


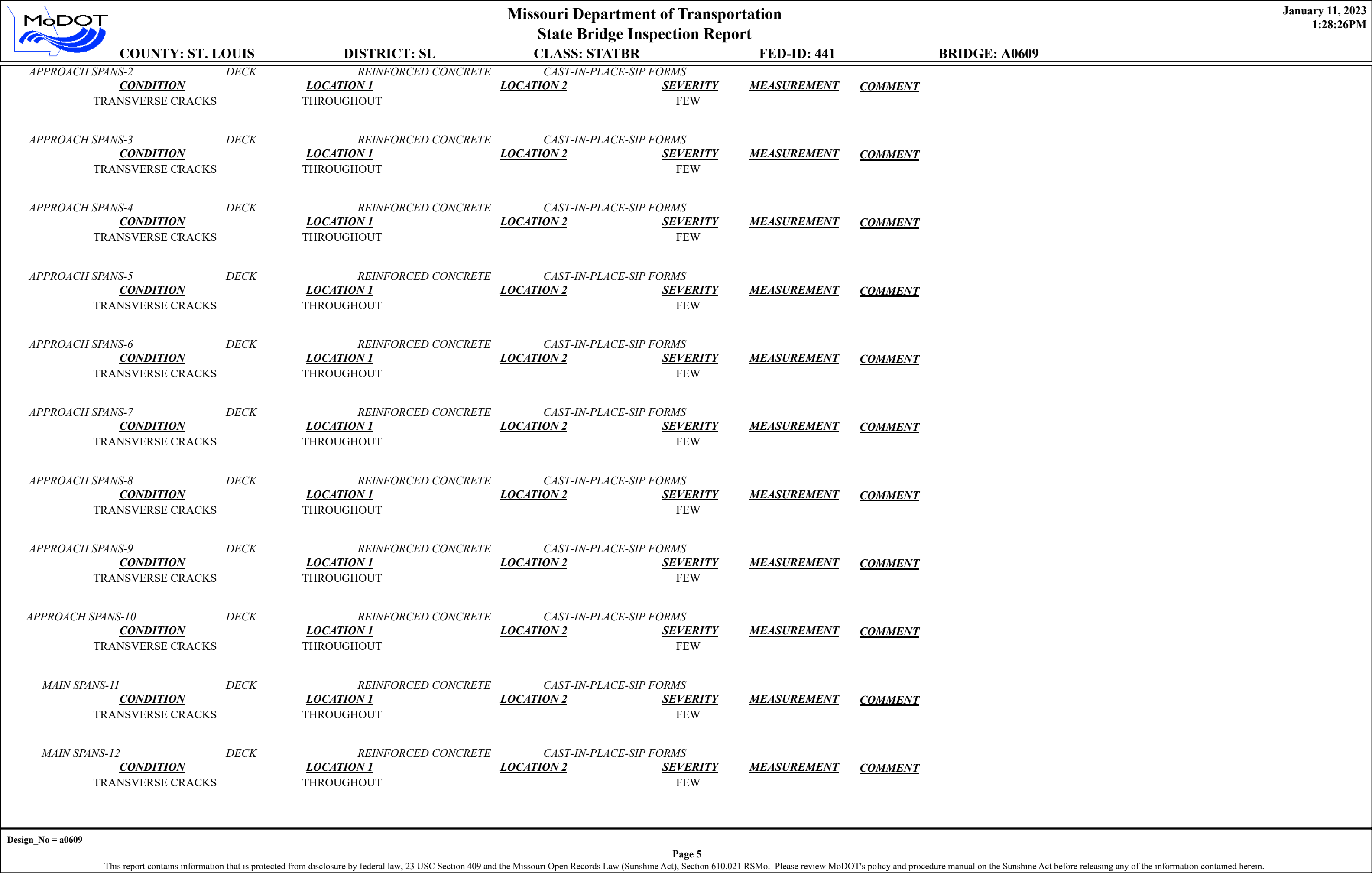
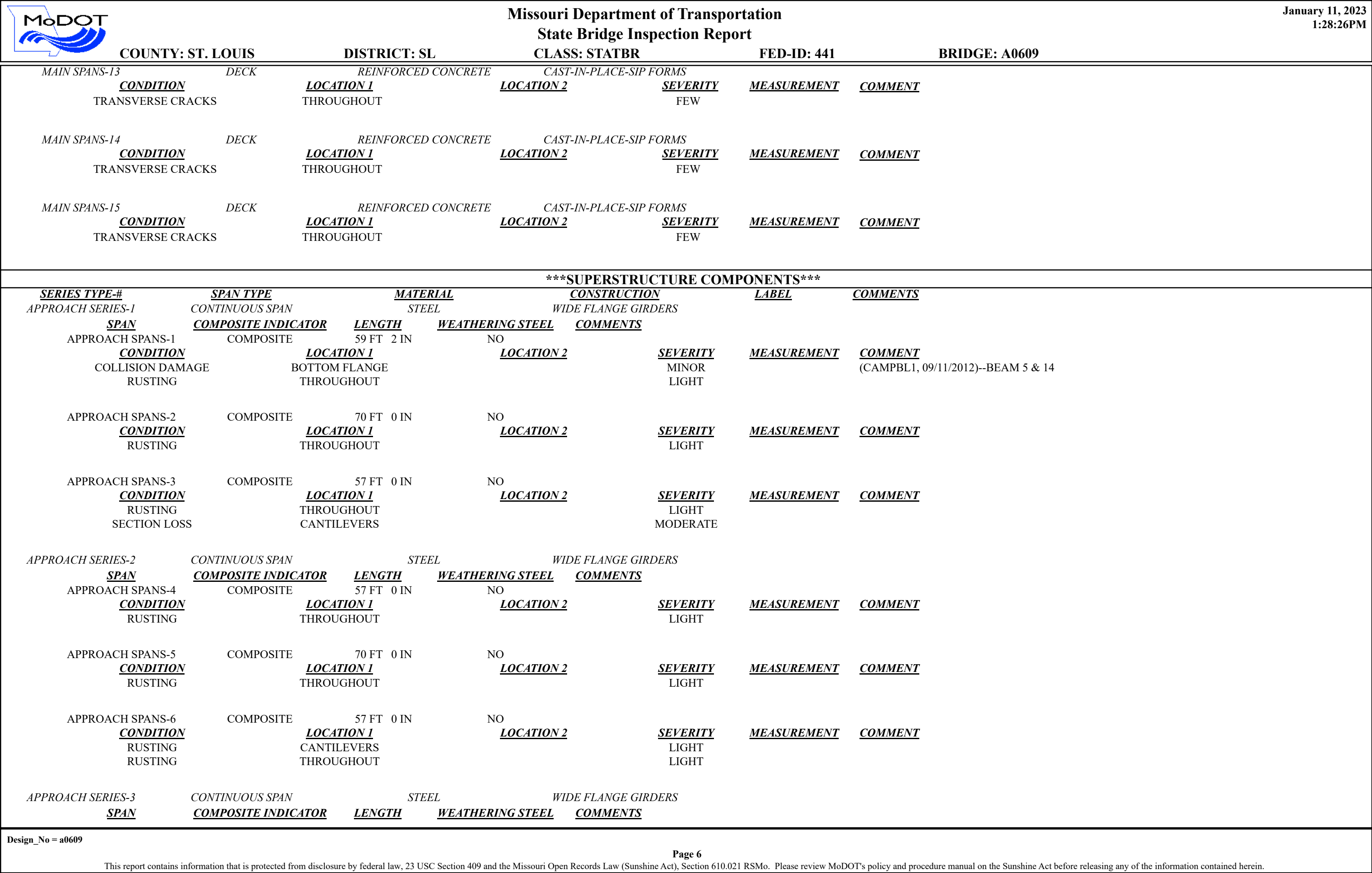
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>January 11, 2023</div> <div>1:28:26PM</div>							
COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATBR		FED-ID: 441		BRIDGE: A0609					
GENERAL STRUCTURE INFORMATION							***BRIDGE INSPECTION INFORMATION***						
<div>ROUTE: IS55S</div> <div>FEATURE: MERAMEC RVR</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 16.788</div> <div>DETOUR: 1.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1964</div> <div>REHAB: 1993</div> <div>LOCATION: S 403 T 43 R 6 E</div> <div>LATITUDE: 38 27 10.42 (DMS)</div> <div>LONGITUDE: 90 22 36.31 (DMS)</div>		<div># SPANS: 15</div> <div>LANES ON: 5</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: NORTH to SOUTH</div> <div>DIRECTION OF TRAFFIC: 1-WAY TRAF</div> <div>FUNCTIONAL CLASS: UR-INTERSTATE</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SL</div> <div>MAINTENANCE COUNTY: ST. LOUIS</div> <div>SUB AREA: 7F36</div>		<div>PLACE CODE: 41456 LEMAY</div> <div>LENGTH: 1,425 FT 0 IN</div> <div>MAXIMUM SPAN: 185 FT 0 IN</div> <div>APPROACH ROADWAY: 73 FT 0 IN</div> <div>CURB TO CURB: 73 FT 11 IN</div> <div>OUT TO OUT: 76 FT 6 IN</div> <div>AADT: 56204</div> <div>AADT YEAR: 2021</div> <div>AADT TRUCK: 18.4%</div> <div>FUTURE AADT: 70255</div> <div>FUTURE AADT YEAR: 2041</div>		<div>DATE: 07/20/2022</div> <div>RESPONSIBILITY: BRIDGEDIV</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: JEFF MADSEN</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2: JAMES R PICKETT</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>							
						<div>GENERAL INSPECTION COMMENTS</div>							
FRACTURE CRITICAL INSPECTION INFORMATION					***INDEPTH INSPECTION INFORMATION***								
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
FRACTURE CRITICAL INSPECTION COMMENTS					INDEPTH INSPECTION COMMENTS								
SPECIAL INSPECTION INFORMATION					***UNDERWATER INSPECTION INFORMATION***								
<div>DATE: 07/20/2022</div> <div>FREQUENCY: 24</div> <div>TEAM LEADER: JEFF MADSEN</div> <div>INSPECTOR 2: JAMES R PICKETT</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: BRIDGEDIV</div> <div>CALCULATED INTERVAL**: 24</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>DATE: 10/13/2021</div> <div>FREQUENCY: 60</div> <div>TEAM LEADER: JESSE ELSEMAN</div> <div>INSPECTOR 2: ADAM ZENTZ</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
CATEGORY: HANGER STRAP ASSEM					CATEGORY: SHALLOW-WADE								
NBI: YES					NBI: NO								
METHOD: A75					METHOD: PROBE								
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								
<div>DATE</div> <div>06/20/2017</div>	<div>FREQUENCY</div> <div>120</div>	<div>CATEGORY</div> <div>CHANNEL CROSS SECTIONS</div>	<div>NBI</div> <div>NO</div>	<div>CALCULATED INTERVAL</div> <div>59</div>	<div>RESPONSIBILITY</div> <div>DISTRICT</div>	<div>METHOD</div> <div>MEAS ROD</div>	<div>DATE</div>	<div>FREQUENCY</div>	<div>CATEGORY</div>	<div>NBI</div>	<div>CALCULATED INTERVAL</div>	<div>RESPONSIBILITY</div>	<div>METHOD</div>

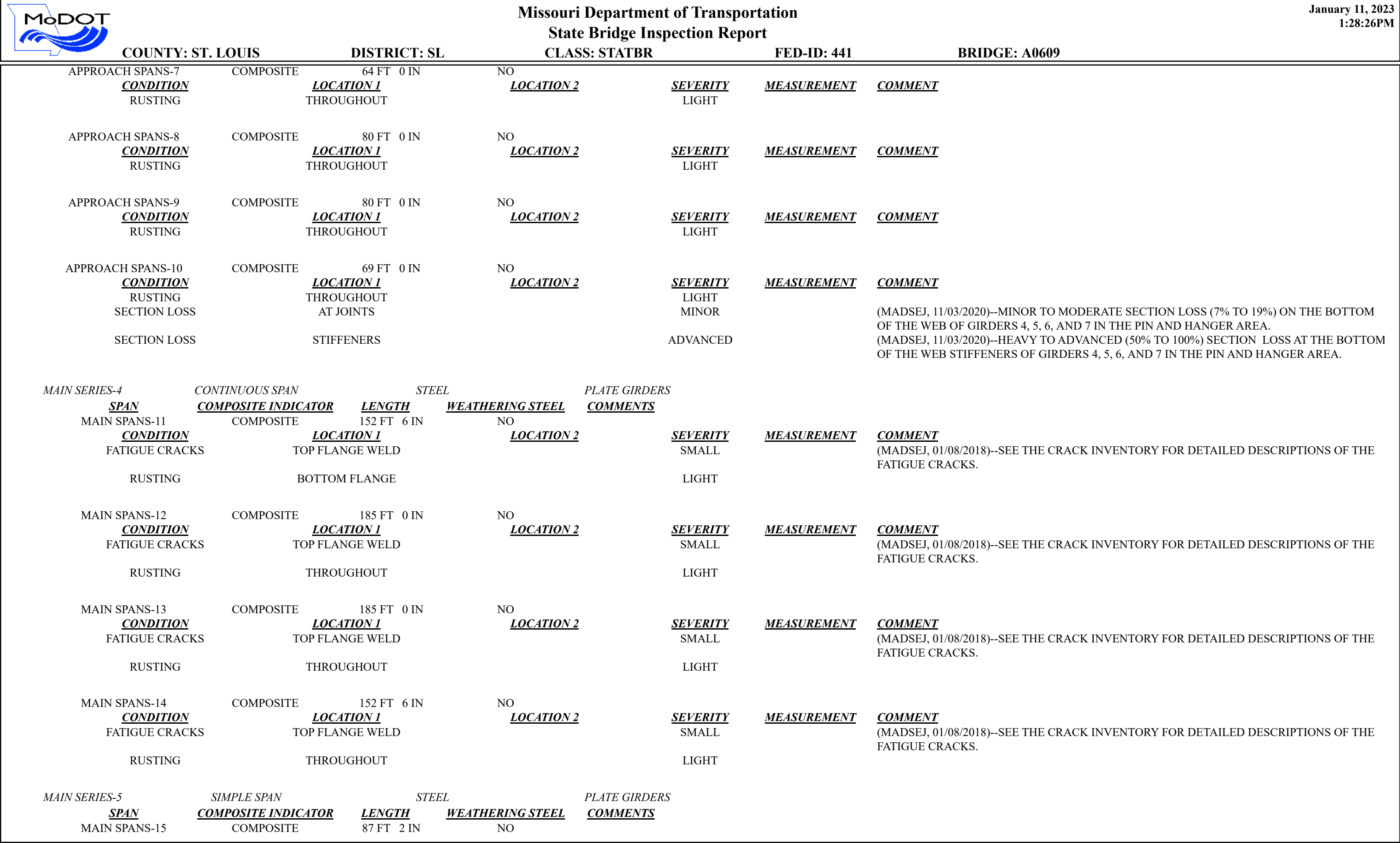
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COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATBR													
		FED-ID: 441		BRIDGE: A0609													
STRUCTURE POSTING																	
APPROVED CATEGORY: S-C3 WEIGHT LIMIT 60 TONS.																	
Ton 1: 60 Ton 2: Ton 3:																	
COMMENTS: (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-I RATING : 05/18/2001 COMMENTS:																	
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>REINFORCED CONCRETE</td><td>SAFETY BARRIER CURB</td><td>RIGHT</td><td></td></tr><tr><td>REINFORCED CONCRETE</td><td>MEDIAN BARRIER CURB</td><td>LEFT</td><td></td></tr></table>						<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>	REINFORCED CONCRETE	SAFETY BARRIER CURB	RIGHT		REINFORCED CONCRETE	MEDIAN BARRIER CURB	LEFT	
<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-I RATING : 05/18/2001 COMMENTS:																	
<table><tr><td><u>MATERIAL</u></td><td><u>CONSTRUCTION</u></td><td><u>DIRECTION</u></td><td><u>COMMENTS</u></td></tr><tr><td>GALVANIZED STEEL</td><td>THRIE BEAM TO W-BEAM</td><td>NORTHWEST</td><td></td></tr><tr><td>REINFORCED CONCRETE</td><td>TAPERED BARRIER CURB</td><td>BOTH-EAST</td><td></td></tr></table>						<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	
<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-I RATING : 05/18/2001 COMMENTS:																	
Design_No = a0609																	
Page 2																	
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				BRIDGE: A0609			
<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	
						(CAMPBL1, 09/16/2014)--BREAKING OUT @ ABUT 1, WEST SIDE.	
[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>	
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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				BRIDGE: A0609											
<div><div>COMMENT:</div><div>MEMBRANE</div><div>NOTAPPLICABLE</div><div>NONE</div><div>COMMENT:</div><div>MAIN SERIES-5</div><div>WEARING SURFACE</div><div>PLAIN CONCRETE</div><div>MONOLITHIC</div><div>COMMENT:</div><div>DECK PROTECTION</div><div>EPOXY POLYMER</div><div>COATED REBAR</div><div>COMMENT:</div><div>MEMBRANE</div><div>NOTAPPLICABLE</div><div>NONE</div><div>COMMENT:</div></div>															
DRAINAGE COMPONENTS:															
COMPONENT DRAINAGE		MATERIAL OTHER		CONSTRUCTION DRAIN TROUGH		DIRECTION COMMENTS									
EXPANSION DEVICE COMPONENTS:															
SUB UNIT-# SUB LABEL		COMPONENT		MATERIAL		CONSTRUCTION		GAP		YEAR APPLIED		MANUFACTURE		OVERALL CONDITION	
BENT-4		CLOSED EXPANSION JOINT		ELASTOMERIC		STRIP SEAL								FAIR	
COMMENT:															
BENT-7		CLOSED EXPANSION JOINT		ELASTOMERIC		STRIP SEAL								GOOD	
COMMENT:															
PIER-11		OPEN EXPANSION JOINT		STEEL		FINGER PLATE								POOR	
COMMENT:															
CONDITION		LOCATION 1		LOCATION 2		SEVERITY		COMMENT							
MISALIGNED		THROUGHOUT				MINOR									
PIER-15		OPEN EXPANSION JOINT		STEEL		FINGER PLATE								POOR	
COMMENT:															
MISALIGNED		THROUGHOUT				MINOR									
BANK/SLOPE PROTECTION COMPONENTS:															
COMPONENT		MATERIAL		CONSTRUCTION		DIRECTION		COMMENTS							
DECK COMPONENTS															
SPAN TYPE-#		COMPONENT		MATERIAL		CONSTRUCTION		COMMENTS							
APPROACH SPANS-1		DECK		REINFORCED CONCRETE		CAST-IN-PLACE-SIP FORMS									
CONDITION		LOCATION 1		LOCATION 2		SEVERITY		MEASUREMENT		COMMENT					
TRANSVERSE CRACKS		THROUGHOUT				FEW									
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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>					
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>	
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>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		AT COLUMNS				SMALL		(MARTEP, 12/02/2002)--MINOR COLLISION TYPE DAMAGE (CONSTRUCTION ?)	
	<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>	
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>	
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>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>	
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-6	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>	
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>	
BENT-7	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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		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
<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>
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>
BENT-8		RA-30 DEGREES		86 FT 11 IN		REINFORCED CONCRETE		
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>
BENT-9		RA-30 DEGREES		86 FT 11 IN		REINFORCED CONCRETE		
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>
BENT-10		RA-30 DEGREES		86 FT 11 IN		REINFORCED CONCRETE		
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>				
BEAM CAP		REINFORCED CONCRETE		CAST-IN-PLACE				
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
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>

		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
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>
EXPANSION BEARING	<u>CONDITION</u>	ELASTOMERIC	<u>LOCATION 1</u>	PLAIN NEOPRENE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PIER-11	RA-30 DEGREES	86 FT 5 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	<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						
	SEALED	BEAM CAP					FEW	
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>
	VERTICAL CRACKS	THROUGHOUT					LARGE	
EXPANSION BEARING	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	HANGER PINS/STRAP	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PACK RUST	PIN					LIGHT	
SEISMIC FEATURE	<u>CONDITION</u>	STEEL	<u>LOCATION 1</u>	RESTRAINERS	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
EXPANSION BEARING	<u>CONDITION</u>	ELASTOMERIC	<u>LOCATION 1</u>	PLAIN NEOPRENE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PIER-12	RA-30 DEGREES	86 FT 5 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	<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>
	EFFLORESCENCE	THROUGHOUT					LIGHT	
	VERTICAL CRACKS	THROUGHOUT					FEW	
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>
	VERTICAL CRACKS	THROUGHOUT					FEW	
EXPANSION BEARING	<u>CONDITION</u>	ELASTOMERIC	<u>LOCATION 1</u>	PLAIN NEOPRENE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
PIER-13	RA-30 DEGREES	86 FT 5 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	<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>
	EFFLORESCENCE	THROUGHOUT					LIGHT	
	VERTICAL CRACKS	THROUGHOUT					FEW	

		Missouri Department of Transportation					January 11, 2023			
		State Bridge Inspection Report					1:28:26PM			
COUNTY: ST. LOUIS			DISTRICT: SL		CLASS: STATBR		FED-ID: 441		BRIDGE: A0609	
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>	
WEB BEAM			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			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-14			RA-30 DEGREES		86 FT 5 IN		REINFORCED CONCRETE		MULTIPLE COLUMN	
<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>				<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>	
EFFLORESCENCE			THROUGHOUT				LIGHT			
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>	
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>	
FOOTING			REINFORCED CONCRETE		SPREAD					
<u>CONDITION</u>			<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
									<u>COMMENT</u>	
WEB BEAM			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			ELASTOMERIC		PLAIN NEOPRENE					
<u>CONDITION</u>			<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
									<u>COMMENT</u>	
PIER-15			RA-30 DEGREES		86 FT 5 IN		REINFORCED CONCRETE		MULTIPLE COLUMN	
<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>				<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>	
EFFLORESCENCE			THROUGHOUT				LIGHT			
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>	
FOOTING			REINFORCED CONCRETE		SPREAD					
<u>CONDITION</u>			<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>		<u>MEASUREMENT</u>	
									<u>COMMENT</u>	
WEB BEAM			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				LARGE			
SEISMIC FEATURE			STEEL		RESTRAINERS					
<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>	
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>	
PACK RUST			THROUGHOUT				HEAVY			

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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

ABUTMENT-16	RA-30 DEGREES	88 FT 7 IN	REINFORCED CONCRETE	OPEN CONCRETE			
<u>ASSOCIATED COMPONENT</u>	<u>CONDITION</u>	<u>MATERIAL</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			
	<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>
<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>		

STRUCTURE PAINT INFORMATION

		Missouri Department of Transportation				January 11, 2023																																			
		State Bridge Inspection Report				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																																					
<u>ORIGINAL PAINT</u>		<u>CONTRACT REPAINT</u>		<u>DEPARTMENT REPAINT</u>																																					
PAINT TYPE :		PAINT TYPE : F SYSTEM		PAINT 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																																									
<i>RESPONSIBILITY</i>	<i>LOCATION</i>	<i>ITEM</i>	<i>CATEGORY</i>	<i>PRIORITY</i>	<i>DATE</i>	<i>WORK ITEM COMMENT</i>																																			
DISTRICT ROUTINE	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																																									
<i>UTILITY</i>	<i>OWNER</i>	<i>METHOD</i>	<i>MEASUREMENT TYPE</i>	<i>VALUE</i>	<i>NUMBER</i>	<i>UTILITY ATTACHMENT COMMENT</i>																																			
PROGRAM NOTES INFORMATION																																									
<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>																																				
2025	J6I3290	6	2024	DECK REPAIR, REPAINT, REPLACE EXPANSION DEVICE, SUPERSTRUCTURE REPAIR, WEARING SURFACE																																					
COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS					***ADVANCED SIGN INFORMATION***																																				
NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS. <table><tr><td><u>Rated Item</u></td><td><u>Rating</u></td><td><u>Rating Date</u></td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>5-BETTER THAN MINIMUM</td><td>11/4/2020</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>4/1/2002</td></tr><tr><td>[Item 69] Underclearance:</td><td>N-NOT APPLICABLE</td><td>4/1/2002</td></tr><tr><td>Sufficiency Rating:</td><td>78.6%</td><td>2/22/2022</td></tr><tr><td>Deficiency:</td><td>NOT DEFICIENT</td><td>2/22/2022</td></tr><tr><td>Funding Eligibility:</td><td></td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td></td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td></td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td></td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td></td><td>----</td></tr></table>					<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>	[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:		----	SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION
					<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>																																		
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Year of Cost Estimate:		----																																							
				1																																					
					OUTFALL INSPECTION INFORMATION																																				
					# OUTFALLS:	INSPECTOR:																																			
					STATUS:	DATE:																																			
					NOTES:																																				
NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NBI items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure size and cost may vary significantly from these numbers once site specific engineering is done.																																									