

		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>June 30, 2021</div> <div>1:38:26PM</div>			
COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATBR		FED-ID: 4050		BRIDGE: A5016	
***GENERAL STRUCTURE INFORMATION***							***BRIDGE INSPECTION INFORMATION***		
<div>ROUTE: MO100E</div> <div>FEATURE: CST DES PERES RD</div> <div>STATUS: A-OPEN</div> <div>LOG MILE: 106.310</div> <div>DETOUR: 1.00 MILES</div> <div>NHS: YES</div> <div>BUILT: 1995</div> <div>REHAB:</div> <div>LOCATION: S 33 T 45 R 5 E</div> <div>LATITUDE: 38 36 5.33 (DMS)</div> <div>LONGITUDE: 90 27 18.86 (DMS)</div>		<div># SPANS: 2</div> <div>LANES ON: 5</div> <div>LANES UNDER: 3</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 1-WAY TRAF</div> <div>FUNCTIONAL CLASS: UR-PRINCIPAL ARTERIAL</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: 7F35</div>		<div>PLACE CODE: 19270 DES PERES CITY</div> <div>LENGTH: 111 FT 0 IN</div> <div>MAXIMUM SPAN: 71 FT 9 IN</div> <div>APPROACH ROADWAY: 80 FT 0 IN</div> <div>CURB TO CURB: 77 FT 6 IN</div> <div>OUT TO OUT: 80 FT 2 IN</div> <div>AADT: 25048</div> <div>AADT YEAR: 2020</div> <div>AADT TRUCK: 12.5%</div> <div>FUTURE AADT: 31310</div> <div>FUTURE AADT YEAR: 2040</div>		<div>DATE: 06/01/2020</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 24</div> <div>CALCULATED INTERVAL**: 24</div> <div>TEAM LEADER: KATE MARSHALL</div> <div>ELEMENT: YES</div> <div>INSPECTOR 2: RYAN SEMAR</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>			
						GENERAL INSPECTION COMMENTS			
***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>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</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:</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>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>				
SPECIAL INSPECTION COMMENTS					UNDERWATER INSPECTION COMMENTS				
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS				
<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>					<div>DATE</div> <div>FREQUENCY</div> <div>CATEGORY</div> <div>NBI</div> <div>CALCULATED INTERVAL</div> <div>RESPONSIBILITY</div> <div>METHOD</div>				

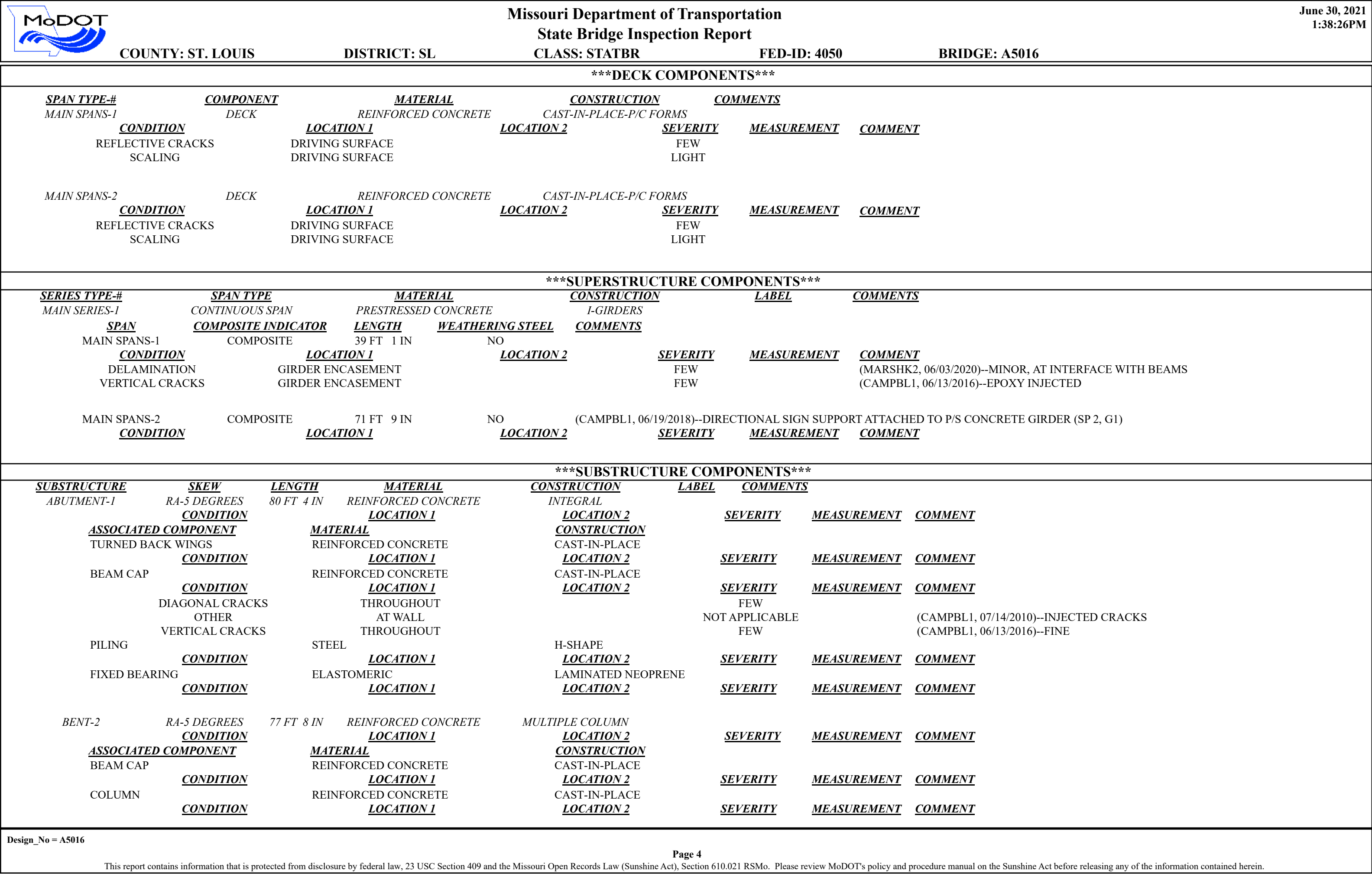
Design\_No = A5016

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		State Bridge Inspection Report			1:38:26PM	
COUNTY: ST. LOUIS		DISTRICT: SL	CLASS: STATBR	FED-ID: 4050	BRIDGE: A5016	
***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:		(MARTEP, 06/28/2006)--CLEARANCE POSTED 15'02" FOR SB		PROBLEM DIRECTION:		
***GENERAL COMMENTS/MAJOR RATED ITEMS***						
GENERAL COMMENTS: (CAMPBL1, 06/07/2016)--(39'-71') P/S CONC I-GDR SPANS (EQ RESTRAINERS E END)						
[ITEM 58] DECK:		7-GOOD CONDITION		COMMENTS: (CAMPBL1, 06/07/2016)--MINOR REFLECTIVE DECK CRACKS/ SCALING		
RATING :		02/14/2002				
[ITEM 59] SUPER:		7-GOOD CONDITION		COMMENTS: (CAMPBL1, 09/21/2012)--HAIRLINE CRACKS		
RATING :		08/24/2004				
[ITEM 60] SUB:		7-GOOD CONDITION		COMMENTS: (ALLBRD1, 07/22/2008)--MINOR CRACKS INJECTED		
RATING :		08/24/2004				
[ITEM 61] BANK/CHANNEL:		N-NOT APPLIC NO WATRWAY		COMMENTS:		
RATING :		05/18/2001				
[ITEM 113] SCOUR:		N-NOT APPLIC NOT WATERW		COMMENTS:		
RATING :		05/18/2001				
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY:		NOT APPLICABLE		COMMENTS:		
RATING :		05/18/2001				
[ITEM 72] APPRRDWY ALIGNMENT:		8-VERYGOOD		COMMENTS: (MARSHK2, 06/03/2020)--ROAD IS STRAIGHT AND LEVEL		
RATING :		05/18/2001				
***RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS***						
[ITEM 36A] BRIDGE RAILING RATING:		MEETS CURRENT STANDARDS-1		RATING :		COMMENTS:
05/18/2001						
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>
REINFORCED CONCRETE		SAFETY BARRIER CURB		BOTH		
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>
EFFLORESCENCE		THROUGHOUT				MINOR
VERTICAL CRACKS		THROUGHOUT				MANY
[ITEM 36B] TRANSITION RAILING RATING:		MEETS CURRENT STANDARDS-1		RATING :		COMMENTS:
05/18/2001						
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>
GALVANIZED STEEL		THRIE BEAM TO W-BEAM		ALL		
[ITEM 36C] APPROACH RAILING RATING:		MEETS CURRENT STANDARDS-1		RATING :		COMMENTS:
05/18/2001						
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>
GALVANIZED STEEL		W-BEAM		ALL		
Design_No = A5016						
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				BRIDGE: A5016			
[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		ALL			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
LOOSE CONNECTIONS		TOP				MINOR	
(MARSHK2, 06/03/2020)--CASHWORTHY HEAD IS UNATTACHED TO WOOD POST @ ALL QUADS							
APPROACH PAVEMENT: *Overall condition assigned for each approach pavemenet component is shown below.							
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>CONDITION*</u>	
REINFORCED CONCRETE		SLAB		BOTH		GOOD	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
LONGITUDINAL CRACKS		THROUGHOUT				LARGE	
SETTLEMENT		THROUGHOUT				MINOR	
(MARSHK2, 06/03/2020)--BOTH							
(CAMPBL1, 06/13/2016)--3/4" @ EAST END							
***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>	
MAIN SERIES-1		WEARING SURFACE		PLAIN CONCRETE		MONOLITHIC	
<u>THICKNESS</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>		<u>OVERALL CONDITION</u>	
<u>COMMENT:</u>							
		DECK PROTECTION		EPOXY POLYMER		COATED REBAR	
<u>COMMENT:</u>							
		MEMBRANE		NOTAPPLICABLE		NONE	
<u>COMMENT:</u>							
		SECONDARY DECK PROTECTION		LIQUID SEALANT		INTERNALLY SEALED	
<u>COMMENT:</u>						2019	
						SILANE	
DRAINAGE COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
DRAINAGE		GALVANIZED STEEL		FLOOR DRAIN			
<u>COMMENTS</u>							
		DRAINAGE		OTHER		OTHER	
						(MARTEP, 02/08/2005)--DROP INLET IN APPROACH (NE)	
EXPANSION DEVICE COMPONENTS:							
<u>SUB UNIT-#</u>		<u>SUB LABEL</u>		<u>COMPONENT</u>		<u>MATERIAL</u>	
ABUTMENT-3				CLOSED EXPANSION JOINT		ELASTOMERIC	
<u>CONSTRUCTION</u>		<u>GAP</u>		<u>YEAR APPLIED</u>		<u>MANUFACTURE</u>	
COMPRESSION SEAL							
<u>OVERALL CONDITION</u>						FAIR	
<u>COMMENT:</u>							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
BULGING		THROUGHOUT				MINOR	
CRACKING		NOSING				MINOR	
DETERIORATION		TOP				MINOR	
TORN		THROUGHOUT				MINOR	
						(CAMPBL1, 06/13/2016)--MINOR RUST @ ARMOR	
BANK/SLOPE PROTECTION COMPONENTS:							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
SLOPE PROTECTION		PLAIN CONCRETE		PAVEDSLOPE		WEST	
<u>COMMENTS</u>							
		SLOPE PROTECTION		PLAIN CONCRETE		PAVEDSLOPE	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
OTHER		TOP				NOT APPLICABLE	
						(MARTEP, 11/03/2004)--SW CORNER BUCKLED AT TOP	
Design_No = A5016							
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# Missouri Department of Transportation

## State Bridge Inspection Report

**June 30, 2021**  
**1:38:26PM**

**COUNTY: ST. LOUIS**

**DISTRICT: SL**

**CLASS: STATBR**

**FED-ID: 4050**

## BRIDGE: A5016


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>
FIXED BEARING	<u>CONDITION</u>	ELASTOMERIC	<u>LOCATION 1</u>	LAMINATED NEOPRENE	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-3	RA-5 DEGREES	81 FT 0 IN	REINFORCED CONCRETE	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>	
	SEALED		BEAM CAP				ASPHALTICBASE	
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>	
EXPANSION BEARING			ELASTOMERIC	LAMINATED NEOPRENE				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
	RUSTING		SOLE PLATE				MINOR	
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		RANDOM				NOT APPLICABLE	(CAMPBL1, 06/13/2016)--MINOR CRACKING
	SEALED		THROUGHOUT				ASPHALTICBASE	(CAMPBL1, 07/14/2010)--FRONT FACE
SEISMIC FEATURE			STEEL	RESTRAINERS				
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>	
STEM			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		WALL				NOT APPLICABLE	(CAMPBL1, 06/19/2018)--MINOR MAP CRKS @ NORTH END
	VERTICAL CRACKS		WALL				MODERATE	(CAMPBL1, 06/13/2016)--CRACKS FILLED WITH EPOXY-INJECTED BY MODOT CREW (9/05). A FEW MORE CRACKS HAVE FORMED -VERTICAL-FINE.
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>	

\*\*\*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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				<b>BRIDGE: A5016</b>			
<b><u>CLEARANCES UNDER BRIDGE</u></b>		<b>**NOTE:</b> Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.					
<b><u>RECORD #</u></b>	<b><u>ROUTE</u></b>	<b><u># LANES</u></b>	<b><u>DIRECTION OF TRAFFIC</u></b>	<b><u>RIGHT LATERAL CLEARANCE</u></b>	<b><u>LEFT LATERAL CLEARANCE</u></b>	<b><u>UR-ID</u></b>	
1	CST DES PERES RD S	3	2-WAY TRAF	8 FT 0 IN		9295	
<b><u>VERTICAL CLEARANCE TYPE**</u></b>	<b><u>VALUE</u></b>	<b><u>DIRECTION</u></b>	<b><u>DATE</u></b>	<b><u>COMMENT</u></b>			
ACTUAL	16 FT 6 IN		07/24/2018	(CAMPBL1, 07/31/2018)--POSTED 15'-02" (SB)			
<b>***STRUCTURE PAINT INFORMATION***</b>							
<b>CONDITION:</b>		<b>RUST AMOUNT :</b>		<b>STEEL TONS :</b>			
<b><u>ORIGINAL PAINT</u></b>		<b><u>CONTRACT REPAINT</u></b>		<b><u>DEPARTMENT REPAINT</u></b>			
<b>PAINT TYPE :</b>		<b>PAINT TYPE :</b>		<b>PAINT TYPE :</b>		<b>MANUFACTURE :</b>	
<b>NAME :</b>		<b>NAME :</b>		<b>NAME :</b>		<b>SURFACE PREP :</b>	
<b>PAINT COLOR :</b>		<b>PAINT COLOR :</b>		<b>PAINT COLOR :</b>			
<b>PAINT YEAR :</b>		<b>PAINT YEAR :</b>		<b>PAINT YEAR :</b>			
<b>MILS :</b>		<b>MILS :</b>		<b>MILS :</b>			
<b>***REQUESTED WORK ITEMS***</b>							
<b>GENERAL WORK COMMENTS:</b>							
<b><i>RESPONSIBILITY</i></b>	<b><i>LOCATION</i></b>	<b><i>ITEM</i></b>	<b><i>CATEGORY</i></b>	<b><i>PRIORITY</i></b>	<b><i>DATE</i></b>	<b><i>WORK ITEM COMMENT</i></b>	
DISTRICT SPECIAL	RAILING	STENCIL BRIDGE NUMBER	STENCIL	3	07/16/2012		
JOB ORDER CONTRACT	NOT APPLICABLE	REPAIR GUARDRAIL	RAIL	2	06/06/2016	(MARSHK2, 06/03/2020)--REATTACHED CRASHWORTHY HEAD TO WOOD POST @ ALL QUADS.	
DISTRICT SPECIAL	WEST	REPAIR APPROACH ROADWAY	APPROACH	3	06/06/2016	(CAMPBL1, 06/13/2016)--REPAIR CONC (< 10 SF) @ APPR SLAB/ROAD JOINT, WEST END OUTSIDE LANE - THEN HOT POUR JOINT.	
DISTRICT SPECIAL	APPROACH SLAB / WING	SEAL JOINTS - HOT POUR	APPROACH	3	06/06/2018		
FUTURE			WEARING SURFACE		01/01/2020	(MOLINJ1, 11/03/2016)--EPO 2020	
DISTRICT SPECIAL	ROADWAY SURFACE	SEAL WITH SILANE	DECK	3	06/13/2025		
<b>***UTILITY ATTACHMENTS***</b>							
<b><i>UTILITY</i></b>	<b><i>OWNER</i></b>	<b><i>METHOD</i></b>	<b><i>MEASUREMENT TYPE</i></b>	<b><i>VALUE</i></b>	<b><i>NUMBER</i></b>	<b><i>UTILITY ATTACHMENT COMMENT</i></b>	
OTHER		HANGER	DIAMETER	4 IN	10	(CAMPBL1, 06/13/2016)--10 PVC CONDUITS IN GIRDER BAY 1	
STRUCTURAL SIGN		CONDUIT			1	(CAMPBL1, 06/13/2016)--SIGN ATTACHED TO G1 @ SBL UNDER BRIDGE.	
<b>***PROGRAM NOTES INFORMATION***</b>							
<b>Design_No = A5016</b>							
<b>Page 6</b>							
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***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***					***ADVANCED SIGN INFORMATION***																																																			
<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>7-BETTER THAN PRESENT MIN</td><td>2/17/2005</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>7-BETTER THAN PRESENT MIN</td><td>2/25/2015</td></tr><tr><td>[Item 69] Underclearance:</td><td>5-BETTER THAN MINIMUM</td><td>3/19/2002</td></tr><tr><td>Sufficiency Rating:</td><td>92.6%</td><td>7/8/2019</td></tr><tr><td>Deficiency:</td><td>NOT DEFICIENT</td><td>5/18/2001</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> <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:	7-BETTER THAN PRESENT MIN	2/17/2005	[Item 68] Deck Geometry Rating:	7-BETTER THAN PRESENT MIN	2/25/2015	[Item 69] Underclearance:	5-BETTER THAN MINIMUM	3/19/2002	Sufficiency Rating:	92.6%	7/8/2019	Deficiency:	NOT DEFICIENT	5/18/2001	Funding Eligibility:		----	Estimated New Structure Length:		----	Estimated Structure Cost:		----	Estimated Total Project Cost:		----	Year of Cost Estimate:		----	<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> <div>***OUTFALL INSPECTION INFORMATION***</div> <table><tr><td><b># OUTFALLS:</b> 0</td><td><b>INSPECTOR:</b> KATE MARSHALL</td></tr><tr><td><b>STATUS:</b> NONE</td><td><b>DATE:</b> 06/01/2020</td></tr><tr><td colspan="2"><b>NOTES:</b> OVER ROADWAY</td></tr></table>					<b>SIGN #</b>	<b>SIGN TYPE</b>	<b>PROBLEM</b>	<b>PROBLEM DIRECTION</b>	1				<b># OUTFALLS:</b> 0	<b>INSPECTOR:</b> KATE MARSHALL	<b>STATUS:</b> NONE	<b>DATE:</b> 06/01/2020	<b>NOTES:</b> OVER ROADWAY	
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