
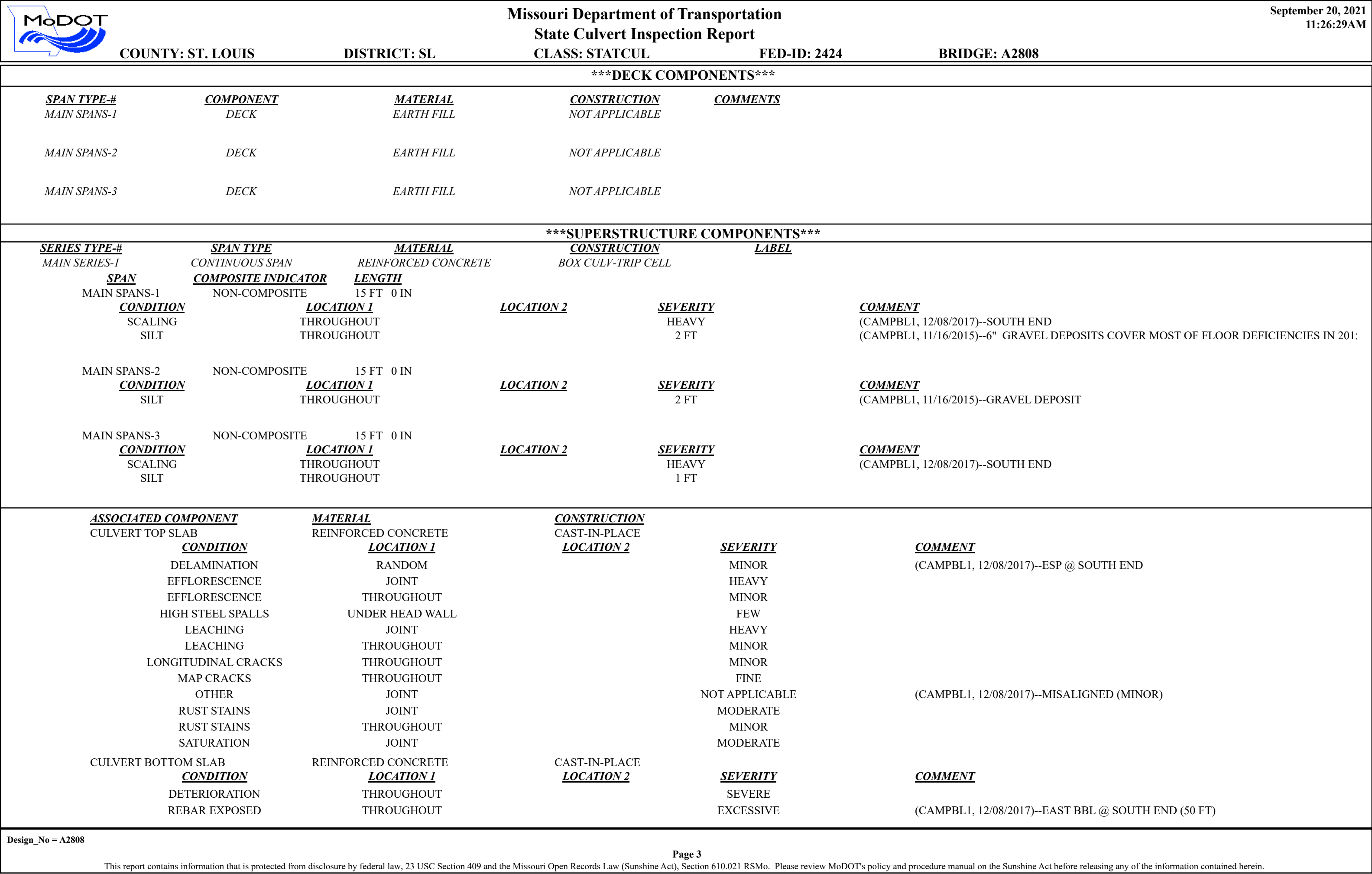
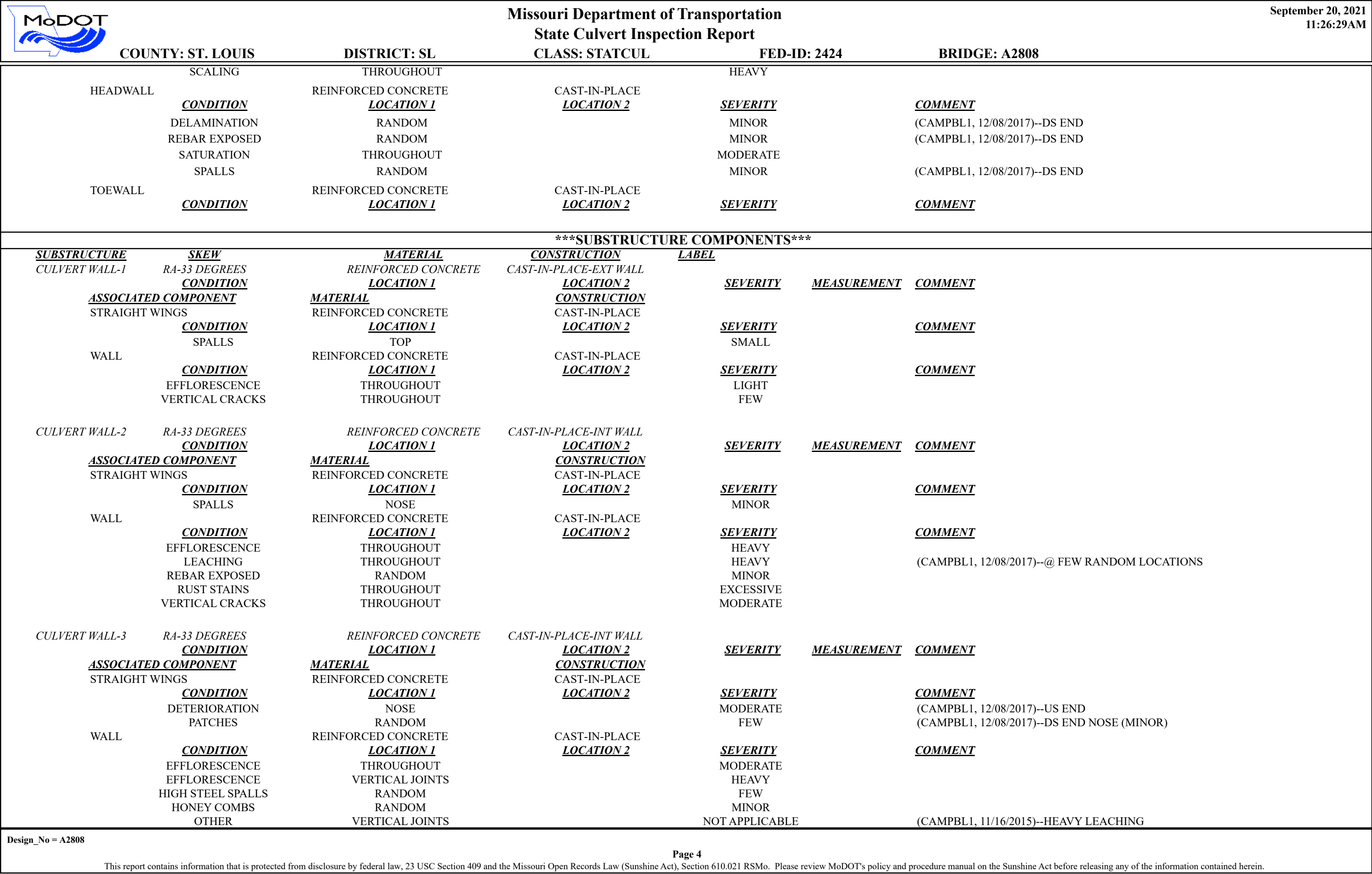
		Missouri Department of Transportation				September 20, 2021	
		State Culvert Inspection Report				11:26:29AM	
COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATCUL		FED-ID: 2424	
						BRIDGE: A2808	
***GENERAL STRUCTURE INFORMATION***						***CULVERT INSPECTION INFORMATION***	
<b>ROUTE:</b> IS170E <b>FEATURE:</b> RVR DES PERES <b>STATUS:</b> A-OPEN <b>LOG MILE:</b> 7.182 <b>DETOUR:</b> 1.00 MILES <b>NHS:</b> YES <b>BUILT:</b> 1968 <b>REHAB:</b> <b>LOCATION:</b> S 29 T 46 R 6 E <b>LATITUDE:</b> 38 40 52.99 (DMS) <b>LONGITUDE:</b> 90 21 23.66 (DMS)		# SPANS: 3 LANES ON: 6 FILL DEPTH: 20 FT COMPASS DIRECTION: WEST to EAST DIRECTION OF TRAFFIC: 2-WAY TRAF FUNCTIONAL CLASS: UR-INTERSTATE NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: SL MAINTENANCE COUNTY: ST. LOUIS SUB AREA: 7F21		PLACE CODE: 17290 CREVE COEUR LENGTH: 56 FT 0 IN MAXIMUM SPAN: 15 FT 0 IN APPROACH ROADWAY: 108 FT 0 IN CURB TO CURB: 0 FT 0 IN BARREL LENGTH: 281 FT 5 IN AADT: 100235 AADT YEAR: 2020 AADT TRUCK: 3.6% FUTURE AADT: 125294 FUTURE AADT YEAR: 2040		DATE: 11/13/2019 RESPONSIBILITY: DISTRICT FREQUENCY: 24 CALCULATED INTERVAL**: 24 TEAM LEADER: ZACHARY EVANS ELEMENT: YES INSPECTOR 2: RYAN SEMAR INSPECTOR 4: INSPECTOR 3: ** When calculated interval exceeds the frequency, a justification comment per BIRM is required.	
						GENERAL INSPECTION COMMENTS	
***SPECIAL INSPECTION INFORMATION***				***UNDERWATER INSPECTION INFORMATION***			
DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:				DATE: RESPONSIBILITY: CATEGORY: FREQUENCY: CALCULATED INTERVAL**: NBI: TEAM LEADER: INSPECTOR 3: METHOD: INSPECTOR 2: INSPECTOR 4:			
** 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			
<u>DATE</u> <u>FREQUENCY</u> <u>CATEGORY</u> <u>NBI</u> <u>CALCULATED INTERVAL</u> <u>RESPONSIBILITY</u> <u>METHOD</u>				<u>DATE</u> <u>FREQUENCY</u> <u>CATEGORY</u> <u>NBI</u> <u>CALCULATED INTERVAL</u> <u>RESPONSIBILITY</u> <u>METHOD</u>			
***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:	
COMMENTS:		PROBLEM DIRECTION:					
***GENERAL COMMENTS/MAJOR RATED ITEMS***							
GENERAL COMMENTS: (CAMPBL1, 12/16/2011)--3 (15' X 8') RIGID FRAME CONC BOX CULVERT ACCESS FROM WOODSON RD @ PENNELL							
[ITEM 62] CULVERT: 4-POOR CONDITION RATING : 12/12/2013				COMMENTS: (EVANSZ1, 11/19/2019)--E BARREL @ S END (BY COMPASS - ACTUAL N BARREL @ E END) W/ EXCESSIVE SCALING & REBAR FULLY EXPOSED, CATCHING DEBRIS.			
Design_No = A2808							
Page 1							
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[ITEM 61] BANK/CHANNEL: 5-MAJOR DAMAGE RATING : 11/06/2015		COMMENTS: (ALLBRD1, 11/19/2003)--BANK PROT RC. PAVED =WEST (CAMPBL1, 11/20/2017)--GRAVEL DEPOSIT D.S. 2' TO 3', PARTIALLY BLOCKS 2 WEST BARRELS. (CAMPBL1, 11/20/2017)--GRAVEL DEPOSIT PUSHING FLOW U.S. TO NORTH (EAST)				
[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED RATING : 05/18/2001 EVALUATION TYPE :		COMMENTS: (EVANSZ1, 11/19/2019)--NO SCOUR OBSERVED				
[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV RATING : 05/18/2001		COMMENTS:				
[ITEM 72] APPRRDWY ALIGNMENT: 6-SATISFACTORY RATING : 05/18/2001		COMMENTS: (EVANSZ1, 11/19/2019)--STRAIGHT AND LEVEL				
***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: NOT REQUIRED-N		RATING : 03/02/2010		COMMENTS:		
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.						
<u>MATERIAL</u> ASPHALT/CONCRETE		<u>CONSTRUCTION</u> BITUMINOUS MAT/SLAB	<u>DIRECTION</u> BOTH	<u>CONDITION*</u>	<u>COMMENTS</u>	
***BANK AND DECK PROTECTIVE COMPONENTS***						
<u>DECK PROTECTIVE COMPONENTS:</u>						
<u>SERIES TYPE-#</u> MAIN SERIES-1	<u>COMPONENT</u> WEARING SURFACE	<u>MATERIAL</u> EARTH FILL	<u>CONSTRUCTION</u> NOT APPLICABLE	<u>THICKNESS</u>	<u>YEAR APPLIED</u>	<u>MANUFACTURE</u>
<u>COMMENT:</u>						
	DECK PROTECTION	EARTH FILL	NOT APPLICABLE			
<u>COMMENT:</u>						
	MEMBRANE	EARTH FILL	NOT APPLICABLE			
<u>COMMENT:</u>						
<u>BANK PROTECTION COMPONENTS:</u>						
	<u>COMPONENT</u> BANK PROTECTION	<u>MATERIAL</u> PLAIN CONCRETE	<u>CONSTRUCTION</u> PAVEDSLOPE	<u>DIRECTION</u> WEST	<u>COMMENTS</u>	
Design_No = A2808						
Page 2						
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# Missouri Department of Transportation

## State Culvert Inspection Report

**COUNTY: ST. LOUIS**

**DISTRICT: SL**

**CLASS: STATCUL**

**FED-ID: 2424**

## BRIDGE: A2808

	RUST STAINS SPALLS VERTICAL CRACKS	RANDOM RANDOM THROUGHOUT		CONSIDERABLE MODERATE MODERATE		
CULVERT WALL-4	RA-33 DEGREES	REINFORCED CONCRETE	CAST-IN-PLACE-EXT WALL			
	<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>			
STRAIGHT WINGS		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>		<u>COMMENT</u>
	HONEY COMBS	RANDOM		MINOR		
WALL		REINFORCED CONCRETE	CAST-IN-PLACE			
	<u>CONDITION</u>	<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>		<u>COMMENT</u>
	VERTICAL CRACKS	RANDOM		MINOR		

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

**GENERAL WORK COMMENTS:**


<i><b>RESPONSIBILITY</b></i>	<i><b>LOCATION</b></i>	<i><b>ITEM</b></i>	<i><b>CATEGORY</b></i>	<i><b>PRIORITY</b></i>	<i><b>DATE</b></i>	<i><b>WORK ITEM COMMENT</b></i>
DISTRICT ROUTINE	ALL	CLEAN OUT BARREL	CHANNEL	3	11/05/2015	(CAMPBL1, 12/08/2017)--2' OF GRAVEL IN BARRELS
DISTRICT ROUTINE	DOWNSTREAM	CLEAN OUT CHANNEL	CHANNEL	2	11/16/2017	(CAMPBL1, 11/16/2015)--3' OF GRAVEL/TREES @ DS END.
FUTURE	SEE COMMENT	POUR CONCRETE FLOOR	BOTTOM SLAB	2	01/01/2024	(CAMPBL1, 12/08/2017)--REHAB FLOOR - NORTH (EAST) BARREL EAST (SOUTH) END EXCESSIVE SCALING W/ HEAVY REBAR EXPOSED.

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

UTILITY	OWNER	METHOD	MEASUREMENT TYPE	VALUE	NUMBER	UTILITY ATTACHMENT COMMENT
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**\*\*\*PROGRAM NOTES INFORMATION\*\*\***

<u>YEAR</u>	<u>PROJECT #</u>	<u>MONTH LET</u>	<u>YEAR LET</u>	<u>ITEMS</u>	<u>COMMENT</u>
2023	J6I3573	12	2022	REHAB	

			<b>Missouri Department of Transportation</b>		<b>September 20, 2021</b>																																											
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<b>***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***</b>						<b>***ADVANCED SIGN INFORMATION***</b>																																										
<div>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.</div> <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>4-MEETS MINIMUM TOLERABLE</td><td>2/27/2014</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>N-NOT APPLICABLE</td><td>5/18/2001</td></tr><tr><td>[Item 69] Underclearance:</td><td>N-NOT APPLICABLE</td><td>5/18/2001</td></tr><tr><td>Sufficiency Rating:</td><td>44.9%</td><td>1/15/2021</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>2/27/2014</td></tr><tr><td>Funding Eligibility:</td><td>FULL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>79 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$250,000</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$375,000</td><td>----</td></tr><tr><td>Year of Cost Estimate:</td><td>2021</td><td>----</td></tr></table> <div>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.</div>						<u>Rated Item</u>	<u>Rating</u>	<u>Rating Date</u>	[Item 67] Structure Evaluation Rating:	4-MEETS MINIMUM TOLERABLE	2/27/2014	[Item 68] Deck Geometry Rating:	N-NOT APPLICABLE	5/18/2001	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	44.9%	1/15/2021	Deficiency:	STRUCTURAL	2/27/2014	Funding Eligibility:	FULL	----	Estimated New Structure Length:	79 FT.	----	Estimated Structure Cost:	\$250,000	----	Estimated Total Project Cost:	\$375,000	----	Year of Cost Estimate:	2021	----	<table><tr><td><b>SIGN #</b></td><td><b>SIGN TYPE</b></td><td><b>PROBLEM</b></td><td><b>PROBLEM DIRECTION</b></td></tr><tr><td>1</td><td></td><td></td><td></td></tr></table>		<b>SIGN #</b>	<b>SIGN TYPE</b>	<b>PROBLEM</b>	<b>PROBLEM DIRECTION</b>	1			
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						<div># OUTFALLS: 3INSPECTOR: ZACHARY EVANS</div> <div>STATUS: PASSDATE: 11/13/2019</div> <div>NOTES: (1) 60" RCP IN CHANNEL 100' UPSTREAM OF CULVERT NEAR BRIDGE @ EAST BANK (2) 24" RCP IN CHANNEL 100' UPSTREAM OF CULVERT NEAR BRIDGE @ EAST BANK (3) DOWNSTREAM PAVED DITCH @ EAST BANK</div>																																										