

on Williams

RECEIVED

NOV -2 1959

Division of Bridges

November 2, 1959

SURVEYS & PLANS:

Overhead Route SUU, Macon County West of Callac

Railroad Bridge No. 79.95

Mr. C. A. Christensen, Engineer of Public Works Chicago, Burlington & Quincy Railroad Company 547 West Jackson Boulevard Chicago 6, Illinois

Dear Mr. Christensen:

Reference is made to your letter of October 28 and to previous correspondence relating to this Commission taking over the above structure for future maintenance and operation.

All repair work on this structure, including the extension thereto, has been completed and it is now in a satisfactory condition; therefore, the Commission will take over the structure for future maintenance and operation.

Very truly yours,

Chief Engineer

P

co: Mr. J. A. Williams

Mr. F. L. Stuckey

Mr. B. F. Leslie

file

RCJ:hh

SP

In which

Ostober 28, 1959

BRIDGES:

Maintenance

Supplementary Bridges Used in Place

Bridge W-401, Take-Over No. 1 Station 26+12.9 over C.B.& Q. R.R.

Route UU, Macon County

Mr. C. P. Owens:

An inspection has recently been made on a structure located one mile west of Callao and & mile north of Route 36 over the C.B.& Q. Railroad.

Mr. Stuckey's letter of April 7, 1959, informed us that the structure was included with the entire length of the route when taken into the State Highway system, and no further agreements with the Railroad Company appeared necessary for the State Highway Commission to assume future maintenance on the structure, provided that the work proposed by the railroad is completed in a satisfactory manner.

The proposed work the Railroad Company has completed is satisfactory.

Engineer

co: Mr. B. F. Leslie Mr. F. L. Stuckey

SJW:mjs file



APR -9 1959

April 8, 1979 ision of Bridges

SUPPLEMENTARY HIGHWAYS & LOCAL ROADS Project S-1966(1) Grade Separation Structure Route UV. Macon County

W-101

Mr. Frank L. Stuckey

The State Highway Commission has agreed to assume future maintenance of the CB&Q overhead structure on the above route provided that the company will paint the I-beams on this structure with two more coats of paint and extend the structure by adding a 16-foot span on each end.

It was called to our attention several days ago by Mr. E. R. McKee, District Maintenance Engineer, that the above structure is in failing condition and has been closed to traffic since Friday. April 3, 1959. The north end bent has settled approximately one foot and is learning to the south. The next intermediate bent to the south also shows some settlement and is leaning to the south.

The railroad company plans to make repairs by jacking up and shimming over the pile caps, and we consider these repairs of a temporary nature only. We called this to the attention of Mr. J. A. Williams and on April 7 he and Mr. White inspected the bridge in the field and we presume that a report will be forthcoming from Mr. Williams to Mr. Roy Johnson so that the necessary steps may be taken to bring the structure up to a proper standard before the state assumes the responsibility of maintaining same.

This is for your information.

I descursed will Johnson + Told him that we would require satisfactory spans at each end of Shuthie Style CC: Roy Johnson

J. A. Williams

District Engineer

MISSOURI STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 7, 1959

DATE

SUBJECT

SURVEYS & PLANS:

W-101

CB&Q Railroad Overhead Route SUU, Macon County

West of Callao

to North of 36

TO

MEMO TO MR. E. E. ZELADE

I wish to advise that the above structure is in failing condition and has been closed to traffic since last Friday night, April 3, 1959.

The north end bent has settled approximately one foot and is leaning to the south. The next intermediate bent to the south also shows some settlement and is leaning to the south.

The Railroad Company plans to make repairs by jacking up and shimming over the pile caps. These repairs will only be temporary in my opinion.

This is for your information and consideration before making an agreement for taking over the bridge by the State.

ERMKee

E. R. McKee District Engineer's Assistant

cc: Roy Johnson

RECEIVED

APR -7 1959

April 7, 1959 Bridges

SUPPLEMENTARY HIGHWAYS AND LOCAL ROADS Project S-1966(1) Grade Separation Structure Route UU, Macon County

Mr. C. P. Owens:

Attention: Mr. R. C. Johnson

We note by your letter of April 2 that the Burlington Railroad Company will put two coats of paint on the I-beams and extend the existing structure by the addition of a 16 foot span on each end.

Under these circumstances, since this is in accordance with recommendations of the Division of Bridges and since the entire length of the route, including the structure, has been taken into the State Highway System, no further agreements with the railroad company appear necessary in order for the State Highway Commission to assume future maintenance of the structure provided, of course, that the work proposed by the railroad company is completed in a satisfactory matter.

Frank L. Stuckey, Engineer
Division of Supplementary Highways
and Local Roads

D

CC: B. F. Leslie

J. A. Williams



2

In connection with our road work we plan, if possible, to intercept road ditch drainage at each end of the structure to prevent it from entering the railroad cut.

If you are agreeable to performing the above work with the idea that the Commission will take over the structure for future maintenance and operation, please advise.

Very truly yours.

Chief Engineer

cc: Mr. J. A. Williams Mr. F. L. Stuckey Mr. B. F. Leslie File

RCJ:hh



September 7, 1956

BRIDGES: Maintenance

Supplementary Bridges Used in Place Bridge W-401, Take-Over No. 1

Station 26+12.9

Route UU, Macon County

Mr. F. D. Harris:

An inspection has recently been made on a structure located one mile west of Callao and 2 mile north of Route 36 over the C.B.& Q. Railroad. This structure consists of 1-42' I-beam span and 8-16 oreosoted timber spans with creosoted timber handrail and floor with asphalt block wearing surface. The width of roadway is 24.0%. The substructure consists of creosoted pile bents.

The entire structure is in good condition except the structural steel has one coat of red lead paint and two top coats should be applied. The abutments set at the top of the railroad back slopes and another 16' span is needed at each end of the structure. Better drainage is needed both from the structure and from the road ditches to stop erosion of the cut back slopes from the railroad cut slopes.

This structure was built and designed for an H20 The alignment, grades and visibility are good. loading. structure is not long enough for the crossing.

It will be satisfactory to use this structure in place when the adjacent road work is placed under contract with the structure to remain the property of the railroad company and to be maintained by them.

It will be necessary that the road plans provide for a better way to handle drainage from the road ditches at the north end of the structure.

However, if the railroad company desires that we take the structure into our supplementary system and maintain, it will be satisfactory provided that the railroad company paints the I-beams two more coats of paint, build an additional 16° span on each end of the structure, and provide better

drainage along the cut slopes to prevent erosion of the railroad back slopes through this section of cut, both from drainage off of the structure and from the side ditches.

Bridge Engineer

cc: Hr. B. F. Leslie Mr. R. C. Johnson

SJW:mjs file

Large

August 20, 1956

BRIDGES:

Maintenance

Supplementary Bridges Used in Place Bridge W-401, Take-Over No. 1

Route UU, Macon County

Mr. B. F. Leslie:

Thank you for your letter of August 13, together with used in place report and a set of plans for the overhead crossing of the C.B.& Q. Railroad on the above route.

We will arrange to inspect this crossing as soon as possible.

Bridge Engineer

oc: Mr. White

mJs file

BRIDGE REPORT on structures used in place

THIS REPORT TO BE FILLED IN WITH INK OR TYPEWRITER

Bureau	of Bridges				T.O.# 1	lol_1
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1-7-80 by L. St. Clair & H. Osborn STRUCTURE INVENTORY & APPRAISAL SHEET

PLATE 14 (REV: 12-78)

COUNTY MACON BRIDGE NO. 14-4010 ROUTE UU

	IDENTIFICATION		CLASSIFICATION	8y Date
╵□ `	Shate MISSOURI	24	Fed. Aid System	Transfer of Data
2	Hwy District			Condition Analysis
3	County Class (Town	25	Administrative STATE	Appraisal Cost
<u>4</u>	City/Town Inventory Rte. On Under	26	Functional	General Review
6	Features Intersected			Maintenance Inspection
		<u> </u>		
	Facility Carried by Struct.	l	STRUCTURE DATA	GODE CODE
8	Structure Nol of	27}	Year Built	42 Type Service 43 Strocture Type-Main
10		28	Lanes on Str. Under	-Approach
<u>[1]</u>	Milepoint	29	ADT on Str. 30 Year	No. of Spans-Main
12	Road Section No.	31	Design Load Appr.Rdwy Width W/Sh'ld.	46 -Approach
13	Defense Bridge Description Defense Milepoint	33	Br. Median None Open Closed	48 Max. Span Length Ft
15	Defense Section Length_	34	Skew	49 Structure Length Ft
16	Latitude	35	Struct. Flared Yes No	50 Sidewalk Rt Ft Lt Ft
17	Longitude	36 37	Traffix Safety Features Sq. Mi.	
18 19	Physical Vulnerability By-pass Detour Length	38	Navigation Control Yes No	53 Vert. Clearance Over Deck "
20		39	-Vertica Ft	54 Under Clearance-Vertical "
21	Custodian M.S.H.D.	40	-Horizontal Ft	55 -Lateral-Right Ft
22	Owner M.S.H.D.	41 A	Open to Traffic Loan Posted Ciosed	56 Left Ft Ft
[23]	F.A.P. No	B	Br. Sur. Report Available Yes No	21 wearing warrages (1) to
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Type of Work				
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GRADE SEPARATIONS
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MAINTENANCE OF APPROACHES BY
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MAINTENANCE OF LIGHTS BY
PROVISION FOR FUTURE R. R. DEVELOPMENT
ADDITIONAL INFORMATION
SHOW BELOW-BY SKETCH NO, OF TRACKS; R. R. AND HIGHWAY ALIGNMENT; SUBWAY CLEARANCES—HORIZONTAL AND VERTICAL
NOTE: SHOW STRUCTURAL DETAILS UNDER PROPER HEADING.
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STREAM CROSSINGS
DESCRIBE FULLY LOW WATER BRIDGES, FORDS OR FERRY CROSSINGS
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NOTES: SHOW ELEVATION AND PLAN OF STRUCTURE.

MAKE SKETCHES LARGE ENOUGH TO SHOW SIZES OF EACH MEMBER.

SKETCHES TO BE IN INK.

USE SEPARATE SHEETS FOR STRUCTURAL SKETCHES IF ADDITIONAL SPACE IS REQUIRED.

JEFFERSON CITY PRINTING CO.

DATE OF INSPECTION 8 - 29 - 56 INSPECTION MADE BY A W TYPE OF SUPERSTR. 8 - 16 TIME OF FLOOR AND WEARING SURFACE CLIMBLE + Applicable Blocks. 12 x 2 x 1/2	COUNTY Ma	(A 22	· · · · · · · · · · · · · · · · · · ·		ROL		() 4 1	Year	BRIDG		1		DESIGN		LIA	\overline{J}_i
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BUREAU, OF BRIDGES

BRIDGE INSPECTION REPORT

FORM NO. B-702F

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REMARKS:

MISSOCK STATE HIGHWAY DEPARTMENT



INTER-DEPARTMENT CORRESPO

August 13, 1956

DATE

SUBJECT

BRIDGES:

Surveys

U.I.P. Bridge Report

C.B.& Q. Railroad Crossing W- 40/

Route UU, Macon County

T.O. # 1

TO

Mr. J. A. Williams

Attached find copy of U.I.P. Bridge Report and set of plans for the overhead crossing of the C.B. & Q. Railroad on the above mentioned route.

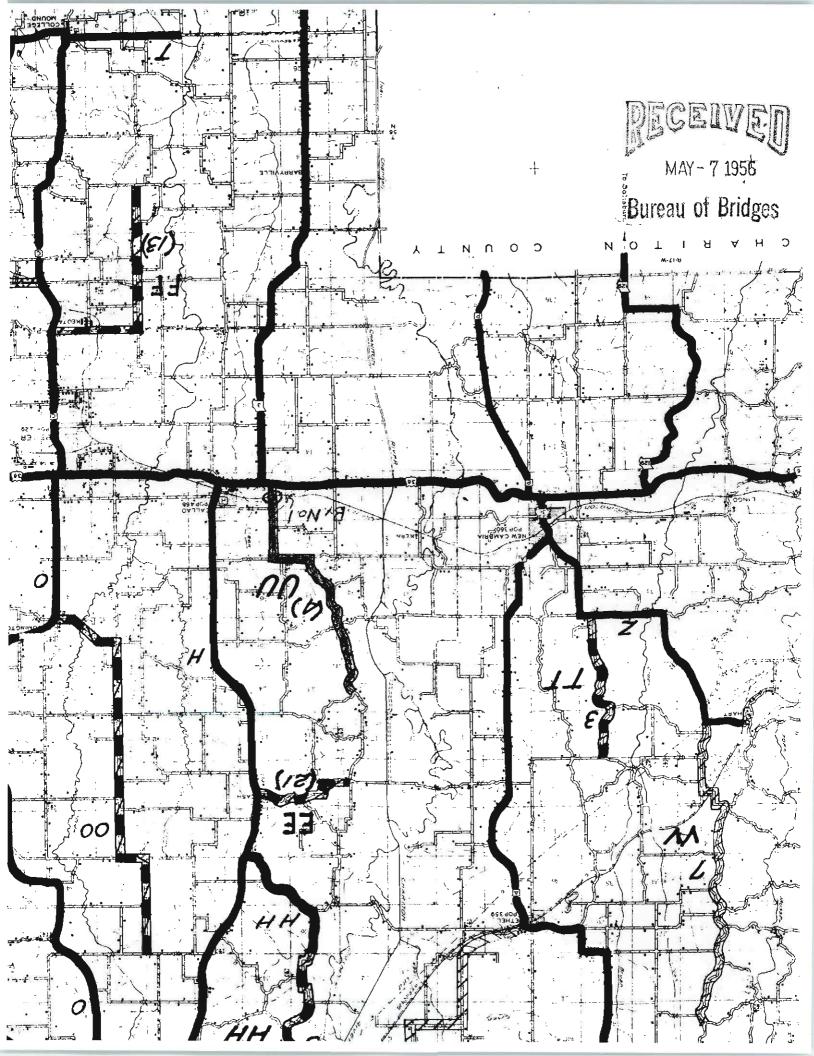
Since we intend to take over this route for maintenance in October, and also proceed with the acquisition of right-of-way, we would appreciate a check of this structure in the near future in order to determine whether or not it can be used in place or an exception will have to be made.

Enc-

District Engineer

AN WERED

Phone



HISTOURI STATE HIGHWAY DEPARTMENT BRIDGE DATA ON SUPPLEMENTARY ROUTES TAKEN OVER FOR MAINTENANCE									
	COUNTY Macon LOCATION From U. S. Route 36 west of LENGTH 3 Miles			DISTRICE TWO ROUTE UU Callao, northerly TYPE 18'-20' GE & Aggr. Surf.			DAT	TRAFFIC (1956 SHEET NO, log l
Br.	Location	Name of Stream	Drain Area	Super Struct.	Length	Sub- Struct.	Rdwy. Width	Type Floor	REMARKS
W-401 1 N-310	U.S. Rt. 36	CB&Q RR		Timber	681	Timber	2141	Wood	
2				1-19' I-Bm.			12'		·
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