**OVERLAY**

- **Type of existing overlay:**
  - Check box for: None, Asphalt, Low Slump, Silica Fume, Latex, Epoxy, Other.

- **Existing overlay thickness:** _____ "

- **% of overlay repaired or patched:** _____ %

- **Replace overlay:**
  - Yes
  - No

- **Notes:**
  - RECOMMEND EPO OVERLAY

---

**DECK REPAIRS**

(Deck repair quantities are required even if a Deck Test request has been ordered for this structure.)

- **Half-sole repairs:**
  - 50 sq. ft. (round up to the nearest 50 sq. ft.)

- **Full-depth repairs:**
  - 0 sq. ft. (round up to the nearest 25 sq. ft.)

- **Slab edge repairs:**
  - 0 lin. ft. (covers the outer 4" of the slab edge)

- **Clean & seal slab edge:**
  - 0 lin. ft. (in lieu of edge repairs)

- **Superstructure repair (Unformed):**
  - 0 sq. ft. (covers the remaining slab cantilever beyond the outer 4")

- **Total surface hydro demolition bridge deck:**
  - Yes
  - No

- **Superstructure replacement:**
  - Yes
  - No

- **Deck repairs with voided tube replacement:**
  - Yes
  - No

- **How were the quantities obtained?**
  - Visual
  - Bridge Inspection Report
  - Sounded
  - Other

- **Notes:**
  - RECOMMEND EPO FULL BRIDGE DECK SHOULders AND CURBS OF BARRIER WALL. HAS MANY DECK END CRACKS W/ FEW REFLECTIVE CRACKS AND MINOR LEACHING OF F/C PANEL JOINTS.
DECK REPAIRS CONT.

* ISSUES / PROBLEMS WITH PRECAST PRESTRESSED DECK PANELS

<table>
<thead>
<tr>
<th>Spans</th>
<th>Location in Span</th>
<th>Deterioration</th>
<th>Describe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>At Panel Jt.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Btwn (mid)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Panel Jt.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>End</td>
<td>Meas. Type</td>
<td>Amount</td>
</tr>
<tr>
<td></td>
<td>Mid</td>
<td></td>
<td>sq. ft.</td>
</tr>
<tr>
<td></td>
<td>End</td>
<td></td>
<td>sq. ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>sq. ft.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>sq. ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>sq. ft.</td>
</tr>
</tbody>
</table>

* Notes: N/A

(Deterioration may include water saturation, efflorescence, rust staining, cracking, spalling, exposed steel, disintegration of panel edges at joints, etc. Typically observed at or near panel joints. The location and “Type” of deterioration should be recorded.)

Picture #

APPROACH SLABS

* Is there a bridge approach slab in place?  Yes  No  * Type:  Concrete  Asphalt  Other  

* Is there a rdwy. approach pavement in place?  Yes  No  * Type:  Concrete  Asphalt  Other  

* Is the approach slab sinking at the end bent?  N/A  Yes  No  

* Are repairs needed to the bridge approach slab driving surface?  Yes  No  LARGE CRACKS  

(Typically a roadway item but will be reported to district on the Bridge Memorandum.)

* Full Replacement of Approach Slab?  Yes  No  

* Notes:  RECOMMEND MMA or HMWM CRACK FILL APPROACH SLABS

Picture #  DSCN 0764,0768,0769
SLAB DRAINS

* Is the drainage system working adequately? ☐ Yes ☑ No

* Recommendations: DRAIN BASIN OR FLUME NEEDED TO DIRECT WATER AWAY FROM SLOPE DOWN TO RAIL TRACKS

* Notes: FREQUENT MT ISSUE TO PREVENT MUD & EROSION COVERING RAIL TRACKS UNDER STRUCTURE

CURBS & RAILS

* Existing curb (left side):
  ☑ Safety Barrier Curb ☐ Curb/parapet ☐ Blockouts ☐ Thrie Beam ☐ Baluster ☐ Steel Channel
  ☐ Other ☐ Handrail ☐ Fence
  * Does curb need repair ☑ Yes ☐ No
  * Curb repair ______ lin. ft.
  * Remove hand rail ☐ Yes ☐ No
  * Add curb blockout ☐ Yes ☐ No

* Existing curb (right side):
  ☑ Safety Barrier Curb ☐ Curb/parapet ☐ Blockouts ☐ Thrie Beam ☐ Baluster ☐ Steel Channel
  ☐ Other ☐ Handrail ☐ Fence
  * Does curb need repair ☑ Yes ☐ No
  * Curb repair ______ lin. ft.
  * Remove hand rail ☐ Yes ☐ No
  * Add curb blockout ☐ Yes ☐ No

* Existing median curb:
  Type: __________________ Width ______" Height ______"
  * Does curb need repair ☐ Yes ☐ No
  * Curb repair ______ lin. ft.

* Approach rail attachment:
  ☐ None ☐ Not attached ☐ 4 Hole ☑ 5 Hole ☐ Turn-down ☐ Other

* If the existing handrails will be removed, does the local maintenance supervisor wish to keep them? ☐ Yes ☐ No

Storage address:

location: ________________________________________________________________

address: ________________________________________________________________

city: __________________ state: _______ zip: ________

* Notes: RECOMMEND EPO CURBS
  REPAIR NW QUAD OF APPROACH RAIL HAS 20 LF OF DAMAGE

Picture #
### Expansion Devices

<table>
<thead>
<tr>
<th>Bent</th>
<th>Type</th>
<th>Recommendations</th>
<th>Gap Left</th>
<th>Gap Right</th>
<th>Temperature &amp; Other Info</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>☐ ☐ ☐</td>
<td>&quot;</td>
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</tr>
</tbody>
</table>

* Notes: N/A

#### Bearings

<table>
<thead>
<tr>
<th>Bent</th>
<th>Coating</th>
<th>Recommendations</th>
<th>Notes (indicate which bearings at each bent)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
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<td></td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td></td>
</tr>
</tbody>
</table>

* Notes: ENCASED

#### Coating System (Paint)

* Existing coating system: ____________________________ ☐ green ☐ gray ☐ other ____________________

* Date last coated: ____________

* Is existing coating peeling? ☐ Yes (Overcoat is not an option) ☐ No

* Coating recommendation:
  - Blast clean & recoat all steel ☐
  - Clean & overcoat all steel ☐
  - Blast clean & recoat only at joint locations ☐
  - Blast & recoat at joint locations and clean & overcoat all other steel ☐

Note: Pull off test required for overcoat (Calcium Sulfonate) option. Bridge Division will request pull off tests.

* Notes: N/A

---

**Effective:** 2013 June 4  **Supersedes:** 2009 May 1

4 of 9
SUPERSTRUCTURE REPAIRS  
(Repairs needed not previously stated.)

Concrete Slab Superstructure or Girder:  
(above the bearings)  
(Example: Deck solid slabs, voided slabs, box girder, deck girders & prestressed girders)

Steel:  
(Example: Beams, stringers, girders, diaphragms, cross-frames, misc. steel)

Member:  
(Attach pictures)

<table>
<thead>
<tr>
<th>Member</th>
<th>Section Loss</th>
<th>%</th>
<th>Cracks</th>
<th>in.</th>
<th>Describe &amp; Locate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Notes: N/A

* Does the structure need graffiti protection?  
  No  Yes  No  End Bents  Other

SUBSTRUCTURE REPAIR

<table>
<thead>
<tr>
<th>Bent</th>
<th>Formed Repair</th>
<th>Unformed Repair</th>
<th>Seal Concrete Beam Cap Bts.</th>
<th>Coat Exposed Pile @ Int. Pile Cap Bts.</th>
<th>Describe (Beam, Backwall, Wing, etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

* Notes: N/A

Effective: 2013 June 4  
Supersedes: 2009 May 1
SIGNS, SIGNALS &/OR LIGHTING ATTACHED TO STRUCTURE

* Are there signs attached directly to this structure?  
  □ Yes □ No  
  □ quantity  
  □ location  

* Describe proposed work to be done to signs.  

* Are there signals attached directly to this structure?  
  □ Yes □ No  
  □ quantity  
  □ location  

* Describe proposed work to be done to signals.  

* Is there aviation lighting attached to this structure?  
  □ Yes □ No □ N/A  
  □ Red  
  □ Green  

* Describe proposed work to be done to aviation lighting.  

* Is there navigational lighting attached to this structure?  
  □ Yes □ No □ N/A  
  □ Red  
  □ Green  

* Describe proposed work to be done to navigational lighting.  

* Is there roadway lighting attached to this structure?  
  □ Yes □ No □ N/A  

* Describe proposed work to be done to roadway lighting.  

* Notes:  

UTILITIES ATTACHED TO STRUCTURE

<table>
<thead>
<tr>
<th>Type</th>
<th>Qty.</th>
<th>Size</th>
<th>Owner</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Conduit</td>
<td>□</td>
<td></td>
<td></td>
<td>□ Repaint □ Repair □ Replace □ Remove</td>
</tr>
<tr>
<td>□ Conduit</td>
<td>□</td>
<td></td>
<td></td>
<td>□ Repaint □ Repair □ Replace □ Remove</td>
</tr>
<tr>
<td>□ Conduit</td>
<td>□</td>
<td></td>
<td></td>
<td>□ Repaint □ Repair □ Replace □ Remove</td>
</tr>
<tr>
<td>□ Conduit</td>
<td>□</td>
<td></td>
<td></td>
<td>□ Repaint □ Repair □ Replace □ Remove</td>
</tr>
</tbody>
</table>

* Notes:  

* Notes:  

Picture #
### CATHODIC PROTECTION SYSTEM

<table>
<thead>
<tr>
<th>* Is there a cathodic system on this structure?</th>
<th>Yes</th>
<th>No</th>
<th>Remove</th>
<th>Do not alter</th>
<th>Abandon in place (grooved system)</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Is it on and working?</td>
<td>Yes</td>
<td>No</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Notes:</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### CHANNEL ALIGNMENT, SLOPE PROTECTION & SCOUR

<table>
<thead>
<tr>
<th>* Is channel aligned to bridge opening?</th>
<th>Yes</th>
<th>No</th>
<th>Describe</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Is drift a continual problem?</td>
<td>Yes</td>
<td>No</td>
<td>Describe &amp; Locate</td>
<td>N/A</td>
</tr>
<tr>
<td>* Is erosion a problem?</td>
<td>Yes</td>
<td>No</td>
<td>Describe &amp; Locate</td>
<td>BOTH EAST AND WEST SLOPES</td>
</tr>
<tr>
<td>* Describe slope protection in place.</td>
<td>EARTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Scour</td>
<td>At Footing</td>
<td>At Piling</td>
<td>Depth</td>
<td>Bent</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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<td></td>
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</tr>
</tbody>
</table>

* Describe needed work. **REPAIRS NEEDED TO SLOPE AND REMOVE BRUSH**

ROCK NEAR ABUTMENT, BUT REMAINING EARTH SLOPE ERODES. INVESTIGATE SOME TYPE OF EROSION BLANKET THAT WONT REQUIRE VEGETATION - TOO SHADY UNDERNEATH. STEEP GRADE DOWN TO TRACKS, NOT SURE IF ROCK BLANKET IS APPROPRIATE TREATMENT. VOID UNDER NE & NW APPROACH SLAB CORNERS NEED FLOWABLE FILL.

---

### TRAFFIC LANES

<table>
<thead>
<tr>
<th>* Number of lanes striped:</th>
<th>on structure 2</th>
<th>under structure 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Shoulder width:</td>
<td>None on structure 4' (left) 10' (right)</td>
<td>under structure (left) (right)</td>
</tr>
<tr>
<td>* Sidewalk widths:</td>
<td>on structure (left) (right)</td>
<td>under structure (left) (right)</td>
</tr>
<tr>
<td>* Median width:</td>
<td>on structure</td>
<td>under structure</td>
</tr>
</tbody>
</table>

* Proposed improvements for lanes/shoulders/sidewalks: 

---

**Effective:** 2013 June 4  
**Supersedes:** 2009 May 1
GENERAL AREA CONDITIONS

* Primary area:  ☒ Commercial  ☐ Industrial  ☐ Residential  ☐ Agricultural  ☐ Military  ☐ Other  

* Posted speed limit on structure:  55 mph

* Posted load on structure:
  - Single Unit:  _____ tons @ _____ mph  ☐ NA
  - Semi (tractor/trailer):  _____ tons @ _____ mph  ☐ NA

* Are both signs in place?  ☐ Yes  ☐ No  

* Do pedestrians and/or bicyclists regularly use this structure?  ☐ Yes  ☐ No  ☐ Undetermined

* Notes:

MAINTENANCE

* What work has been done to this structure that may not be reflected on existing bridge plans?
  
  2012 - Seal with Silane
  2019 - Seal with Silane

ADDITIONAL FIELD NOTES

RECOMMEND FULL EPO, SLOPE EROSION REPAIR, AND CUT BRUSH AND REMOVE IT.

Effective: 2013 June 4  Supersedes: 2009 May 1
STAGING / DETOUR

* Traffic Control:  
- Close structure  
- Stage construction on structure  
- Cross over traffic to adjacent structure  
- Detour  
- Other option

* Define probable detour route.  
Use this structure for cross over for H0353 re-deck (one lane each way)

PERSONS ASSISTING WITH CHECKLIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Ph.</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOSEPH RIDENHOUR</td>
<td></td>
<td>(314) 624 - 9566</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph.</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph.</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph.</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph.</td>
</tr>
</tbody>
</table>

REQUIRED SIGNATURES

I have reviewed the information on this checklist and believe it to be as accurate as possible.

Name: Transportation Project Manager  
Date: 

Name: District Bridge Engineer  
Date: 

The structural rehabilitation checklist indicates how the bridge is functioning and aging.

All deterioration should be noted, even if it is known that the work will not be completed under the proposed project.

Send NEW Structural Rehabilitation Checklist by email
To: "Bridge Survey Processor"
Cc: Structural Project Manager or Structural Resource Manager
E. APPROACH W/ MANY OPEN CRACKS

E. DECK END W/ MANY D-CRACKS

TOP OF DECK LOOKING WEST

LARGE D-CRACK @ EAST DECK END
MO 100 W OVER MOC RR
FRANKLIN CO
NW QUAD RIP RAP
PLACED @ VOID

MO 100 W OVER MOC RR
FRANKLIN CO
RIP RAP ALONG BOTH
ABUTMENT FACES

MO 100 W OVER MOC RR
FRANKLIN CO
NEED TO CUT BRUSH ALONG
SLOPS

MO 100 W OVER MOC RR
FRANKLIN CO
NEED TO CUT BRUSH ALONG
SLOPS
A7453 MO 100 W
2 images, March 2022

A7453 03/21/2022
MO 100 W OVER MO C RR
FRANKLIN CO
E SLOPE W MOD
EROSION MOD SLOUGHING

A7453 05/21/2022
MO 100 W OVER MO C RR
FRANKLIN CO
FEW P/C PANELS LEACHING
**FINAL PLANS**

**BORING NO. B-1**

<table>
<thead>
<tr>
<th>Depth (ft)</th>
<th>Recovery (in.)</th>
<th>Penetration (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>6.5</td>
<td>16</td>
<td>14</td>
</tr>
<tr>
<td>8.5</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>15.5</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>18.5</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>23.5</td>
<td>15</td>
<td>28</td>
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<td>26.5</td>
<td>14</td>
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<td>33.5</td>
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<td>36.5</td>
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<tr>
<td>46.5</td>
<td>12</td>
<td>12</td>
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</table>

*BORING NO. B-2*

<table>
<thead>
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<th>Depth (ft)</th>
<th>Recovery (in.)</th>
<th>Penetration (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>14</td>
<td>14</td>
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<tr>
<td>6.5</td>
<td>16</td>
<td>19</td>
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<td>8.5</td>
<td>11</td>
<td>10</td>
</tr>
<tr>
<td>15.5</td>
<td>15</td>
<td>15 50*</td>
</tr>
<tr>
<td>16.0</td>
<td>60%</td>
<td>RGD</td>
</tr>
<tr>
<td>21.0</td>
<td>40%</td>
<td>RGD</td>
</tr>
<tr>
<td>26.0</td>
<td>80%</td>
<td>RGD</td>
</tr>
<tr>
<td>31.0</td>
<td>75%</td>
<td>RGD</td>
</tr>
<tr>
<td>36.0</td>
<td>65%</td>
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<td>41.0</td>
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<td>27%</td>
<td>RGD</td>
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<tr>
<td>56.0</td>
<td>53%</td>
<td>RGD</td>
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</table>

*Note: For location of borings, see Sheet No. 1.*
# BORING NO. 9-3

<table>
<thead>
<tr>
<th>Depth (ft)</th>
<th>Recovery</th>
<th>Penetration</th>
<th>Blown/ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>6.0</td>
<td>15</td>
<td>4</td>
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<td>8.5</td>
<td>15</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>15.5</td>
<td>17</td>
<td>12</td>
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</tr>
<tr>
<td>18.5</td>
<td>100%</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>17.0</td>
<td>0</td>
<td>50' in</td>
<td></td>
</tr>
</tbody>
</table>

Elev. 870.00

Note: Bottom of boring at 21.7 feet

Bottom of core at 0 feet

Auger refusal at 18.2 feet

Gravel, brown, very stiff to hand

Moderately weathered

Brown and gray

Full, lean, clay, trace sand, gravel, and gravelly brown

Full, lean, clay, trace sand, gravel, and gravelly brown

Lean, clay, with sand and gravel, brown, stiff

Lean, clay, with sand and gravel, brown, stiff

Lean, clay, brown, stiff

Lean, to lean, clay, gravelly brown, very stiff

Auger refusal at 17 feet

Sampler refusal at 13.7 feet

Note: For location of borings, see Sheet No. 1.
## BORING NO. B-6

<table>
<thead>
<tr>
<th>Depth</th>
<th>Recovery</th>
<th>Standard Penetration</th>
</tr>
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<tbody>
<tr>
<td>0.5</td>
<td>101</td>
<td>3.5</td>
</tr>
<tr>
<td>1.0</td>
<td>101</td>
<td>7.0</td>
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<td>101</td>
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<tr>
<td>2.5</td>
<td>101</td>
<td>19.0</td>
</tr>
</tbody>
</table>

**Notes:**
- Boring refusal at 62 feet
- Boring terminated at 62 feet
- Classification of rock based upon the observation of disturbed samples.
- Petrographic analysis may reveal other rock types.

---

## BORING NO. B-5

<table>
<thead>
<tr>
<th>Depth</th>
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<th>Standard Penetration</th>
</tr>
</thead>
<tbody>
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<tr>
<td>2.5</td>
<td>101</td>
<td>19.0</td>
</tr>
</tbody>
</table>

**Notes:**
- Boring refusal at 49.5 feet
- Boring terminated at 49.5 feet
- Classification of rock based upon the observation of disturbed samples.
- Petrographic analysis may reveal other rock types.
ELEVATION OF WING

SECTION A-A

DETAIL "A"

NOTE:
- Drain pipe may be either 6" diameter corrugated or 7.5" diameter smooth pipe at the discretion of the Engineer.
- Perforated pipe may be fabricated using Schedule 40 PVC pipe or Schedule 80 pipe.
- Perforated pipe act as nipple to drain pipe, to the nearest grade of ground line, and extend 10 feet above the upper bend of the end bent by 1'.
- Pipe plug is placed at full face of end bent and slope to lowest grade of ground line, and extending the lower bend of end bent by 1'. (See direction of end bent.)
- Perforated pipe was placed at full face of end bent and drain pipe was used where the vertical drain ends at the exit of ground line.

DETAIL "C"

OPTIONAL BENT DRAIN (X)  
- Only if rock is encountered at outside of wing.
Concrete for prestressed girders is Class B-1 with F'c = 8000 psi
and F'c = 6500 psi.

1.1 indicates prestressing steel.
Use 40 strands when a burst prestress force of 1500 kips.

Prestressing tendons are uncoated, twelve-wire, galvanized, smooth tendon strands. Each strand is in accordance with ASTM A 416, Grade 177, Premanalysis models are not in accordance with Sec 1029.

Girders were lifted by devices designed by the fabricator.

XX at the contractor's option the location for bent-up strands may be varied from that shown. The number of bent-up strands was not to be changed. One strand per bar is required for each layer of bent-up strands except for and beneath which require one bar on the bottom layer of strands only. All additional payment will be made if additional strand tie bars are required.

XX Girders top flanges are shaped to a smooth finish for "a" at the apexes, as shown. End dressers are applied to this region only. The top portion will be rough finished by applying the surface transversely with a wire brush, and no reference reactions on the surface.

---

**FINAL PLANS**

**TOP FLANGE BLOCK OUT DETAIL**

REINFORCING STEEL NOTES: Reinforcing steel does not conform to the requirements of ASTM A 615, Grade 60, but meets the requirements of ASABT 20. All dimensions are to scale except those otherwise shown.

---

**WELDED WIRE REINFORCEMENT**

**WELDED WIRED BENDING DIAGRAMS**

---

**SECTION B-B**

**SECTION B-B**

**TEN Elevation of Girders Span (1-2)**

"Exterior and interior girders are the same except for coil tie bar and details for steel interference diaphragms.

---

**BEARING PLATE DETAILS**

Details Include:
- Bearing plate details are in accordance with AASHTO A-327.
- Vertical wire spacing = 6".
- Distance between WMT ends = 12".
- Each bar is 3/4" of coil tie bar.
- End of girder:
  - Four Molydron Studs
  - 1/2" Bearing Plate
- Interior girders:
  - Two Molydron Studs
- Exterior girders:
  - Two Molydron Studs
- Rolling dimensions as indicated for each bar.
- Long, long slanting bridge beams will be used for the prestressed concrete railroad girder.

---

**NOTES:**

- Designed for 3/4" of coil tie bars.
- Coils are required to be used by the contractor for Prestressed Concrete Girder.
- Ties shall be placed in accordance with the fixture design.
- Reinforcing steel shall be placed in accordance with the fixture design.
FINAL PLANS

<table>
<thead>
<tr>
<th>Ender No. 1</th>
<th>Ender No. 2</th>
<th>Ender No. 3</th>
<th>Ender No. 4</th>
<th>Ender No. 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>1'</td>
<td>1'</td>
<td>1'</td>
<td>1'</td>
<td>1'</td>
</tr>
<tr>
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<tr>
<td>1'</td>
<td>1'</td>
<td>1'</td>
<td>1'</td>
<td>1'</td>
</tr>
</tbody>
</table>

Bottom of Slab
Top of Ender

SPAN (11'-2"

Notes: This drawing is not to scale. Follow dimensions.
**THEORETICAL BOTTOM OF SLAB ELEVATIONS AT % OF GIRDER (PRIOR TO FORMING FOR SLAB)**

<table>
<thead>
<tr>
<th>Girder</th>
<th>0.15</th>
<th>0.30</th>
<th>0.45</th>
<th>0.60</th>
<th>0.75</th>
<th>0.90</th>
<th>0.95</th>
<th>1.10</th>
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<tr>
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<td>735.76</td>
<td>735.64</td>
<td>735.64</td>
<td>735.64</td>
<td>735.64</td>
<td>735.64</td>
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</tr>
<tr>
<td>Girder 2</td>
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<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
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<td>Girder 4</td>
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<td>735.76</td>
<td>735.76</td>
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<tr>
<td>Girder 5</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
<td>735.76</td>
</tr>
</tbody>
</table>

**Elevations are based on a constant slab thickness of 8-1/2" and include allowances for theoretical dead and live loads due to weight of side including precast parapets and barrier curbs.**

---

**THEORETICAL BOTTOM OF SLAB ELEVATIONS AND GIRDER CAMBER DIAGRAM**

**GIRDER CAMBER DIAGRAM**

- Conversion factors for girder camber:
  - 0.1 ft = 3.144 x 1/16 ft
  - 0.2 ft = 3.144 x 1/16 ft
  - 0.3 ft = 3.144 x 1/16 ft
  - 0.4 ft = 3.144 x 1/16 ft
**FINAL PLANS**

**TYPICAL SECTION NEAR SAFETY BARRIER CURB AT SUPPORT LOCATIONS**

**NOTES:**
- Top of safety barrier curb is built parallel to grade with support curb joints (except of end bents) normal to grade.
- Placement of joint filler material is controlled to ensure proper placement of joint filler material by manufacturer prior to pour.
- Concrete in the safety barrier curb is Class B-1.
- Measurement of safety barrier curb is to the nearest 1/4 inch for each structure, measured along the outside top of slab from end to end and wing to wing.

**SILICONE JOINT SEALANT & BACKER ROD AT SUPPORT LOCATIONS**

**NOTES:**
- Joint sealant and backer rod are used on all slip-form barrier curbs instead of joint filler material.
- Silicon joint sealant and backer rod are used at support locations.
- For slip-form option, all sides of the safety barrier curb do not have a wetting or bonding coat finish and the curb top face has a transversely grooved finish.
- Concrete traffic barrier fillers are placed on top of the safety barrier curb and are not required.
- Traffic barrier fillers are considered completely covered by the contract unit price for "Safety Barrier Curb".

**SECTION A-A**

**NOTES:**
- Cost of slip-form joint sealant and backer rod, as applicable, will be included completely covered by the contract unit price for safety barrier curb.

**OPTIONAL SLIP-FORM BRIDGE SAFETY BARRIER CURB**

**PART SECTION B-B**

**NOTES:**
- Each side of joint location.
- The #410 bar and #600 transverse tie bar are placed in the #250 bars only.
- Only one bar at the crown of the apron.

**SECTION THRU JOINT**

**NOTES:**
- This growing is not to scale. Follow dimensions.
### FINAL PLANS

#### BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>NO.</th>
<th>VENDOR</th>
<th>LOCATION</th>
<th>MATERIAL</th>
<th>SCHEDULE NO.</th>
<th>DIMENSIONS</th>
<th>NUMBER</th>
<th>DIA.</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
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<td></td>
<td>FT. X IN. FT. X IN. FT. X IN. FT. X IN. FT. X IN. FT. X IN. FT. X IN. FT. X IN.</td>
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#### BILL OF REINFORCING STEEL

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<th>MATERIAL</th>
<th>SCHEDULE NO.</th>
<th>DIMENSIONS</th>
<th>NUMBER</th>
<th>DIA.</th>
<th>WEIGHT</th>
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<tbody>
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<tr>
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<tr>
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</table>

**Note:** For bar bending details, see Sheet No. 25.
### FINAL PLANS

#### PART PLAN SHOWING PILE NUMBERING FOR RECORDING "AS BUILT PILE" DATA

#### "AS BUILT PILE" DATA

<table>
<thead>
<tr>
<th>PILE NO.</th>
<th>LENGTH IN PLACE (F.T.)</th>
<th>COMPLETED SINKING TONNAGE</th>
<th>REMARKS</th>
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<tr>
<td>END BENT 1</td>
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<tr>
<td>1</td>
<td>53</td>
<td>RSR</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>62</td>
<td>RSR</td>
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<td>3</td>
<td>66</td>
<td>RSR</td>
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<td>RSR</td>
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<td>53</td>
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#### "AS BUILT PILE" DATA

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</thead>
<tbody>
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</tr>
<tr>
<td>10</td>
<td>18</td>
<td>FOR</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>17</td>
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<td>12</td>
<td>17</td>
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<td>FOR</td>
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</tr>
<tr>
<td>18</td>
<td>16</td>
<td>FOR</td>
<td></td>
</tr>
</tbody>
</table>

Note: This sheet to be completed by mature construction personnel.

Note: Indicate in remark column:
- 1) If pile were driven to practical refusal.
- 2) Pile before of other than shown on bent detail sheet.
- 3) Type of piling used.

NOTE: THIS SHEET TO BE COMPLETED BY MATURE CONSTRUCTION PERSONNEL.
### Overlap

* Type of existing overlay:  
  - None
  - Asphalt
  - Low Slump
  - Silica Fume
  - Latex
  - Epoxy
  - Other: ________

* Existing overlay thickness: ________

* Year overlay was applied: 2011

* % of overlay repaired or patched: 40%

* Replace overlay:  
  - Yes
  - No

* Notes:  
  - BRIDGE HAS MANY FULL AND PARTIAL PATCHES
  - Recommend replacing whole bridge deck

#### Deck Repairs

(Deck repair quantities are required even if a Deck Test request has been ordered for this structure.)

* Half-sole repairs: 500 sq. ft.  
  (round up to the nearest 50 sq. ft.)

* Full-depth repairs: 2000 sq. ft.  
  (round up to the nearest 25 sq. ft.)

* Slab edge repairs: 60 lin. ft.  
  (covers the outer 4" of the slab edge)

* Superstructure repair (Unformed): 0 sq. ft.  
  (covers the remaining slab cantilever beyond the outer 4")

* Clean & seal slab edge: 100 lin. ft.  
  (in lieu of edge repairs)

* Existing Deck Patching: 600 sq. ft.  
  (round up to the nearest 25 sq. ft.)

* Total surface hydro demolition bridge deck:  
  - Yes
  - No

* Full deck replacement (redeck):  
  - Yes
  - No

* Superstructure replacement:  
  - Yes
  - No

* Full bridge replacement:  
  - Yes
  - No

* How were the quantities obtained?  
  - Visual
  - Bridge Inspection Report
  - Sounded

* Notes:  
  - RECOMMEND FULL DECK REPLACEMENT ALONG WITH SAFETY BARRIER
DECK REPAIRS CONT.

* ISSUES / PROBLEMS WITH PRECAST PRESTRESSED DECK PANELS

<table>
<thead>
<tr>
<th>Spans</th>
<th>At Panel Jt.</th>
<th>Btwn (mid) Panel Jt.</th>
<th>Location in Span</th>
<th>Deterioration</th>
<th>Describe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Type</td>
<td>Amount</td>
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<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>sq. ft.</td>
</tr>
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<td></td>
<td>sq. ft.</td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>sq. ft.</td>
</tr>
<tr>
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<td></td>
<td>sq. ft.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>sq. ft.</td>
</tr>
</tbody>
</table>

Notes:

(Deterioration may include water saturation, efflorescence, rust staining, cracking, spalling, exposed steel, disintegration of panel edges at joints, etc. Typically observed at or near panel joints. The location and “Type” of deterioration should be recorded.)

* Notes:

Picture #

3

APPROACH SLABS

* Is there a bridge approach slab in place?  Yes ☑ No ☐ * Type: □ Concrete □ Asphalt ☐ Other ☐

* Is there a rdwy. approach pavement in place?  Yes ☑ No ☐ * Type: □ Concrete □ Asphalt ☐ Other ☐

* Is the approach slab sinking at the end bent?  N/A ☐ Yes ☑ No ☐

* Are repairs needed to the bridge approach slab driving surface?  Yes ☑ No ☐

(Typically a roadway item but will be reported to district on the Bridge Memorandum.)

* Full Replacement of Approach Slab?  Yes ☑ No ☐

* Notes:  Recommend replacing approach during deck replacement.

Picture #
SLAB DRAINS
* Is the drainage system working adequately? ☐ Yes ☑ No

* Recommendations: Drain basin/flume to direct water away from slopes down to rail road

* Notes:

CURBS & RAILS
* Existing curb (left side):
  ☐ Safety Barrier Curb ☑ Curb/parapet ☐ Blockouts ☐ Thrie Beam ☐ Baluster ☐ Steel Channel
  ☐ Other __________________________ ☐ Handrail ☐ Fence __________________________
  * Does curb need repair ☑ Yes ☐ No * Curb repair _____ lin. ft.
  * Remove hand rail ☑ Yes ☐ No * Add curb blockout ☑ Yes ☐ No

* Existing curb (right side):
  ☐ Safety Barrier Curb ☑ Curb/parapet ☐ Blockouts ☐ Thrie Beam ☐ Baluster ☐ Steel Channel
  ☐ Other __________________________ ☐ Handrail ☐ Fence __________________________
  * Does curb need repair ☑ Yes ☐ No * Curb repair _____ lin. ft.
  * Remove hand rail ☑ Yes ☐ No * Add curb blockout ☑ Yes ☐ No

* Existing median curb:
  Type: __________________________ Width _____ " Height _____ "
  * Does curb need repair ☑ Yes ☐ No * Curb repair _____ lin. ft.

* Approach rail attachment:
  ☐ None ☐ Not attached ☑ 4 Hole ☐ 5 Hole ☐ Turn-down ☐ Other __________

* If the existing handrails will be removed, does the local maintenance supervisor wish to keep them? ☑ Yes ☐ No

Storage address: location: St. Clair bridge

address: ________________________________________________

city: __________________________ state: __________ zip: __________

* Notes: Recommend replacing with safety barrier curb during bridge deck replacement

Picture #
**EXPANSION DEVICES**

<table>
<thead>
<tr>
<th>Bent</th>
<th>Type</th>
<th>Recommendations</th>
<th>Gap Left</th>
<th>Gap Right</th>
<th>Temperature &amp; Other Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Flat plate (removed)</td>
<td></td>
<td></td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>Filled joint</td>
<td></td>
<td></td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

* Notes: Abut, 1 joint removed or covered with asphalt overlay. Look at making abutments integral or Semi-integral

---

**BEARINGS**

<table>
<thead>
<tr>
<th>Bent</th>
<th>Coating</th>
<th>Recommendations</th>
<th>Notes (indicate which bearings at each bent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>Consider making neoprene bearings</td>
</tr>
<tr>
<td>2</td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>Consider making neoprene bearings</td>
</tr>
</tbody>
</table>

* Notes: Consider making abutments 1 and 4 integral or semi integral heavy pack rust, depending on condition after clean up may need to replace if not suitable for encasement.

---

**COATING SYSTEM (PAINT)**

* Existing coating system: A system ____________ green ✓ gray ☐ other ☐

* Date last coated: 1970

* Is existing coating peeling? ✓ Yes (Overcoat is not an option) ☐ No

* Coating recommendation:
  ✓ Blast clean & recoat all steel
  ☐ Clean & overcoat all steel
  ☐ Blast clean & recoat only at joint locations
  ☐ Blast & recoat at joint locations and clean & overcoat all other steel

Note: Pull off test required for overcoat (Calcium Sulfonate) option. Bridge Division will request pull off tests.

* Notes: Recommend blasting and recoating girders, diaphragms, and bearings.
SUPERSTRUCTURE REPAIRS  
(Repairs needed not previously stated.)

Concrete Slab Superstructure or Girder:  
(above the bearings)
(Example: Deck solid slabs, voided slabs, box girder; 
dek girders & prestressed girders)

Steel:  
(Example: Beams, stringers, girders, diaphragms, cross-frames, misc. steel)

Member  
(Check all that apply) (Attach pictures)  
Describe & Locate

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>☐</td>
<td>Section Loss</td>
<td>&lt;1 %</td>
<td>☐</td>
<td>Cracks</td>
<td>in.</td>
<td>at girder ends</td>
</tr>
<tr>
<td>2</td>
<td>☐</td>
<td>Section Loss</td>
<td>%</td>
<td>☐</td>
<td>Cracks</td>
<td>in.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>☐</td>
<td>Section Loss</td>
<td>%</td>
<td>☐</td>
<td>Cracks</td>
<td>in.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>☐</td>
<td>Section Loss</td>
<td>&lt;1 %</td>
<td>☐</td>
<td>Cracks</td>
<td>in.</td>
<td>at girder ends</td>
</tr>
</tbody>
</table>

Notes:  
Minor pack rust at girder ends with initial section loss.

Picture #

SUBSTRUCTURE REPAIR

<table>
<thead>
<tr>
<th>Bent</th>
<th>Formed Repair</th>
<th>Unformed Repair</th>
<th>Seal Concrete Beam Cap Bts.</th>
<th>Coat Exposed Pile at Int. Pile Cap Bts.</th>
<th>Describe (Beam, Backwall, Wing, etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>10 sq. ft.</td>
<td>☑ Yes ☐ No</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>sq. ft.</td>
<td>☐ Yes ☐ No</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>sq. ft.</td>
<td>☐ Yes ☐ No</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>10 sq. ft.</td>
<td>☑ Yes ☐ No</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>sq. ft.</td>
<td>☐ Yes ☐ No</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
</tbody>
</table>

* Does the structure need graffiti protection?  
☑ No ☐ Bottom 8’ of Concrete ☐ End Bents ☐ Other

* Notes:  
Cracks and leeching in abutment caps and backwalls. Consider reconstruct backwall with integral retrofit.

Picture #
SIGNs, SIGNALs &/OR LIGHTING ATTACHED TO STRUCTURE

* Are there signs attached directly to this structure? □ Yes □ No quantity location

* Describe proposed work to be done to signs.

* Are there signals attached directly to this structure? □ Yes □ No quantity location

* Describe proposed work to be done to signals.

* Is there aviation lighting attached to this structure? □ Yes □ No N/A Red □ Green ☐

* Is there navigational lighting attached to this structure? □ Yes □ No N/A Red □ Green ☐

* Is there roadway lighting attached to this structure? □ Yes □ No N/A

* Describe proposed work to be done to lighting.

* Notes: N/A

UTILITYs ATTACHED TO STRUCTURE

<table>
<thead>
<tr>
<th>Type</th>
<th>Qty.</th>
<th>Size</th>
<th>Owner</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conduit</td>
<td></td>
<td></td>
<td></td>
<td>Repaint</td>
</tr>
<tr>
<td>Pipeline</td>
<td></td>
<td></td>
<td></td>
<td>Repair</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Remove</td>
</tr>
</tbody>
</table>

* Notes: N/A
CATHODIC PROTECTION SYSTEM

* Is there a cathodic system on this structure?  
  - Yes  [ ]  No  [ ]  Remove  [ ]  Do not alter  [ ]  Abandon in place (grooved system)  [ ]

* Is it on and working?  
  - Yes  [ ]  No  [ ]  Unknown  [ ]

* Notes: N/A

CHANNEL ALIGNMENT, SLOPE PROTECTION & SCOUR

* Is channel aligned to bridge opening?  
  - Yes  [ ]  No  [ ]  Describe  [ ]

* Is drift a continual problem?  
  - Yes  [ ]  No  [ ]  Describe & Locate  N/A

* Is erosion a problem?  
  - Yes  [ ]  No  [ ]  Describe & Locate  Slope erosion down onto RR tracks

* Describe slope protection in place.  
  - Earth

* Scour  
  - At Footing  [ ]  At Piling  [ ]  Depth  [ ]  Bent  [ ]  Recommendation  [ ]

* Describe needed work.  
  - Erosion at West and East slabs washing onto railroad track below bridge. Cut brush along slope.
  - Investigate some type of erosion blanket that won't require vegetation - too shady underneath.
  - Steep grade down to tracks, not sure if rock blanket is appropriate treatment

TRAFFIC LANES

* Number of lanes striped:  
  - on structure  2  
  - under structure  0

* Shoulder width:  
  - None  [ ]  on structure  9 1/2'  [left]  9'  [right]  
  - under structure  [left]  [right]

* Sidewalk widths:  
  - on structure  [left]  [right]  
  - under structure  [left]  [right]

* Median width:  
  - on structure  [ ]  
  - under structure  [ ]

* Proposed improvements for lanes/shoulders/sidewalks:  
  - [ ]

Effective: 2013 June 4  
Supersedes: 2009 May 1
### GENERAL AREA CONDITIONS

<table>
<thead>
<tr>
<th>* Primary area:</th>
<th>Commercial</th>
<th>Industrial</th>
<th>Residential</th>
<th>Agricultural</th>
<th>Military</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Posted speed limit on structure:</td>
<td>55 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Posted load on structure:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Unit:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Semi (tractor/trailer):</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Are both signs in place?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Do pedestrians and/or bicyclists regularly use this structure?</td>
<td>Yes</td>
<td>No</td>
<td>Undetermined</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Notes:</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### MAINTENANCE

<table>
<thead>
<tr>
<th>* What work has been done to this structure that may not be reflected on existing bridge plans?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003 - built mat gutters</td>
</tr>
<tr>
<td>2005 - repair &gt;50 SF deck</td>
</tr>
<tr>
<td>2008 - paint bearings &amp; beam ends</td>
</tr>
<tr>
<td>2012 - overlay deck with UBAWS, clean &amp; seal abuts., Clean, paint &amp; reset abut. bearings</td>
</tr>
<tr>
<td>2013 - mudjack under east abut., place rock on slope</td>
</tr>
<tr>
<td>2018 - 200+ SF deck repair</td>
</tr>
<tr>
<td>2019 - install silt fence &amp; straw bales for erosion control</td>
</tr>
<tr>
<td>2020 - 50 SF deck repair, 2021 - 150+ SF deck repair, 2022 - 50 SF deck repair (so far)</td>
</tr>
</tbody>
</table>

### ADDITIONAL FIELD NOTES

<p>| |</p>
<table>
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<th></th>
</tr>
</thead>
</table>

Effective: 2013 June 4  
Supersedes: 2009 May 1
**STAGING / DETOUR**

* Traffic Control:  
  - Close structure  
  - Stage construction on structure  
  - Cross over traffic to adjacent structure  
  - Detour  
  - Other option

* Define probable detour route.  
  - Adjacent bridge is 38 ft curb to curb, should accommodate 2 - 12’ lanes and 2 - 7 ft shoulders.
  - Reduce speed to 45 MPH workzone and cross overs between Route M and Old Hwy 100.

**PERSONS ASSISTING WITH CHECKLIST**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Ph. ( ) -</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joseph Ridenhour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph. ( ) -</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph. ( ) -</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph. ( ) -</td>
</tr>
<tr>
<td>Name</td>
<td>Title</td>
<td>Ph. ( ) -</td>
</tr>
</tbody>
</table>

**REQUIRED SIGNATURES**

I have reviewed the information on this checklist and believe it to be as accurate as possible.

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Project Manager</td>
<td></td>
</tr>
<tr>
<td>District Bridge Engineer</td>
<td></td>
</tr>
</tbody>
</table>

The structural rehabilitation checklist indicates how the bridge is functioning and aging.

All deterioration should be noted, even if it is known that the work will not be completed under the proposed project.

Send NEW Structural Rehabilitation Checklist by email  
To: "Bridge Survey Processor"  
Cc: Structural Project Manager or Structural Resource Manager
Rusting exterior bearing abutment 4

Map crack bottom of deck span 2

Need to cut brush

Rusting of bearing abutment 1
Rusting bottom of girder throughout

Heavy erosion East Slope

Dirt and mud building up on track from slope erosion

West slope with erosion
H0353 3-21-2022
100E over MOC RR
Franklin County
Transition rail does not meet all Quads

H0353 3-21-2022
100E over MOC RR
Franklin County
Left curb and handrail

H0353 3-21-2022
100E over MOC RR
Franklin County
Curb damage, spall with rebar exposed

H0353 3-21-2022
100E over MOC RR
Franklin County
East slope Erosion
H0353 3-21-2022
100E over MOC RR
Franklin County
rusting of bearing exterior at abutment 4

H0353 3-21-2022
100E over MOC RR
Franklin County
Surface rust throughout

H0353 3-21-2022
100E over MOC RR
Franklin County
Span 2 bottom of deck spall rebar exposed

H0353 3-21-2022
100E over MOC RR
Franklin County
Span 2 girder black from Railroad
H0353 3-21-2022
100E over MOC RR
Franklin County
Dirt and mud building up on track from slope erosion

H0353 3-21-2022
100E over MOC RR
Franklin County
West slope huge erosion

H0353 3-21-2022
100E over MOC RR
Franklin County
Rusting of bearing abutment 1
Note: Longitudinal reinforcing steel shall be placed so that ends shall not be more than 1/8 from 3" plate of Exp. Device.
MISSOURI STATE HIGHWAY DEPARTMENT

BRIDGE OVER C.R.I.&P. RAILROAD

FRANKLIN COUNTY

FINAL PLANS

DETAILS OF INT. BEAT NO. B.

Note: This drawing is not to scale. Follow dimensions.

Sheet No. E-513 R