
		Missouri Department of Transportation				June 30, 2021							
		State Bridge Inspection Report				12:30:41PM							
COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATBR		FED-ID: 5309							
				BRIDGE: J0228									
GENERAL STRUCTURE INFORMATION						***BRIDGE INSPECTION INFORMATION***							
ROUTE: MO366E FEATURE: GRAVOIS CR STATUS: P-POSTLOAD LOG MILE: 3.380 DETOUR: 1.00 MILES NHS: YES BUILT: 1931 REHAB: 1972 LOCATION: S 8 T 44 R 6 E LATITUDE: 38 33 40.12 (DMS) LONGITUDE: 90 22 15.94 (DMS)		# SPANS: 1 LANES ON: 4 LANES UNDER: 0 COMPASS DIRECTION: EAST to WEST DIRECTION OF TRAFFIC: 2-WAY TRAF FUNCTIONAL CLASS: UR-PRINCIPAL ARTERIAL NBI OWNER: MODOT NBI MAINTAINED: MODOT MAINTENANCE DISTRICT: SL MAINTENANCE COUNTY: ST. LOUIS SUB AREA: 7F36		PLACE CODE: 53750 OAKLAND CITY LENGTH: 52 FT 0 IN MAXIMUM SPAN: 52 FT 0 IN APPROACH ROADWAY: 48 FT 0 IN CURB TO CURB: 86 FT 0 IN OUT TO OUT: 88 FT 0 IN AADT: 22006 AADT YEAR: 2020 AADT TRUCK: 12.6% FUTURE AADT: 27508 FUTURE AADT YEAR: 2040		DATE: 07/14/2020 RESPONSIBILITY: DISTRICT							
						FREQUENCY: 24 CALCULATED INTERVAL**: 24							
						TEAM LEADER: JOSEPH MOLINARO ELEMENT: YES							
						INSPECTOR 2: 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:				DATE: RESPONSIBILITY: CATEGORY:									
FREQUENCY: CALCULATED INTERVAL**: NBI:				FREQUENCY: CALCULATED INTERVAL**: NBI:									
TEAM LEADER: INSPECTOR 3: METHOD:				TEAM LEADER: INSPECTOR 3: METHOD:									
INSPECTOR 2: INSPECTOR 4:				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.									
FRACTURE CRITICAL INSPECTION COMMENTS				INDEPTH INSPECTION COMMENTS									
SPECIAL INSPECTION INFORMATION				***UNDERWATER INSPECTION INFORMATION***									
DATE: 07/21/2020 RESPONSIBILITY: DISTRICT CATEGORY: CHANNEL CROSS SEC				DATE: 07/14/2020 RESPONSIBILITY: DISTRICT CATEGORY: DRY									
FREQUENCY: 48 CALCULATED INTERVAL**: 37 NBI: NO				FREQUENCY: 60 CALCULATED INTERVAL**: 24 NBI: NO									
TEAM LEADER: RYAN SEMAR INSPECTOR 3: METHOD: WT TAPE				TEAM LEADER: JOSEPH MOLINARO INSPECTOR 3: METHOD: VISUAL									
INSPECTOR 2: INSPECTOR 4:				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>

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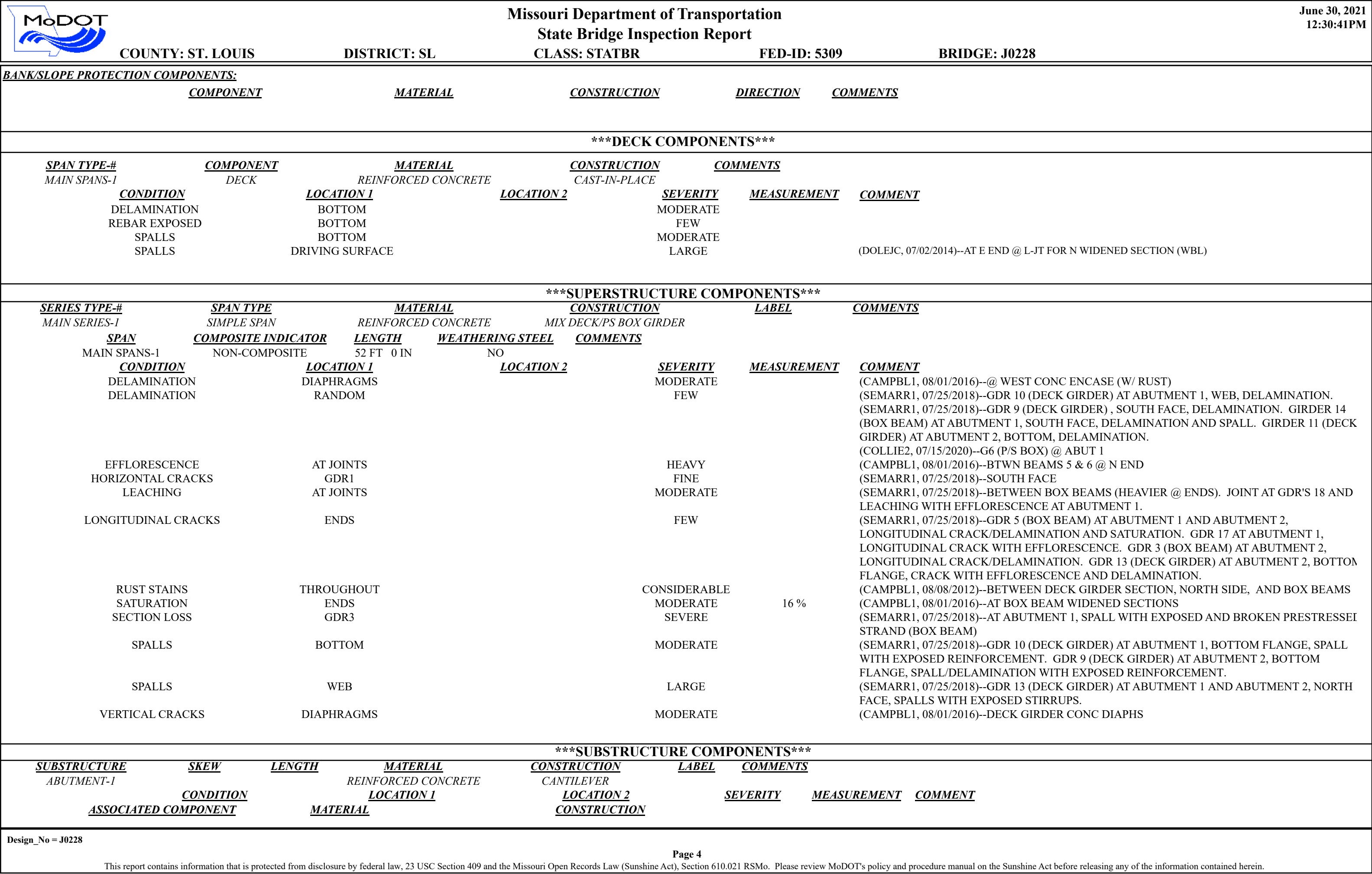
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COUNTY: ST. LOUIS		DISTRICT: SL		CLASS: STATBR	FED-ID: 5309	BRIDGE: J0228
STRUCTURE POSTING						
APPROVED CATEGORY: S-C3		WEIGHT LIMIT 50 TONS.				
Ton 1: 50		Ton 2:		Ton 3:		
COMMENTS:						
FIELD CATEGORY: S-C3		WEIGHT LIMIT 50 TONS.				
Ton 1: 50		Ton 2:		Ton 3:		PROBLEM:
COMMENTS:		PROBLEM DIRECTION:				
GENERAL COMMENTS/MAJOR RATED ITEMS						
GENERAL COMMENTS: (CAMPBL1, 08/04/2016)--COMMENT 1: 50' DK. GDR. WIDENED (U-BMS.) COMMENT 2: WIDENED WITH P/S BOX GIRDERS(1972) 1-12" GAS PIPELINE - 15' TO NORTH, SEPARATE STRUCTURE						
[ITEM 58] DECK: 5-FAIR CONDITION		COMMENTS: (CAMPBL1, 07/20/2016)--BASED ON LEACHING DAMAGE TO SUPERSTR				
RATING : 07/20/2016						
[ITEM 59] SUPER: 4-POOR CONDITION		COMMENTS: (SEMARR1, 07/25/2018)--BOX BEAM SPALLS / LEACHING. BEAM 3, BROKEN STRAND.				
RATING : 07/25/2018						
[ITEM 60] SUB: 5-FAIR CONDITION		COMMENTS: (DOLEJC, 07/02/2014)--LEACHING AND UNDERMINING AT W WALL/ STEM OF ORIGINAL BRIDGE				
RATING : 07/02/2014						
[ITEM 61] BANK/CHANNEL: 4-SEVERE DAMAGE		COMMENTS: (DOLEJC, 07/02/2014)--LARGE AMOUNT OF DEBRIS ALTERING FLOW UNDER BRIDGE.				
RATING : 07/21/2010		EROSION BEHIND FLARED WING - STILL MOD AT NE QUAD AFTER ROCK ADDED 2013. ABUT 2 UNDERMINING AT ORIGINAL STEM/WALL				
[ITEM 113] SCOUR: 5-FOUNDATION STABLE		COMMENTS: (SEMARR1, 07/25/2018)--SCOUR AT ABUTMENT 2, FOOTINGS EXPOSED				
RATING : 07/25/2018						
EVALUATION TYPE :						
[ITEM 71] WATERWAY ADEQUACY: DECK ABOVE FLOOD ELEV		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: DOESNT MEET CURRNT STND-0		RATING : 10/21/2004		COMMENTS:		
<u>MATERIAL</u>	<u>CONSTRUCTION</u>	<u>DIRECTION</u>	<u>COMMENTS</u>			
REINFORCED CONCRETE	PARAPET	BOTH				
<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>COMMENT</u>	
REBAR EXPOSED		RANDOM		MINOR		
SCALING		THROUGHOUT		MODERATE		
SPALLS		RANDOM		MINOR		
ALUMINUM	CIRCULAR TUBE	BOTH				
REINFORCED CONCRETE	RAISED MEDIAN		(MARTEP, 01/23/2003)--DIVIDES TRAFFIC			
[ITEM 36B] TRANSITION RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 10/21/2004		COMMENTS:		

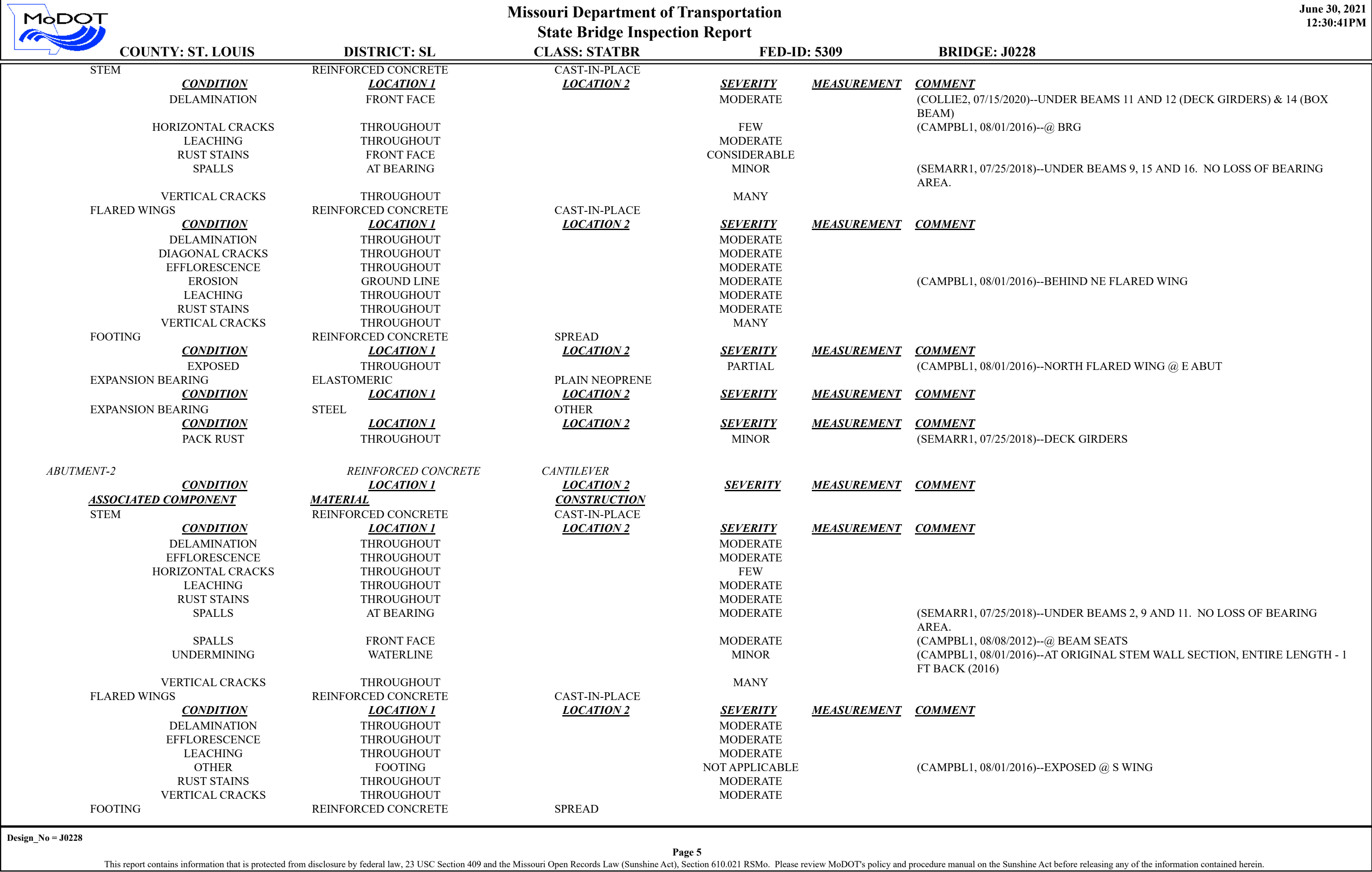
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<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		W-BEAM		SOUTHWEST			
GALVANIZED STEEL		W-BEAM		NORTHEAST			
<i>[ITEM 36C] APPROACH RAILING RATING: MEETS CURRENT STANDARDS-1</i>				<i>RATING : 05/18/2001</i>		<i>COMMENTS:</i>	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		W-BEAM		SOUTHWEST			
GALVANIZED STEEL		W-BEAM		NORTHEAST			
<i>[ITEM 36D] RAIL END TREATMENT RATING: MEETS CURRENT STANDARDS-1</i>				<i>RATING : 05/18/2001</i>		<i>COMMENTS:</i>	
<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>		<u>COMMENTS</u>	
GALVANIZED STEEL		TURN DOWN SECTION < 45		SOUTHWEST		(SEMARR1, 07/25/2018)--WRAPS AROUND (AT 40MPH)	
GALVANIZED STEEL		TURN DOWN SECTION < 45		NORTHEAST			
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>	
ASPHALT/CONCRETE		BITUMINOUS MAT/SLAB		BOTH		FAIR	
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
TRANSVERSE CRACKS		DRIVING SURFACE				MANY	
DRAINAGE, EXPANSION DEVICES, BANK/SLOPE, AND DECK PROTECTIVE COMPONENTS							
<u>DECK PROTECTIVE COMPONENTS:</u>							
<u>SERIES TYPE-#</u>		<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>	
MAIN SERIES-1		WEARING SURFACE		ASPHALT		BITUMINOUS MAT	
						<u>THICKNESS</u>	
						2.3 IN	
						<u>YEAR APPLIED</u>	
						2007	
						<u>MANUFACTURE</u>	
						<u>OVERALL CONDITION</u>	
						FAIR	
<u>COMMENT:</u> (ALLBRD1, 10/27/2008)--REPAVED IN 2007							
(CAMPBL1, 08/08/2012)--NOTE: IF ASPHALT GETS MILLED / REPLACED IN FUTURE, MAKE SURE MEMBRANE IS PLACED FIRST TO SEAL BOX SEAM JOINTS.							
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>		<u>SEVERITY</u>	
LONGITUDINAL CRACKS		DRIVING SURFACE				LARGE	
TRANSVERSE CRACKS		DRIVING SURFACE				LARGE	
<u>DECK PROTECTION</u>		<u>NOTAPPLICABLE</u>		<u>NONE</u>			
<u>COMMENT:</u>							
<u>MEMBRANE</u>		<u>LIQUID SEALANT</u>		<u>BUILT-UP</u>			
<u>COMMENT:</u>							
<u>DRAINAGE COMPONENTS:</u>							
<u>COMPONENT</u>		<u>MATERIAL</u>		<u>CONSTRUCTION</u>		<u>DIRECTION</u>	
						<u>COMMENTS</u>	
<u>EXPANSION DEVICE COMPONENTS:</u>							
<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>	
<u>COMMENT:</u>							
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Page 3							
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						BRIDGE: J0228																	
<div><div><div>CONDITION</div><div>EXPOSED</div><div>FIXED BEARING</div></div><div><div>CONDITION</div><div>PACK RUST</div><div>EXPANSION BEARING</div></div><div><div>CONDITION</div><div></div><div></div></div></div>		<div><div>LOCATION 1</div><div>THROUGHOUT</div><div>STEEL</div></div> <div><div>LOCATION 1</div><div>THROUGHOUT</div><div>ELASTOMERIC</div></div> <div><div>LOCATION 1</div><div></div><div></div></div>		<div><div>LOCATION 2</div><div>CURVED PLATE(ROTATING</div></div> <div><div>LOCATION 2</div><div>PLAIN NEOPRENE</div></div> <div><div>LOCATION 2</div><div></div><div></div></div>		<div><div>SEVERITY</div><div>PARTIAL</div></div> <div><div>SEVERITY</div><div>MINOR</div></div> <div><div>SEVERITY</div><div></div><div></div></div>		<div><div>MEASUREMENT</div><div></div></div> <div><div>MEASUREMENT</div><div></div></div> <div><div>MEASUREMENT</div><div></div><div></div></div>		<div><div>COMMENT</div><div>(SEMARR1, 07/25/2018)--SOUTH HALF</div></div> <div><div>COMMENT</div><div>(SEMARR1, 07/25/2018)--DECK GIRDERS</div></div> <div><div>COMMENT</div><div></div><div></div></div>													
OVER/UNDER ROUTES CLEARANCE INFORMATION																							
<div><div>CLEARANCES OVER DECK</div><div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div><table><tr><td>VERTICAL CLEARANCE TYPE**</td><td>VALUE</td><td>DIRECTION</td><td>DATE</td><td>COMMENT</td></tr></table></div>										VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT									
VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT																			
<div><div>CLEARANCES UNDER BRIDGE</div><div>**NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.</div><table><tr><td>RECORD #</td><td>ROUTE</td><td># LANES</td><td>DIRECTION OF TRAFFIC</td><td>RIGHT LATERAL CLEARANCE</td><td>LEFT LATERAL CLEARANCE</td><td>UR-ID</td></tr><tr><td>VERTICAL CLEARANCE TYPE**</td><td>VALUE</td><td>DIRECTION</td><td>DATE</td><td>COMMENT</td><td></td><td></td></tr></table></div>										RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID	VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT		
RECORD #	ROUTE	# LANES	DIRECTION OF TRAFFIC	RIGHT LATERAL CLEARANCE	LEFT LATERAL CLEARANCE	UR-ID																	
VERTICAL CLEARANCE TYPE**	VALUE	DIRECTION	DATE	COMMENT																			
STRUCTURE PAINT INFORMATION																							
<div><div>CONDITION:</div><div>RUST AMOUNT :</div><div>STEEL TONS : 0</div></div> <div><div><div>ORIGINAL PAINT</div><div>PAINT TYPE :</div><div>NAME :</div><div>PAINT COLOR :</div><div>PAINT YEAR :</div><div>MILS :</div></div><div><div>CONTRACT REPAINT</div><div>PAINT TYPE :</div><div>NAME :</div><div>PAINT COLOR :</div><div>PAINT YEAR :</div><div>MILS :</div></div><div><div>DEPARTMENT REPAINT</div><div>PAINT TYPE :</div><div>NAME :</div><div>PAINT COLOR :</div><div>PAINT YEAR :</div><div>MILS :</div></div><div><div>MANUFACTURE :</div><div>SURFACE PREP :</div></div></div>																							
REQUESTED WORK ITEMS																							
GENERAL WORK COMMENTS:																							
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<div>Page 6</div> <div>This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any of the information contained herein.</div>																							

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RESPONSIBILITY		LOCATION		ITEM		CATEGORY		PRIORITY		DATE		WORK ITEM COMMENT																																										
DISTRICT ROUTINE		SEE COMMENT		PLACE ROCK		SLOPE		3		07/19/2010		(CAMPBL1, 07/21/2010)--SE & NE WING; MAY NEED CORE PERMIT IF EQUIPMENT IN CHANNEL (CONTACT MARK IF CORE PERMIT IS NECESSARY).																																										
DISTRICT ROUTINE		UPSTREAM & DOWNSTREAM		CLEAN OUT CHANNEL		CHANNEL		3		07/19/2010		(CAMPBL1, 01/26/2011)--2011 COE PERMIT																																										
DISTRICT SPECIAL		SEE COMMENT		MISCELLANEOUS		SUPERSTRUCTURE		3		07/20/2012		(SEMARR1, 07/25/2018)--CLEAN AND EPOXY SEAL BEAM FACES @ INTERIOR BEAMS @ LONG. JOINT (FROM WIDENING).																																										
DISTRICT ROUTINE		SLOPE		CUT BRUSH & TREES		SLOPE		2		07/19/2016																																												
DISTRICT ROUTINE		SEE COMMENT		MISCELLANEOUS		SUBSTRUCTURE		3		07/19/2016		(CAMPBL1, 08/01/2016)--REMEDiate FOOTING EXPOSURE W/ CHANNEL WORK																																										
FUTURE						REPLACEMENT				01/01/2023		(SEMARR1, 07/25/2018)--REPLACE BRIDGE_ 2023... ADJACENT BX BEAMS ARE NOW 44 YEARS OLD W/ SPALLS, RUST STIANS & JOINT LEAKAGE.																																										
UTILITY ATTACHMENTS																																																						
UTILITY		OWNER		METHOD		MEASUREMENT TYPE		VALUE		NUMBER		UTILITY ATTACHMENT COMMENT																																										
OTHER				CONDUIT		DIAMETER		2.5 IN		1		(CAMPBL1, 08/08/2012)--ATTACHED @ EXT FACE OF S BARRIER																																										
PROGRAM NOTES INFORMATION																																																						
YEAR		PROJECT #		MONTH LET		YEAR LET		ITEMS		COMMENT																																												
2013		J6S2427		11		2013		SEAL DECK		(CROARM, 08/30/2013)--UBAWS																																												
2005		J6D0600E		6		2005		WEARING SURFACE		(MARTEP, 05/31/2007)--ASPHALT CONCRETE WEARING SURFACE																																												
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>Rated Item</td><td>Rating</td><td>Rating Date</td></tr><tr><td>[Item 67] Structure Evaluation Rating:</td><td>4-MEETS MINIMUM TOLERABLE</td><td>12/14/2018</td></tr><tr><td>[Item 68] Deck Geometry Rating:</td><td>9-SUPR TO PRES DESIRABLE</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>63.0%</td><td>6/28/2021</td></tr><tr><td>Deficiency:</td><td>STRUCTURAL</td><td>12/14/2018</td></tr><tr><td>Funding Eligibility:</td><td>PARTIAL</td><td>----</td></tr><tr><td>Estimated New Structure Length:</td><td>75 FT.</td><td>----</td></tr><tr><td>Estimated Structure Cost:</td><td>\$373,304</td><td>----</td></tr><tr><td>Estimated Total Project Cost:</td><td>\$559,957</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 algorithmis in the TMS system. These algorithmis 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>										Rated Item	Rating	Rating Date	[Item 67] Structure Evaluation Rating:	4-MEETS MINIMUM TOLERABLE	12/14/2018	[Item 68] Deck Geometry Rating:	9-SUPR TO PRES DESIRABLE	5/18/2001	[Item 69] Underclearance:	N-NOT APPLICABLE	5/18/2001	Sufficiency Rating:	63.0%	6/28/2021	Deficiency:	STRUCTURAL	12/14/2018	Funding Eligibility:	PARTIAL	----	Estimated New Structure Length:	75 FT.	----	Estimated Structure Cost:	\$373,304	----	Estimated Total Project Cost:	\$559,957	----	Year of Cost Estimate:	2021	----	<table><tr><td>SIGN #</td><td>SIGN TYPE</td><td>PROBLEM</td><td>PROBLEM DIRECTION</td></tr><tr><td>1</td><td></td><td></td><td></td></tr></table>				SIGN #	SIGN TYPE	PROBLEM	PROBLEM DIRECTION	1			
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1																																																						
OUTFALL INSPECTION INFORMATION																																																						
<div># OUTFALLS: 5</div> <div>INSPECTOR: RYAN SEMAR</div> <div>STATUS: PASS</div> <div>DATE: 07/02/2018</div> <div>NOTES: 1) NW QUAD, 12" PIPE IN WINGWALL (TOP OF WING). 2) NE WING, 24" PIPE (BOTTOM OF WING SE WING, 18" PIPE (BOTTOM OF WING). 4) SW QUAD, 24" RCP NEXT TO SW WINGWALL. 5) NE CHANNEL BANK, 100 FT. UPSTREAM, RCP PIPE.</div>																																																						

