE CHANNEL.
 RATING : 05/18/2001

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED COMMENTS: (ELSEMJ, 10/14/2021)--NO SCOUR OBSERVED
 RATING : 05/18/2001
 EVALUATION TYPE :

[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGT 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	RIGHT	
REINFORCED CONCRETE	MEDIAN BARRIER CURB	LEFT	

[ITEM 36B] TRANSITION 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	THRIE BEAM TO W-BEAM	NORTHWEST	
REINFORCED CONCRETE	TAPERED BARRIER CURB	BOTH-EAST	

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



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<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	W-BEAM	NORTHWEST	
REINFORCED CONCRETE	SLOPED BARRIER CURB	BOTH-EAST	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>
DETERIORATION	OTHER		MINOR
<i>(CAMPBL1, 09/16/2014)--BREAKING OUT @ ABUT 1, WEST SIDE.</i>			
[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1		RATING : 05/18/2001	COMMENTS:
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>
GALVANIZED STEEL	BREKAWAY SYSTEM	NORTHWEST	

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

*****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	PLAIN CONCRETE	MONOLITHIC				
<u>COMMENT:</u>							
	DECK PROTECTION	EPOXY POLYMER	COATED REBAR				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
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>							
APPROACH SERIES-3	WEARING SURFACE	PLAIN CONCRETE	MONOLITHIC				
<u>COMMENT:</u>							
	DECK PROTECTION	EPOXY POLYMER	COATED REBAR				
<u>COMMENT:</u>							
	MEMBRANE	NOTAPPLICABLE	NONE				
<u>COMMENT:</u>							
MAIN SERIES-4	WEARING SURFACE	PLAIN CONCRETE	MONOLITHIC				
<u>COMMENT:</u>							
	DECK PROTECTION	EPOXY POLYMER	COATED REBAR				

Design_No = a0609



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COMMENT:

MEMBRANE

NOTAPPLICABLE

NONE

COMMENT:

MAIN SERIES-5

WEARING SURFACE

PLAIN CONCRETE

MONOLITHIC

COMMENT:

DECK PROTECTION

EPOXY POLYMER

COATED REBAR

COMMENT:

MEMBRANE

NOTAPPLICABLE

NONE

COMMENT:

DRAINAGE COMPONENTS:

<u>COMPONENT</u> DRAINAGE	<u>MATERIAL</u> OTHER	<u>CONSTRUCTION</u> DRAIN TROUGH	<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>
BENT-4		CLOSED EXPANSION JOINT	ELASTOMERIC	STRIP SEAL				FAIR
	<u>COMMENT:</u>							
BENT-7		CLOSED EXPANSION JOINT	ELASTOMERIC	STRIP SEAL				GOOD
	<u>COMMENT:</u>							
PIER-11		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	THROUGHOUT		MINOR				
PIER-15		OPEN EXPANSION JOINT	STEEL	FINGER PLATE				POOR
	<u>COMMENT:</u>							
	MISALIGNED	THROUGHOUT		MINOR				

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>
APPROACH SPANS-1	DECK	REINFORCED CONCRETE	CAST-IN-PLACE-SIP FORMS	
	<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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<i>APPROACH SPANS-2</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-3</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-4</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-5</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-6</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-7</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-8</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-9</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>APPROACH SPANS-10</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>MAIN SPANS-11</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		
<i>MAIN SPANS-12</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<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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<i>MAIN SPANS-13</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		

<i>MAIN SPANS-14</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
TRANSVERSE CRACKS		THROUGHOUT		FEW		

<i>MAIN SPANS-15</i>	<i>DECK</i>	<i>REINFORCED CONCRETE</i>	<i>CAST-IN-PLACE-SIP FORMS</i>			
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>
<i>APPROACH SERIES-1</i>	<i>CONTINUOUS SPAN</i>	<i>STEEL</i>	<i>WIDE FLANGE GIRDERS</i>		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
APPROACH SPANS-1	COMPOSITE	59 FT 2 IN	NO		
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
COLLISION DAMAGE RUSTING	BOTTOM FLANGE THROUGHOUT		MINOR LIGHT		(CAMPBL1, 09/11/2012)--BEAM 5 & 14
APPROACH SPANS-2	COMPOSITE	70 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-3	COMPOSITE	57 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 SECTION LOSS	THROUGHOUT CANTILEVERS		LIGHT MODERATE		
<i>APPROACH SERIES-2</i>	<i>CONTINUOUS SPAN</i>	<i>STEEL</i>	<i>WIDE FLANGE GIRDERS</i>		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	
APPROACH SPANS-4	COMPOSITE	57 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-5	COMPOSITE	70 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-6	COMPOSITE	57 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 RUSTING	CANTILEVERS THROUGHOUT		LIGHT LIGHT		
<i>APPROACH SERIES-3</i>	<i>CONTINUOUS SPAN</i>	<i>STEEL</i>	<i>WIDE FLANGE GIRDERS</i>		
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>	<u>COMMENTS</u>	



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APPROACH SPANS-7	COMPOSITE	64 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-8	COMPOSITE	80 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	COMPOSITE	80 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-10	COMPOSITE	69 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			
SECTION LOSS	AT JOINTS		MINOR			
SECTION LOSS	STIFFENERS		ADVANCED			

(MADSEJ, 11/03/2020)--MINOR TO MODERATE SECTION LOSS (7% TO 19%) ON THE BOTTOM OF THE WEB OF GIRDERS 4, 5, 6, AND 7 IN THE PIN AND HANGER AREA.
(MADSEJ, 11/03/2020)--HEAVY TO ADVANCED (50% TO 100%) SECTION LOSS AT THE BOTTOM OF THE WEB STIFFENERS OF GIRDERS 4, 5, 6, AND 7 IN THE PIN AND HANGER AREA.

<i>MAIN SERIES-4</i>	<i>CONTINUOUS SPAN</i>	<i>STEEL</i>	<i>PLATE GIRDERS</i>
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>
			<u>COMMENTS</u>

MAIN SPANS-11	COMPOSITE	152 FT 6 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FATIGUE CRACKS	TOP FLANGE WELD		SMALL			
RUSTING	BOTTOM FLANGE		LIGHT			

(MADSEJ, 01/08/2018)--SEE THE CRACK INVENTORY FOR DETAILED DESCRIPTIONS OF THE FATIGUE CRACKS.

MAIN SPANS-12	COMPOSITE	185 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FATIGUE CRACKS	TOP FLANGE WELD		SMALL			
RUSTING	THROUGHOUT		LIGHT			

(MADSEJ, 01/08/2018)--SEE THE CRACK INVENTORY FOR DETAILED DESCRIPTIONS OF THE FATIGUE CRACKS.

MAIN SPANS-13	COMPOSITE	185 FT 0 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FATIGUE CRACKS	TOP FLANGE WELD		SMALL			
RUSTING	THROUGHOUT		LIGHT			

(MADSEJ, 01/08/2018)--SEE THE CRACK INVENTORY FOR DETAILED DESCRIPTIONS OF THE FATIGUE CRACKS.

MAIN SPANS-14	COMPOSITE	152 FT 6 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FATIGUE CRACKS	TOP FLANGE WELD		SMALL			
RUSTING	THROUGHOUT		LIGHT			

(MADSEJ, 01/08/2018)--SEE THE CRACK INVENTORY FOR DETAILED DESCRIPTIONS OF THE FATIGUE CRACKS.

<i>MAIN SERIES-5</i>	<i>SIMPLE SPAN</i>	<i>STEEL</i>	<i>PLATE GIRDERS</i>
<u>SPAN</u>	<u>COMPOSITE INDICATOR</u>	<u>LENGTH</u>	<u>WEATHERING STEEL</u>
			<u>COMMENTS</u>

MAIN SPANS-15	COMPOSITE	87 FT 2 IN	NO			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
FATIGUE CRACKS	TOP FLANGE WELD		SMALL			
RUSTING	THROUGHOUT		LIGHT			



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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	AT JOINTS		LIGHT		
RUSTING	THROUGHOUT		LIGHT		
SECTION LOSS	AT JOINTS		MODERATE		(MADSEJ, 11/03/2020)--MODERATE SECTION LOSS (13% TO 19%) ON THE BOTTOM OF THE GIRDER 4, 6, AND 8 IN THE PIN AND HANGER AREA.
SECTION LOSS	GDR5		ADVANCED		(MADSEJ, 11/03/2020)--ADVANCED SECTION LOSS (69% MEASURED) ON THE BOTTOM OF THE GIRDER WEB AT THE PIN AND HANGER AREA.
SECTION LOSS	STIFFENERS		ADVANCED		(MADSEJ, 11/03/2020)--MODERATE TO ADVANCED SECTION LOSS (38% TO 75%) AT THE BOTTOM OF THE GIRDER 4, 5, 6, AND 7 WEB STIFFENERS IN THE PIN AND HANGER AREA.

*****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	RA-30 DEGREES	88 FT 7 IN	REINFORCED CONCRETE	NON-INTEGRAL		
	<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	
SEALED			THROUGHOUT		EPOXY	
VERTICAL 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>
CURTAIN 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>
BACKWALL			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>
VERTICAL CRACKS			THROUGHOUT		FEW	
EXPANSION BEARING			ELASTOMERIC	PLAIN NEOPRENE		
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u> <u>COMMENT</u>
BENT-2	RA-30 DEGREES	86 FT 11 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>
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>
VERTICAL CRACKS			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			ELASTOMERIC	PLAIN NEOPRENE		
	<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-3	RA-30 DEGREES	86 FT 11 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>



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<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
FOOTING	REINFORCED CONCRETE	H-PILE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
BENT-4	RA-30 DEGREES	86 FT 11 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</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>			
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
FOOTING	SPALLS	AT COLUMNS	SMALL		(MARTEP, 12/02/2002)--MINOR COLLISION TYPE DAMAGE (CONSTRUCTION ?)
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
CANTILEVER BEARING	ELASTOMERIC	LAMINATED NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
BENT-5	RA-30 DEGREES	86 FT 11 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</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>			
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
FOOTING	REINFORCED CONCRETE	H-PILE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
BENT-6	RA-30 DEGREES	86 FT 11 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</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>			
COLUMN	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
FOOTING	REINFORCED CONCRETE	H-PILE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
BENT-7	RA-30 DEGREES	86 FT 11 IN	REINFORCED CONCRETE	MULTIPLE COLUMN	
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			



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<u>ASSOCIATED COMPONENT</u>	<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP	REINFORCED CONCRETE	CAST-IN-PLACE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>			
HIGH STEEL 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>
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>
SEISMIC FEATURE	REINFORCED CONCRETE	COLUMN JACKET			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
CANTILEVER BEARING	ELASTOMERIC	LAMINATED NEOPRENE			
<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<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>
<i>BENT-8</i>	<i>RA-30 DEGREES</i>	<i>86 FT 11 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>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>
SPALLS	AT COLUMNS		MINOR		(MARTEP, 12/02/2002)--COLUMN # 3 HAS MINOR SPALLING
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	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-9</i>	<i>RA-30 DEGREES</i>	<i>86 FT 11 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>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>
EXPANSION BEARING	ELASTOMERIC	PLAIN NEOPRENE			
<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>
<i>BENT-10</i>	<i>RA-30 DEGREES</i>	<i>86 FT 11 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>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>



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	<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			
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE			
PIER-11	RA-30 DEGREES	86 FT 5 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	DELAMINATION SEALED		THROUGHOUT BEAM CAP		FEW	ASPHALTICBASE	
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
FOOTING		REINFORCED CONCRETE		H-PILE			
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE			
	VERTICAL CRACKS		THROUGHOUT		LARGE		
EXPANSION BEARING		STEEL		HANGER PINS/STRAP			
	PACK RUST		PIN		LIGHT		
SEISMIC FEATURE		STEEL		RESTRAINERS			
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE			
PIER-12	RA-30 DEGREES	86 FT 5 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	EFFLORESCENCE		THROUGHOUT		LIGHT		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE			
FOOTING		REINFORCED CONCRETE		H-PILE			
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE			
	VERTICAL CRACKS		THROUGHOUT		FEW		
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE			
PIER-13	RA-30 DEGREES	86 FT 5 IN	REINFORCED CONCRETE	MULTIPLE COLUMN			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE			
	EFFLORESCENCE		THROUGHOUT		LIGHT		
	VERTICAL CRACKS		THROUGHOUT		FEW		



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	<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				
FOOTING		REINFORCED CONCRETE		H-PILE				
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE				
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE				
FIXED BEARING		STEEL		PEDESTAL(ROTATING)				
<i>BENT-14</i>	<i>RA-30 DEGREES</i>	<i>86 FT 5 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
		EFFLORESCENCE		THROUGHOUT		LIGHT		
		VERTICAL CRACKS		THROUGHOUT		FEW		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE				
FOOTING		REINFORCED CONCRETE		H-PILE				
FOOTING		REINFORCED CONCRETE		SPREAD				
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE				
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE				
<i>PIER-15</i>	<i>RA-30 DEGREES</i>	<i>86 FT 5 IN</i>	<i>REINFORCED CONCRETE</i>	<i>MULTIPLE COLUMN</i>				
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
		EFFLORESCENCE		THROUGHOUT		LIGHT		
		VERTICAL CRACKS		THROUGHOUT		FEW		
COLUMN		REINFORCED CONCRETE		CAST-IN-PLACE				
FOOTING		REINFORCED CONCRETE		SPREAD				
WEB BEAM		REINFORCED CONCRETE		CAST-IN-PLACE				
		VERTICAL CRACKS		THROUGHOUT		LARGE		
SEISMIC FEATURE		STEEL		RESTRAINERS				
EXPANSION BEARING		ELASTOMERIC		PLAIN NEOPRENE				
EXPANSION BEARING		STEEL		HANGER PINS/STRAP				
		PACK RUST		THROUGHOUT		HEAVY		



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<u>ABUTMENT-16</u>	<u>RA-30 DEGREES</u>	<u>88 FT 7 IN</u>	<u>REINFORCED CONCRETE</u>	<u>OPEN CONCRETE</u>			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</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		
	SEALED		THROUGHOUT		EPOXY		
	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>
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>
CURTAIN 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>
FOOTING			REINFORCED CONCRETE	SPREAD			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL			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>
	OTHER		THROUGHOUT		NOT APPLICABLE		(CAMPBL1, 09/16/2014)--WET FROM JOINT LEAKING
EXPANSION 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*****

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*****



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

January 11, 2023
1:28:26PM

COUNTY: ST. LOUIS

DISTRICT: SL

CLASS: STATBR

FED-ID: 441

BRIDGE: A0609

CONDITION: FAIR RUST AMOUNT : 7 = .2% OF SURFACE RUSTED STEEL TONS : 918

ORIGINAL PAINT

CONTRACT REPAINT

DEPARTMENT REPAINT

PAIN TYPE :	PAIN TYPE : F SYSTEM	PAIN TYPE :	MANUFACTURE :
NAME :	NAME : HIGH SOLIDS ZINC	NAME :	SURFACE PREP :
PAINT COLOR :	PAINT COLOR : GREEN	PAINT COLOR :	
PAINT YEAR :	PAINT YEAR : 1995	PAINT YEAR :	
MILS :	MILS :	MILS :	

REQUESTED WORK ITEMS

GENERAL WORK COMMENTS: (CAMPBL1, 05/15/2018)--J6I3341- FY20 ROADWAY IMPROVEMENT PROJECT

RESPONSIBILITY	LOCATION	ITEM	CATEGORY	PRIORITY	DATE	WORK ITEM COMMENT
DISTRICT ROUTINE	SEE COMMENT	MISCELLANEOUS	APPROACH	3	11/01/2010	(RACKEM, 09/20/2011)--REPAIR RIGHT OF WAY FENCE - NW DITCH.
DISTRICT ROUTINE	SLOPE	CUT BRUSH & TREES	SLOPE	2	09/09/2016	
DISTRICT SPECIAL	SEE COMMENT	MISCELLANEOUS	SUPERSTRUCTURE	2	09/09/2016	(MADSEJ, 09/09/2016)--PULL A FEW PINS AND CHECK FOR PROBLEMS. ULTRASONIC TESTING IS SHOWING POSSIBLE SECTION LOSS ON SOME PINS.
DISTRICT SPECIAL	BENT	MISCELLANEOUS	SUPERSTRUCTURE	3	09/08/2016	(MUSSED, 06/13/2005)--INSTALL COVERS OVER HANGER STRAPS
FUTURE			HYDRO DEMOLITION	3	01/01/2025	(MOLINJ1, 06/25/2021)--J6I3290 - SCOPE FOR HYDRO/DENSE OVERLAY, SUPERSTR REPAIR, EXP. JTS, HINGE MODS AND PAINT (FY2025)

UTILITY ATTACHMENTS

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT

PROGRAM NOTES INFORMATION

YEAR	PROJECT #	MONTH LET	YEAR LET	ITEMS	COMMENT
2025	J6I3290	6	2024	DECK REPAIR, REPAINT, REPLACE EXPANSION DEVICE, SUPERSTRUCTURE REPAIR, WEARING SURFACE	

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	11/4/2020
[Item 68] Deck Geometry Rating:	4-MEETS MINIMUM TOLERABLE	4/1/2002
[Item 69] Underclearance:	N-NOT APPLICABLE	4/1/2002
Sufficiency Rating:	78.6%	2/22/2022
Deficiency:	NOT DEFICIENT	2/22/2022
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:	