February 28, 2023
8:27:17AM

Missouri Department of Transportation
State Culvert Inspection Report

COUNTY: ST. LOUIS
DISTRICT: SL
CLASS: STATCUL
FED-ID: 5568
BRIDGE: J0888

***GENERAL STRUCTURE INFORMATION***

ROUTE: IS270E
FEATURE: MALINE CR
STATUS: A-OPEN
LOG MILE: 30.526
DEFOR: 1.00 MILES
NHS: YES
BUILT: 1931
REHAB: 2019
LOCATION: S 31 T 47 R 7 E
LATITUDE: 38 46 15.45 (DMS)
LONGITUDE: 90 16 4.14 (DMS)

### SPECIAL INSPECTION INFORMATION ###

DATE: 11/03/2022
RESPONSIBILITY: DISTRICT
FREQUENCY: 12
CALCULATED INTERVAL**: 12
TEAM LEADER: JOSEPH MOLINARO
ELEMENT: YES
INSPECTOR 2:
INSPECTOR 4:

### UNDERWATER INSPECTION INFORMATION ###

DATE: 11/03/2022
RESPONSIBILITY: DISTRICT
FREQUENCY: 60
CALCULATED INTERVAL**: 12
TEAM LEADER: JOSEPH MOLINARO
INSPECTOR 2:
INSPECTOR 4:

### STRUCTURE POSTING ###

APPROVED CATEGORY: S-1
Ton 1: NO POSTING REQUIRED
Ton 2:
Ton 3:
COMMENTS:

FIELD CATEGORY: S-1
Ton 1: NO POSTING REQUIRED
Ton 2:
Ton 3:
PROBLEM:
PROBLEM DIRECTION:
COMMENTS:

### GENERAL COMMENTS/MAJOR RATED ITEMS ###

GENERAL COMMENTS: (MOLINJ1, 11/07/2022)--2 (10' X 15') CONC BOX CULVERT (EXTENDED)...ACCESS FROM EB 270 RAMP TO AC OR FROM PERSHALL RD.

[ITEM 62] CULVERT: 4-POOR CONDITION
RATING : 11/18/2015
COMMENTS: (CAMPBL1, 11/18/2015)--INT WALL DETERIORATION
(CAMPBL1, 11/21/2017)--SEVERE FLOOR SCALING/MANY REBAR EXPOSED

Design_No = J0888

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[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE
RATING: 01/03/2012
COMMENTS: (GEIGEM1, 11/05/2013)--MOD US BANK EROSION
(MARSHK2, 11/19/2019)--MOD FLOW RESTRICTION DUE TO HEAVY TREE GROWTH ON BOTH BANKS & CONC DEBRIS IN CHANNEL US & DS.

[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED
RATING: 05/18/2001
COMMENTS: (CAMPBL1, 11/26/2018)--MINOR SCOUR AT DOWNSTREAM TOEWALL
(MARSHK2, 11/19/2019)--NO UNDERMINING

[ITEM 71] WATERWAY ADEQUACY: DECK/APPREH/OVERTOP SLIGT
RATING: 05/18/2001
COMMENTS:

[ITEM 72] APPR/PAVEMENT ALIGNMENT: 8-VERYGOOD
RATING: 05/18/2001
COMMENTS: (MARSHK2, 11/19/2019)--NO SPEED REDUCTION

***RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS***

[ITEM 36A] BRIDGE RAILING RATING: NOT REQUIRED-N
RATING: 03/02/2010
COMMENTS:

[ITEM 36B] TRANSITION RAILING RATING: NOT REQUIRED-N
RATING: 03/02/2010
COMMENTS:

[ITEM 36C] APPROACH RAILING RATING: NOT REQUIRED-N
RATING: 03/02/2010
COMMENTS:

[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1
RATING: 05/18/2001
COMMENTS:

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

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>CONSTRUCTION</th>
<th>DIRECTION</th>
<th>CONDITION*</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPHALT/CONCRETE</td>
<td>BITUMINOUS MAT/SLAB</td>
<td>BOTH</td>
<td>GOOD</td>
<td></td>
</tr>
</tbody>
</table>

***BANK AND DECK PROTECTIVE COMPONENTS***

DECK PROTECTIVE COMPONENTS:

SERIES TYPE-# | COMPONENT | MATERIAL | CONSTRUCTION | THICKNESS | YEAR APPLIED | MANUFACTURE | OVERALL CONDITION
-----------------|-----------|----------|--------------|-----------|--------------|-------------|----------------|
MAIN SERIES-1 | WEARING SURFACE | EARTH FILL | NOT APPLICABLE | | | | |
COMMENTS: 
DECK PROTECTION | EARTH FILL | NOT APPLICABLE |
MEMBRANE | EARTH FILL | NOT APPLICABLE |

BANK PROTECTION COMPONENTS:

COMPONENT | MATERIAL | CONSTRUCTION | DIRECTION | COMMENTS |
-----------------|----------|--------------|-----------|----------|
BANK PROTECTION | ROCK | BLANKET | | |

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### Deck Components

<table>
<thead>
<tr>
<th>Span Type #</th>
<th>Component</th>
<th>Material</th>
<th>Construction</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Spans-1</td>
<td>Deck</td>
<td>Earth Fill</td>
<td>Not Applicable</td>
<td></td>
</tr>
<tr>
<td>Main Spans-2</td>
<td>Deck</td>
<td>Earth Fill</td>
<td>Not Applicable</td>
<td></td>
</tr>
</tbody>
</table>

### Superstructure Components

<table>
<thead>
<tr>
<th>Span Type #</th>
<th>Span Type</th>
<th>Material</th>
<th>Construction</th>
<th>Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Series-1</td>
<td>Continuous Span</td>
<td>Reinforced Concrete</td>
<td>Box Culvert-Double Cell</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Span</th>
<th>Composite Indicator</th>
<th>Length</th>
<th>Condition</th>
<th>Location 1</th>
<th>Location 2</th>
<th>Severity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Spans-1</td>
<td>Non-Composite</td>
<td>10 FT 0 IN</td>
<td>NON-COMPOSITE</td>
<td>LOCATION 1</td>
<td>LOCATION 2</td>
<td>MODERATE</td>
<td></td>
</tr>
<tr>
<td>Main Spans-2</td>
<td>Non-Composite</td>
<td>10 FT 0 IN</td>
<td>NON-COMPOSITE</td>
<td>LOCATION 1</td>
<td>LOCATION 2</td>
<td>MODERATE</td>
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</tbody>
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### Associated Component

<table>
<thead>
<tr>
<th>Associated Component</th>
<th>Material</th>
<th>Construction</th>
<th>Severity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culvert Top Slab</td>
<td>Reinforced Concrete</td>
<td>Cast-in-Place</td>
<td>FEW</td>
<td></td>
</tr>
<tr>
<td>Diagonal Cracks</td>
<td>Throughout</td>
<td>FEW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Efflorescence</td>
<td>Throughout</td>
<td>MODERATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leaching</td>
<td>Throughout</td>
<td>MODERATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Longitudinal Cracks</td>
<td>Throughout</td>
<td>MODERATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rebar Exposed</td>
<td>Throughout</td>
<td>FEW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rebar Section Loss</td>
<td>Throughout</td>
<td>MINOR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spalls</td>
<td>Throughout</td>
<td>MODERATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transverse Cracks</td>
<td>Throughout</td>
<td>MODERATE</td>
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</tr>
</tbody>
</table>

### Substructure Components

<table>
<thead>
<tr>
<th>Substructure</th>
<th>Skew</th>
<th>Material</th>
<th>Construction</th>
<th>Label</th>
<th>Severity</th>
<th>Measurement</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culvert Wall-1</td>
<td>RA-33 Degrees</td>
<td>Reinforced Concrete</td>
<td>Cast-in-Place</td>
<td>EXT WALL</td>
<td>MINOR</td>
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</tr>
</tbody>
</table>

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<thead>
<tr>
<th>STRAIGHT WINGS</th>
<th>REINFORCED CONCRETE</th>
<th>CAST-IN-PLACE</th>
<th>LOCATION 1</th>
<th>LOCATION 2</th>
<th>SEVERITY</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONDITION</strong></td>
<td>EFFLORESCENCE</td>
<td>THROUGHOUT</td>
<td>LIGHT</td>
<td>SMALL</td>
<td>FEW</td>
<td></td>
</tr>
<tr>
<td>WALL</td>
<td>VERTICAL CRACKS</td>
<td>THROUGHOUT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LOCATION 1**
- DELAMINATION
- DETERIORATION
- EFFLORESCENCE
- REBAR EXPOSED
- REBAR SECTION LOSS
- RUST STAINS
- SPALLS
- VERTICAL CRACKS

**LOCATION 2**
- DELAMINATION
- DETERIORATION
- EFFLORESCENCE
- REBAR EXPOSED
- REBAR SECTION LOSS
- RUST STAINS
- SPALLS
- VERTICAL CRACKS

**SEVERITY**
- MODERATE
- HEAVY
- FEW
- LARGE

**COMMENT**
- Not Attached to Floor in Isolated Areas - About 30 LF of 1931 Section (Heavy Section Loss)

<table>
<thead>
<tr>
<th>STRAIGHT WINGS</th>
<th>REINFORCED CONCRETE</th>
<th>CAST-IN-PLACE INT WALL</th>
<th>LOCATION 1</th>
<th>LOCATION 2</th>
<th>SEVERITY</th>
<th>MEASUREMENT</th>
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</thead>
<tbody>
<tr>
<td><strong>CONDITION</strong></td>
<td>DETERIORATION</td>
<td>ENDS</td>
<td>MODERATE</td>
<td>SMALL</td>
<td>MODERATE</td>
<td></td>
</tr>
<tr>
<td>WALL</td>
<td>VERTICAL CRACKS</td>
<td>THROUGHOUT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LOCATION 1**
- EFFLORESCENCE
- REBAR EXPOSED
- REBAR SECTION LOSS
- SPALLS
- VERTICAL CRACKS

**LOCATION 2**
- EFFLORESCENCE
- REBAR EXPOSED
- REBAR SECTION LOSS
- SPALLS
- VERTICAL CRACKS

**SEVERITY**
- MODERATE
- HEAVY
- FEW
- LARGE

**COMMENT**
- Not Attached to Floor in Isolated Areas - About 30 LF of 1931 Section (Heavy Section Loss)

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<th>SEVERITY</th>
<th>MEASUREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONDITION</strong></td>
<td>EFFLORESCENCE</td>
<td>THROUGHOUT</td>
<td>LARGE</td>
<td>HEAVY</td>
<td>HEAVY</td>
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</tr>
<tr>
<td>WALL</td>
<td>VERTICAL CRACKS</td>
<td>THROUGHOUT</td>
<td></td>
<td></td>
<td>FINE</td>
<td></td>
</tr>
</tbody>
</table>

**LOCATION 1**
- DELAMINATION
- DETERIORATION
- EFFLORESCENCE
- HAIR LINE CRACKING
- HIGH STEEL SPALLS
- HORIZONTAL CRACKS

**LOCATION 2**
- DELAMINATION
- DETERIORATION
- EFFLORESCENCE
- HAIR LINE CRACKING
- HIGH STEEL SPALLS
- HORIZONTAL CRACKS

**SEVERITY**
- LARGE
- HEAVY
- FINE
- MEDIUM

**COMMENT**
- Not Attached to Floor in Isolated Areas - About 30 LF of 1931 Section (Heavy Section Loss)
February 28, 2023
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COUNTY: ST. LOUIS
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VERRISHING RANDOM MODERATE
REBAR EXPOSED RANDOM FEW
REBAR SECTION LOSS RANDOM MODERATE
RUST STAINS RANDOM CONSIDERABLE
VERTICAL CRACKS THROUGHOUT MODERATE

***OVER/UNDER ROUTES CLEARANCE INFORMATION***

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

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

***REQUESTED WORK ITEMS***

GENERAL WORK COMMENTS:

<table>
<thead>
<tr>
<th>RESPONSIBILITY</th>
<th>LOCATION</th>
<th>ITEM</th>
<th>CATEGORY</th>
<th>PRIORITY</th>
<th>DATE</th>
<th>WORK ITEM COMMENT</th>
</tr>
</thead>
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<th>CATEGORY</th>
<th>PRIORITY</th>
<th>DATE</th>
<th>WORK ITEM COMMENT</th>
</tr>
</thead>
</table>

***UTILITY ATTACHMENTS***

<table>
<thead>
<tr>
<th>UTILITY</th>
<th>OWNER</th>
<th>METHOD</th>
<th>MEASUREMENT TYPE</th>
<th>VALUE</th>
<th>NUMBER</th>
<th>UTILITY ATTACHMENT COMMENT</th>
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</thead>
</table>

***PROGRAM NOTES INFORMATION***

<table>
<thead>
<tr>
<th>ITEM</th>
<th>COMMENT</th>
</tr>
</thead>
</table>

***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Rating</th>
<th>Rating Date</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
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<th>Rating</th>
<th>Rating Date</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Rating</th>
<th>Rating Date</th>
</tr>
</thead>
</table>

Funding Eligibility: Not Deficient

Estimated New Structure Length: Not Available

Estimated Structure Cost: Not Available

Estimated Total Project Cost: Not Available

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 |
---|--------|--------|-----------------|

***OUTFALL INSPECTION INFORMATION***

# OUTFALLS: 13
INSPECTOR: JOSEPH MOLINARO
STATUS: FAIL
DATE: 11/03/2022
NOTES: FAIL-#2 - PIPE @ SE WINGWALL, #3 - PIPE @ W. WALL, 300' FROM N. #12 - RCP 300' FROM S. #13 - RCP 100' FROM S. PAS PAVED DITCH @ SW 50' FROM END OF WING, #5 - CURB INLET @ W BARREL N END, #6 - RCP g

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