



Hamilton County

Regular Inspection Report

Location: 33-I0075-01.29

Federal ID: 33I00750013

Closeout Agency:

TDOT

Description:

3 Span Bridge

I-75 Southbound Ramp

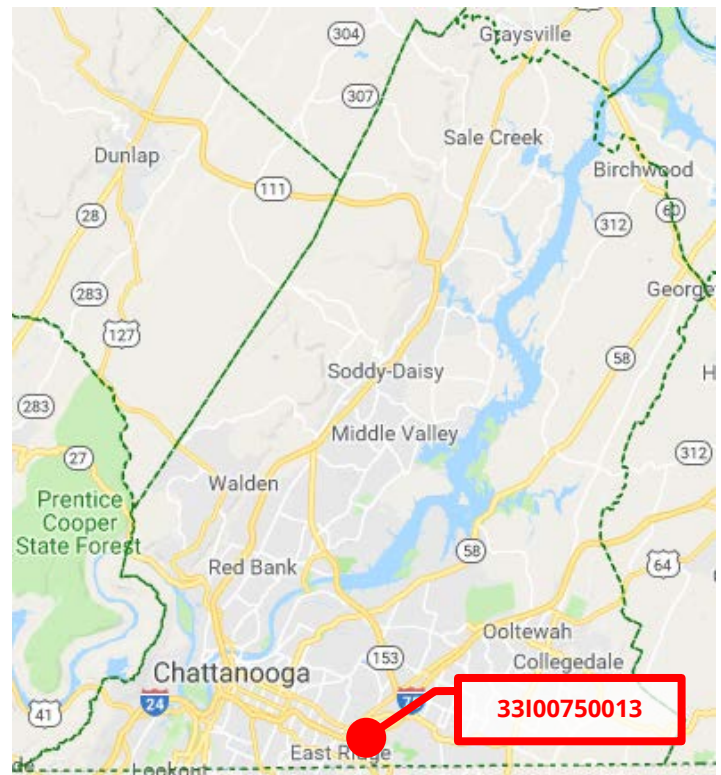
OVER

I-75 NB TO I-24 WB

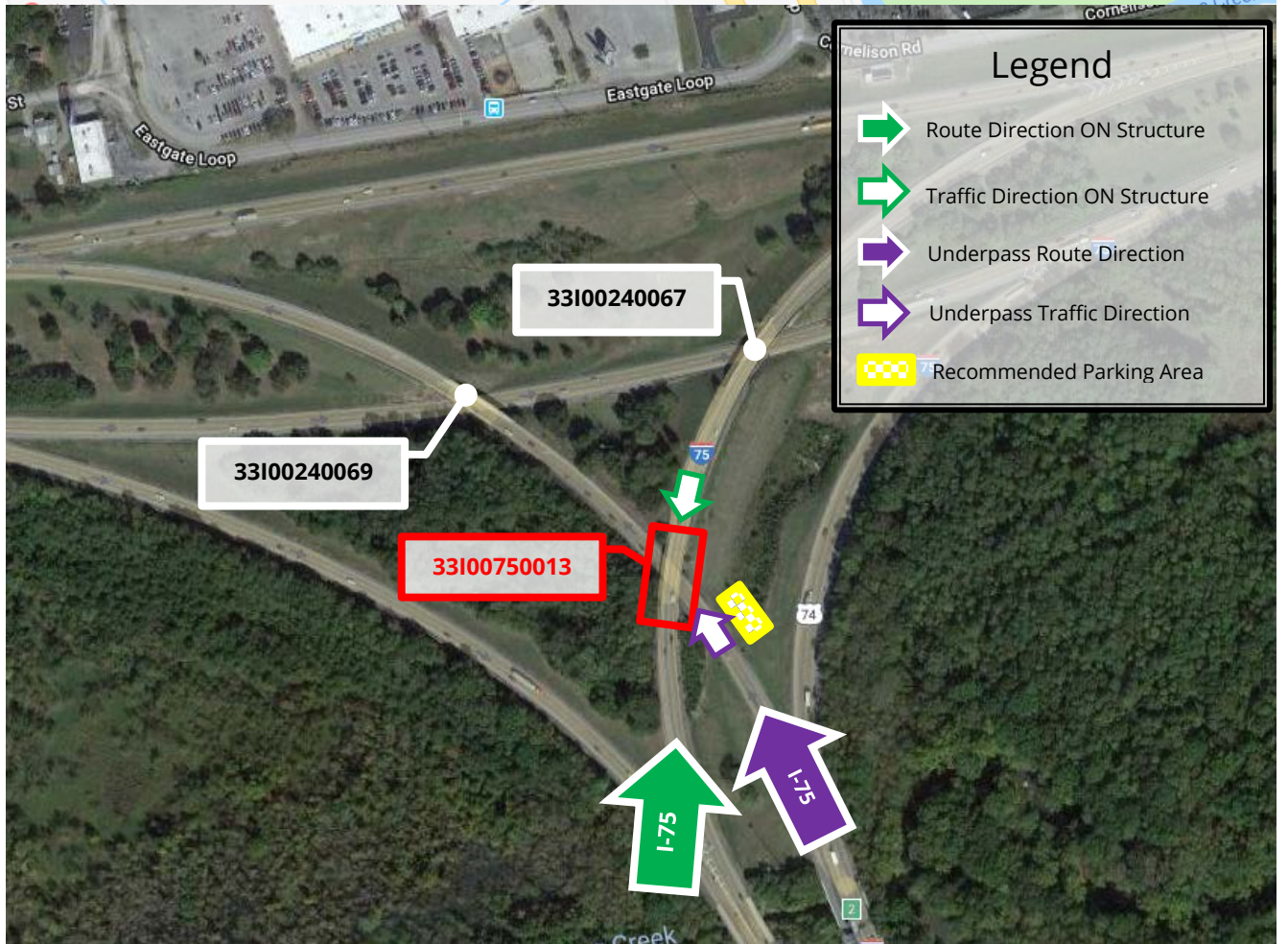
Inspection Date: July 19, 2018

Overall Condition Rating:

FAIR



LOCATION MAP



PRODUCED PURSUANT TO
 PUBLIC RECORDS REQUEST
 This document is covered by 23 USC §409
 And its production pursuant to a public
 document records request does not
 waive the provisions of §409

BRIDGE MAINTENANCE RECOMMENDATIONS



Tennessee Department of Transportation

COUNTY: HAMILTON
 LOCATION: 33-I0075-01.29-
 CO. SEQ.: 1 SPEC. CASE: 0
 MILEPOST: 1.23

CROSSING: I75 NB TO I24 WB
 FED. BRIDGE NO.: 33I00750013
 MAINT. DIST.: 33

REPAIR LIST NO.: 3
 DATE ADDED: 08/24/2016
 REVISED: 07/19/2018

| | | | |
|---------------------------------|--------------------------------|---------------------------|------|
| FACILITY CARRIED: | I-75 SBL | NUMBER OF MAIN SPANS: | 3 |
| HIGHWAY SYSTEM: | 02-INTERSTATE URBAN | NUMBER OF APPROACH SPANS: | 0 |
| BRIDGE WIDTH (CURB TO CURB): | 29 FT 10 IN | BRIDGE LENGTH (FT): | 148 |
| BRIDGE WIDTH (OUT TO OUT): | 36 FT 5 IN | MAXIMUM SPAN LENGTH (FT): | 51 |
| APPROACH ROADWAY (W/SHOULDERS): | 41 FT 11 IN | SKEW ANGLE (DEGREES): | 44 |
| MAINTAINED BY: | STATE HIGHWAY AGENCY | | |
| MAIN SPAN MATERIAL: | PRESTRESSED CONCRETE | | |
| MAIN SPAN DESIGN TYPE: | BOX BEAM OR GIRDERS - MULTIPLE | | |
| APPROACH SPAN MATERIAL: | OTHER OR NOT APPLICABLE | | |
| APPROACH SPAN DESIGN TYPE: | OTHER OR NOT APPLICABLE | | |
| INSPECTION DATE: | 07/19/2018 | GENERAL CONDITION: | FAIR |
| EVALUATION DATE: | 08/24/2016 | STRUCTURALLY DEFICIENT: | NO |
| PPRM PIN NUMBER: | | SUFFICIENCY RATING: | 74.7 |
| H TRUCK RATING @ INV.: | 20 TONS | | |

| No. | RECOMMENDATIONS | REPAIR DATE | REPAIRED BY |
|-----|--|-------------|-------------|
| 1. | Remove Loose Concrete Filler Beneath Beams. | | |
| 2. | Remove Tree Growing On Bent Cap - Bent 2 - Right Side. | | |

GENERAL COMMENTS:
 TREES GROWING ON TOP OF BENT CAPS IS INCREASING THE SIZE OF CONCRETE CRACKS.

PRODUCED PURSUANT TO
 PUBLIC RECORDS REQUEST
 This document is covered by 23 USC §409
 And its production pursuant to a public
 document records request does not
 waive the provisions of §409



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 07/23/2018

Bridge Number:
 (Includes Item 5A)

Feature Intersected:

Evaluation Status:

County:

Route:

Special Case:

County Sequence:

Log Mile:

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

| ITEM # | DESCRIPTION | VALUE | CONDITION CODING GUIDELINES (Values for Coding Items 58, 59, 60 and 62) |
|--------|---|--|---|
| 90 | LAST INSPECTION DATE | <input type="text" value="07/19/2018"/> | N NOT APPLICABLE 9 EXCELLENT CONDITION 8 VERY GOOD CONDITION - NO PROBLEMS NOTED. 7 GOOD CONDITION - SOME MINOR PROBLEMS. 6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS. 5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR. 4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR. 3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT. 2 CRITICAL CONDITION - ADVANCED DETERIORATION OF PRIMARY STRUCTURAL ELEMENTS. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT OR SCOUR MAY HAVE REMOVED SUBSTRUCTURE SUPPORT. UNLESS CLOSELY MONITORED IT MAY BE NECESSARY TO CLOSE THE BRIDGE UNTIL CORRECTIVE ACTION IS TAKEN. 1 "IMMINENT" FAILURE CONDITION - MAJOR DETERIORATION OR SECTION LOSS PRESENT IN CRITICAL STRUCTURAL COMPONENTS OR OBVIOUS VERTICAL OR HORIZONTAL MOVEMENT AFFECTING STRUCTURAL STABILITY. BRIDGE IS CLOSED TO TRAFFIC BUT CORRECTIVE ACTION MAY PUT IT BACK IN LIGHT SERVICE. 0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION. |
| | EARLIEST DATE OF NEXT REGULAR INSPECTION | <input type="text" value="05/19/2020"/> | |
| | | <input type="text" value="/ /"/> | |
| 10 | MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS) | 99 FT. 99 IN. <input type="text" value=""/> FT. <input type="text" value=""/> IN. | |
| 520 | MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS) | 99 FT. 99 IN. <input type="text" value=""/> FT. <input type="text" value=""/> IN. | |
| 36 | TRAFFIC SAFETY FEATURES | | |
| | Br. Rail Trans. Appr. Rail Terminal SPEED LIMIT | | |
| | 1 1 1 1 55 | | |
| | <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> | | |
| 41 | STRC OPEN/CLOSED/POSTED A K P | A <input type="text" value=""/> | |
| 58 | DECK | 6 <input type="text" value=""/> | |
| 59 | SUPERSTRUCTURE | 6 <input type="text" value=""/> | |
| 60 | SUBSTRUCTURE | 7 <input type="text" value=""/> | |
| 61 | CHANL/CHANL PROTECTION | N <input type="text" value=""/> | |
| 62 | CULVERT AND RETAIN WALL | N <input type="text" value=""/> | |
| 71 | WATERWAY ADEQUACY | N <input type="text" value=""/> | |
| 72 | APPROACH RDWY ALIGNMENT | 6 <input type="text" value=""/> | |
| 521 | OVERALL CONDITION | FAIR <input type="text" value=""/> | |
| 16 | LATITUDE | N 35° .1750' | |
| 17 | LONGITUDE | W 85° 12.7250' | |

Jason Tays
Jason Tays 07/31/2018

TEAM LEADER SIGNATURE

/ /

REVIEW DATE

PRODUCED PURSUANT TO
 PUBLIC RECORDS REQUEST
 This document is covered by 23 USC §409
 And its production pursuant to a public
 document records request does not
 waive the provisions of §409

Photographs

Bridge ID#: 33I00750013

Date: 07/19/2018



BRIDGE NUMBER - SPAN 1 - BEAM K



TOP OF DECK - AHEAD - SOUTHBOUND

Photographs



TOP OF DECK - BACK - SOUTHBOUND



SIDEVIEW - RIGHT - AHEAD ON I-75 - NORTH

Photographs



SIDEVIEW - LEFT - BACK ON I-75 - NORTH



SUPER/SUB STRUCTURE - BENT

Photographs



APPROACH 1



TRAFFIC SAFETY FEATURES

Photographs



APPROACH 2



CLEARANCE - AHEAD - I-75 NORTHBOUND

Photographs



VEGETATION - BENT 2 - RIGHT



UNDERCUTTING - 8' ROD TO RESISTANCE - ABUTMENT 2

Photographs



UNDERCUTTING - 4' ROD - TO RESISTANCE – ABUTMENT 2

BRIDGE INSPECTION REPORT

Form BIR 3.0
(Rev. 9-22-98)
DT-0069

TDOT
Closeout Agency

Field Report No. 24 Date 7/19/2018
Previous Report No. 23 Date 7/12/2016

Bridge No. 33100750013
Eleven Digit No.

Plans: DESIGN
Bridge Location No. 33 - I0075 - 0129
Co. Route Log Mile

I0075 - I 75 RAMP 'K' over I-75 to I-24
Facility Carried on Structure Crossing
Year Constructed 1959 - ACTUAL County Hamilton Maintenance District: 29
Year Widened NA - NA Year Rehabilitated NA - NA

FEATURES

Wearing Surface ASPHALT Depth 4.0 in
 Flared Width Median Width NONE ft
 Navigation Control Bridge Skew 44° - LT
Structure Type (Main) Prestressed / Post-tensioned | Box Beam / Girders - Multiple
Structure Type (Appr.) _____
No. Main Spans 3 No. Approach Spans 0
Maximum Span Length 61.5 ft
Total Length 155.9 ft

TEAM LEADER

J. Tays

INSPECTORS

W. Spencer
F. Watkins

WIDTHS (*.* ft.)

Deck Out-to-Out 36.5 ft
Roadway Curb/Curb _____
Roadway Rail/Rail 30.0 ft
Sidewalk Rt. _____ Lt. _____
*Approach Roadway 24 ft
*(Does Not Include Shoulders)
Approach Shoulder Rt. 10 ft
Lt. 6 ft

CLEARANCES

Min. Vertical Clearance over Deck 99 ft - 99 in
Min. Vertical Under Clearance 16 ft - 10 in
Min. Lateral Under Clearance Rt. 10 ft
Min. Lateral Under Clearance Lt. 6 ft

Fracture Critical Bridge _____
(If Yes, Include BIR 3.9)

NBIS Bridge (Length > 20ft) BRIDGE is: OPEN

UNDERWATER INSPECTION

To Be Performed By: _____ Date _____
See bottom of "Bents" page for applicable notes from underwater reports

COORDINATES

Latitude: N 35° 0.175'
Longitude: W 85° 12.725'
Date Collected: 7/12/2016

EQUIPMENT + RESOURCES

Tape / Laser GPS Traffic Control - TDOT
 Ladder Big Boat Traffic Control - Bridge
 Flashlight Little Boat Other: _____
 Reach All Bucket Truck

General Inspection Comments:

Overall Rating Comments:

OVERALL RATING: FAIR

PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

PERFORMANCE EVALUATION

Time of Day Inspected AM Weather Conditions 90° - Sunny

Vehicles Observed ALL TYPES

LIVE LOAD BEHAVIOR

| Substructure | Yes/No | Comments |
|---------------------|--------|----------|
| Horiz./ Vert. Defl. | NO | |
| Vibration | NO | |
| Superstructure | | |
| Horiz./ Vert. Defl. | NO | |
| Vibration | NO | |

APPROACH

| | Rating | Comments |
|-----------|--------|--|
| Alignment | FAIR | CURVE - requires advanced warning of speed reduction |
| Slab | N/A | |
| Joints | NONE | |
| Pavement | GOOD | |
| Slope | GOOD | |
| Drains | GOOD | |

TRAFFIC SAFETY FEATURES

| | Rating | Standard/ NonStandard | Comments |
|--------------------|--------|--------------------------|----------|
| Bridgerailing | GOOD | Standard | |
| Transitions | GOOD | Standard | |
| Approach Rail | GOOD | Standard | |
| Guardrail Terminal | GOOD | Standard | |
| Median | NONE | | |

SIGNS POSTED ON ROUTE

Paddleboards YES
 Vertical Clearance (<14'-6") NO
 Narrow Bridge Signs NO
 One Lane Bridge Signs NO

Weight Limit Posted

Gross..... Tons
 2 Axle..... Tons
 3 or more Axles. Tons

Other Signs or Plaques:

ATTACHED SIGNS

Sign Number:

Location:

Directions:

Problems with Signs:

DECK

| | Rating | Comments |
|-----------------------------|--------|---|
| Wearing Surface | GOOD | |
| Deck - Structural Condition | FAIR | <i>PCBB - Deck Not Visible - Rating Matches Rating for Beams.</i> |
| Curbs | NONE | |
| Median | NONE | |
| Sidewalks | NONE | |
| Paint | NA | |
| Drains | NONE | |
| Lighting Standards | NONE | |
| Utilities | NONE | |
| Joint Leakage | FAIR | |
| Expansion Joints | NV | <i>OVERLAYED</i> |

SUPERSTRUCTURE

| | | |
|----------------------|------|--|
| Bearing Devices | GOOD | <i>Elastomeric pads</i> |
| Girders or Beams | FAIR | <i>HL CRACKS, MAP-CRACKING, DELAMS, REBAR POPOUTS. Filler Beneath Beams - Loose.</i> |
| Floor Beams | NA | |
| Stringers | NA | |
| Diaphragms | NA | |
| Bracing | NA | |
| Paint | NA | |
| Alignment of Members | G-F | <i>1" MISALIGNMENT SPAN 3</i> |
| Trusses - General | NA | |
| Portals | NA | |
| Bracing | NA | |

TEXTURE COAT

| | | | |
|--------------------|-------------|---------------------|-----------|
| Condition Rating | <u>F-P</u> | Needs Spot Painting | <u>NO</u> |
| Overall Appearance | <u>FAIR</u> | Needs Repainting | <u>NO</u> |
| Staining Rating | <u>FAIR</u> | Comments | |
| Fading Rating | <u>FAIR</u> | | |
| Scaling Rating | <u>GOOD</u> | | |

SUBSTRUCTURE**ABUTMENTS**

| | Rating | Comments |
|---------------|--------|-----------------------------------|
| Caps | GOOD | <i>HL-SM cracks</i> |
| Stem: | N/A | |
| Wings / Walls | GOOD | |
| Backwall | NV | |
| Plumb | GOOD | |
| Footing | NA | |
| Piles | NV | |
| Embankment | G-F | <i>Abutment 2 - Undercutting.</i> |
| Bridge Seat: | GOOD | |
| Rip Rap | NA | |

BENTS

| | | |
|-------------------------|------|---|
| Bridge Seat: | GOOD | |
| Caps | FAIR | <i>HL CRACKS, DELAMS, MINOR SPALLS. Span 2 - Right Cap - Tree Growing from Cap.</i> |
| Columns / Shaft | GOOD | <i>SPALL, HL CRACKS</i> |
| Pier / Crash Walls: | N/A | |
| Plumb | GOOD | |
| Footings | NV | |
| Piles | NV | |
| Piles Need Replacement: | NO | |

Underwater
Substructure
Comments

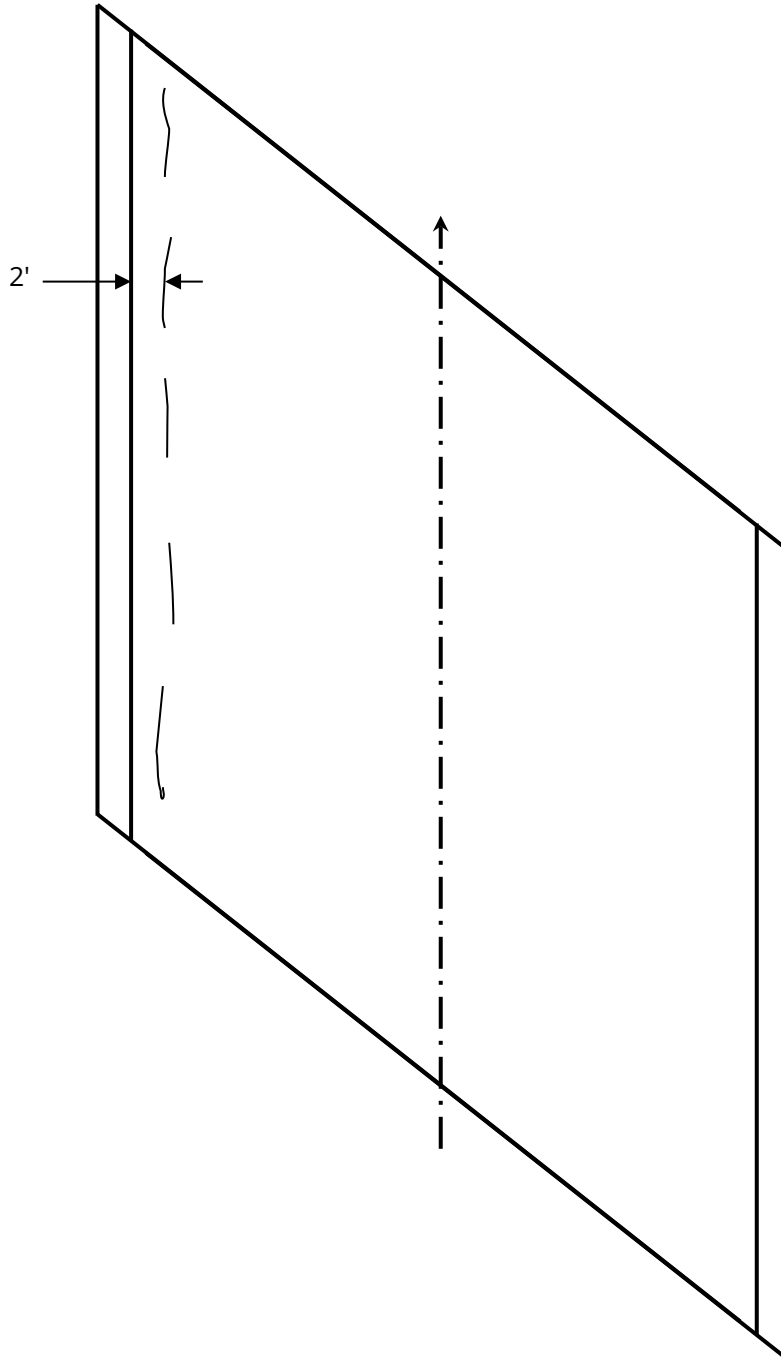
BRIDGE LOCATION NO. 33 I75 1.27 2.04 DATE: _____
 COUNTY ROUTE LOG MILE LOG km

| STATION/ LOCATION | TOP OF LT. CURB/RAIL | GUTTER/ EDGE DECK | CENTERLINE | GUTTER/ EDGE DECK | TOP OF RT. CURB/RAIL |
|----------------------|-------------------------|----------------------|------------|----------------------|-------------------------|
| | | | | | |
| ABUT # 1 | | 214.57 | | 213.51 | |
| | | | | | |
| BENT # 1 | | 215.01 | | 214.02 | |
| | | | | | |
| BENT # 2 | | 215.41 | | 214.48 | |
| | | | | | |
| ABUT # 2 | | 215.58 | | 214.77 | |
| | | | | | |
| | | | | | |

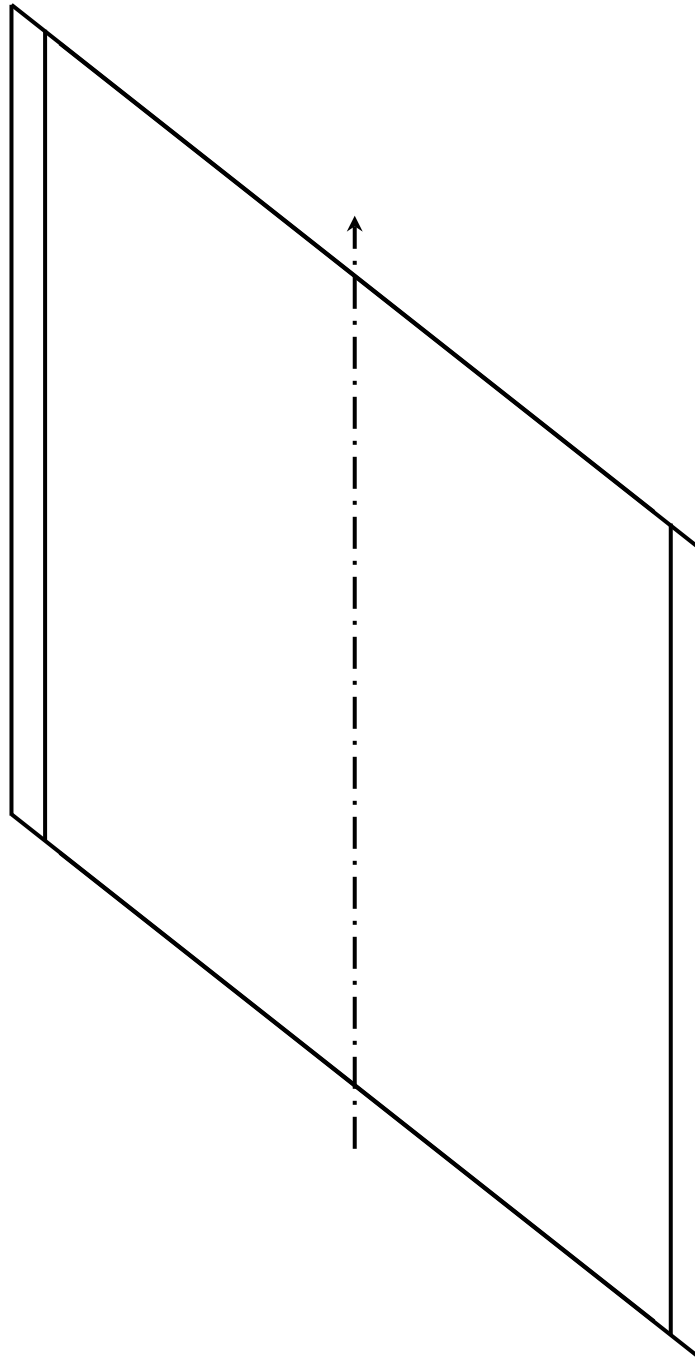
BENCH MARK LOCATION BRIDGE SEAT, ABUT. # 1, RT. SIDE. _____

BENCH MARK ELEVATION 695.98 ft - 212.14 m

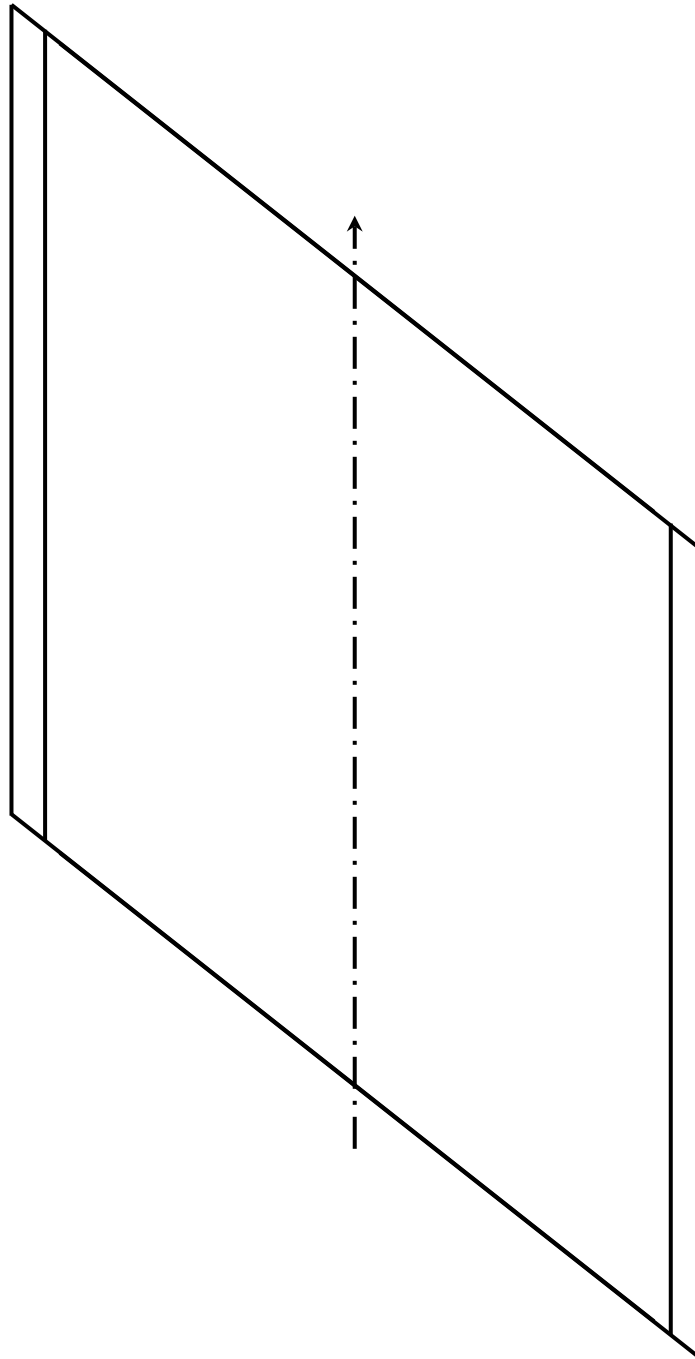
NOTE: ELEVATIONS TAKEN FROM PREVIOUS REPORT.



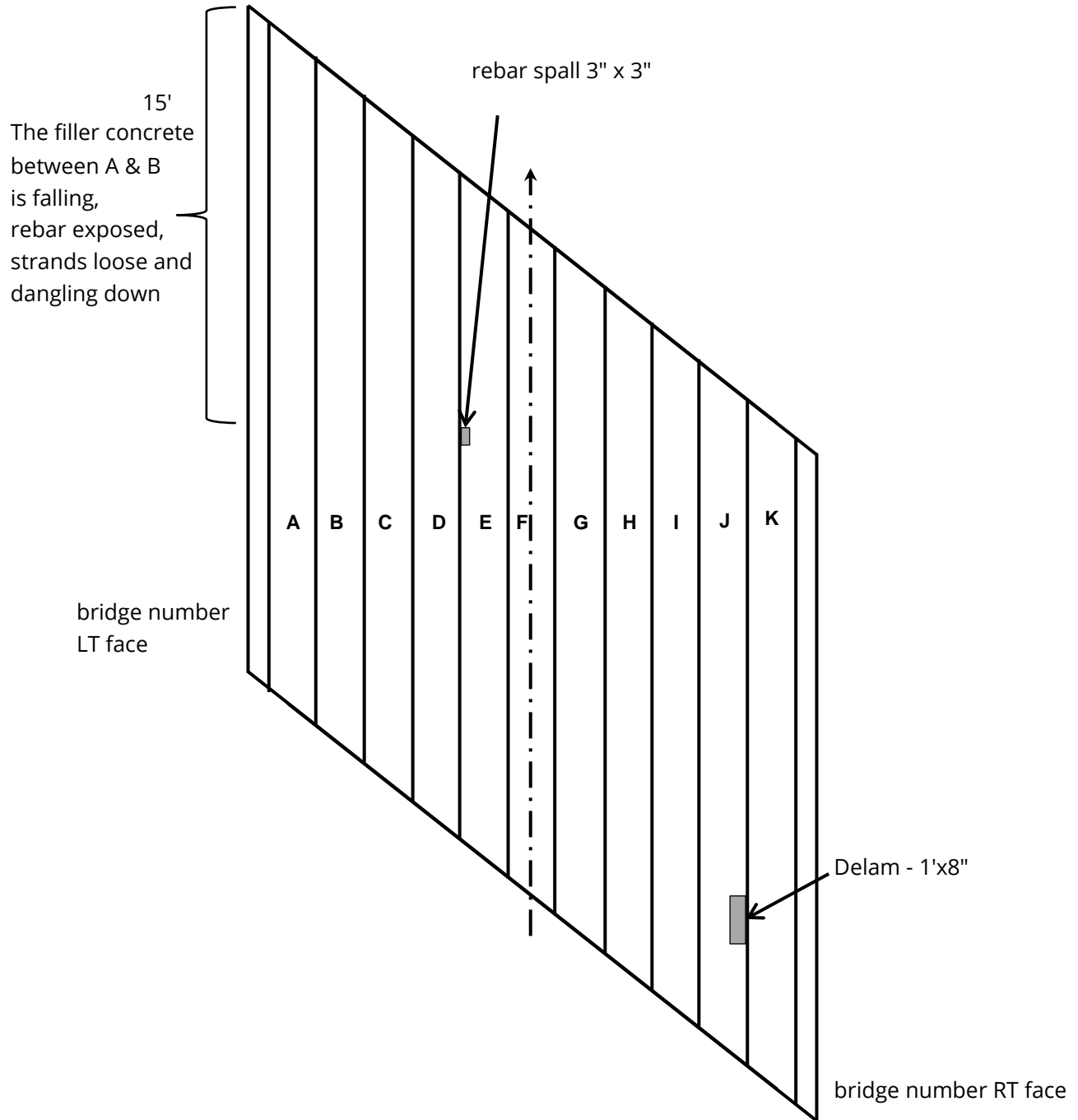
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



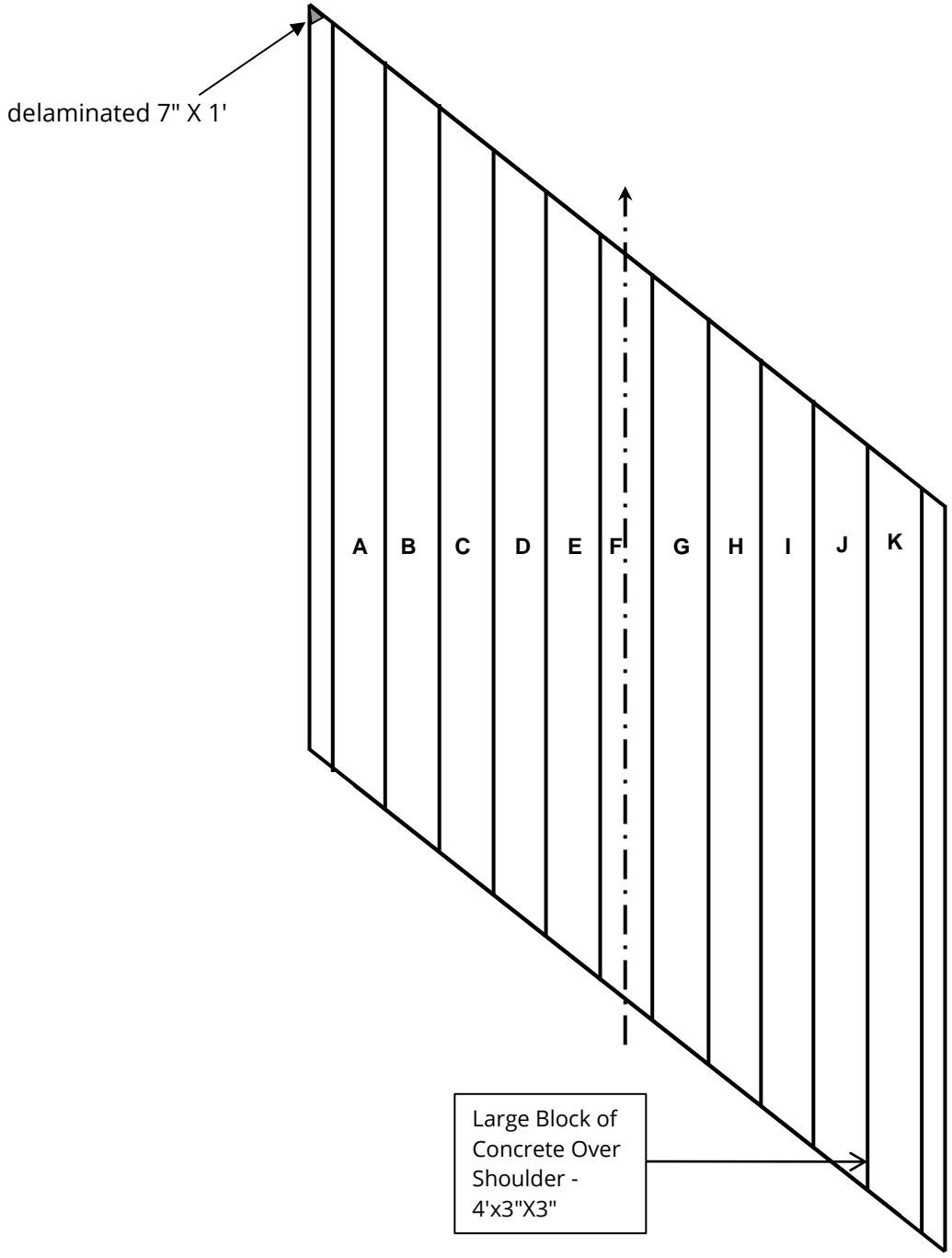
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



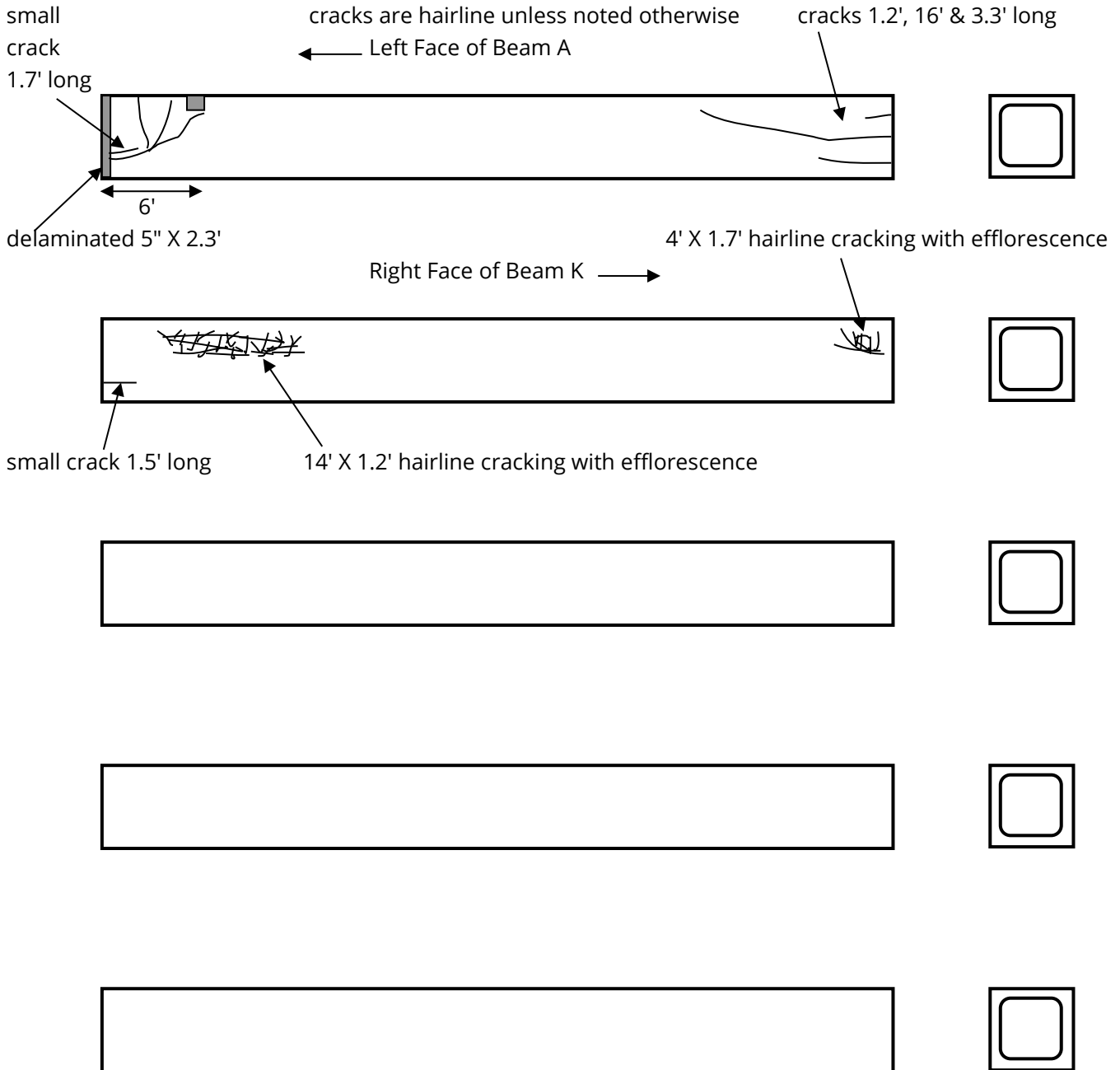
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



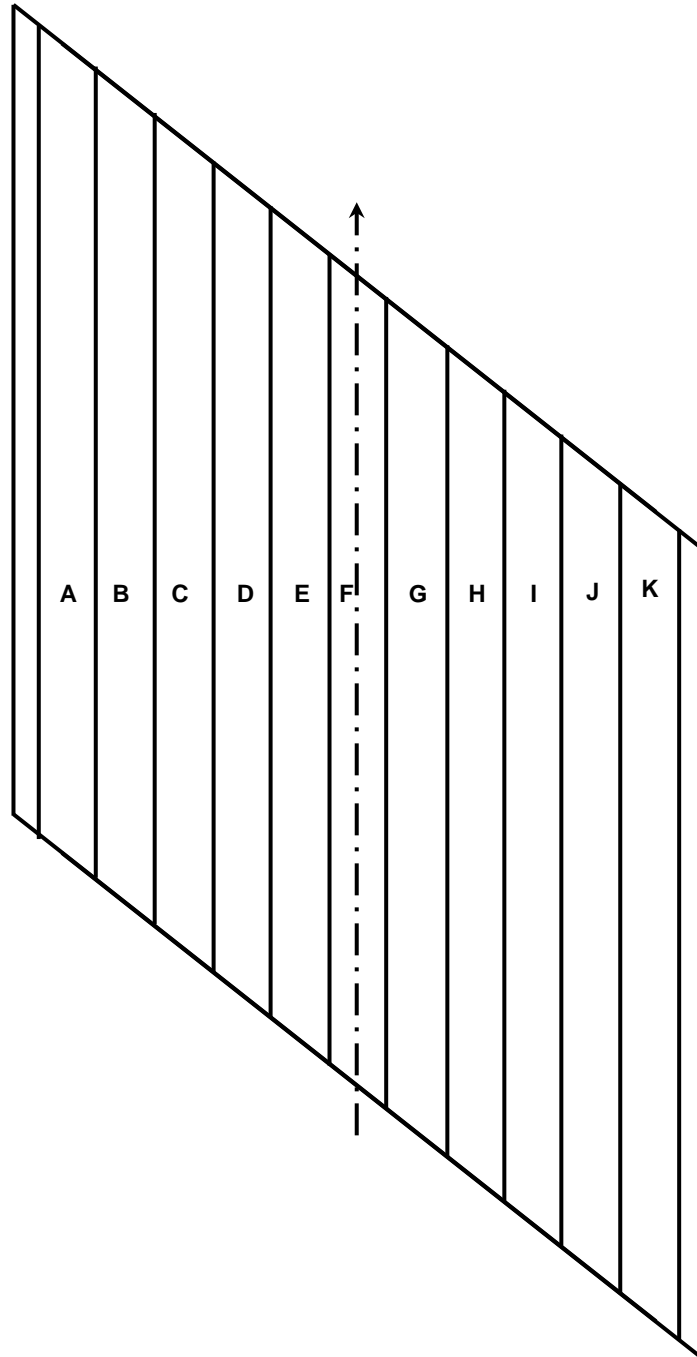
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



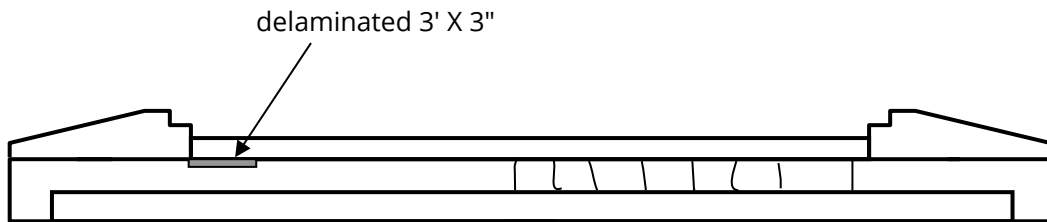
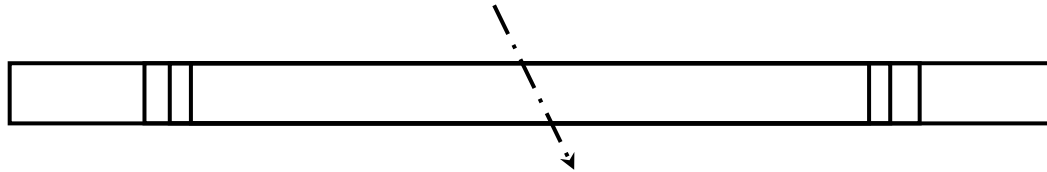
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

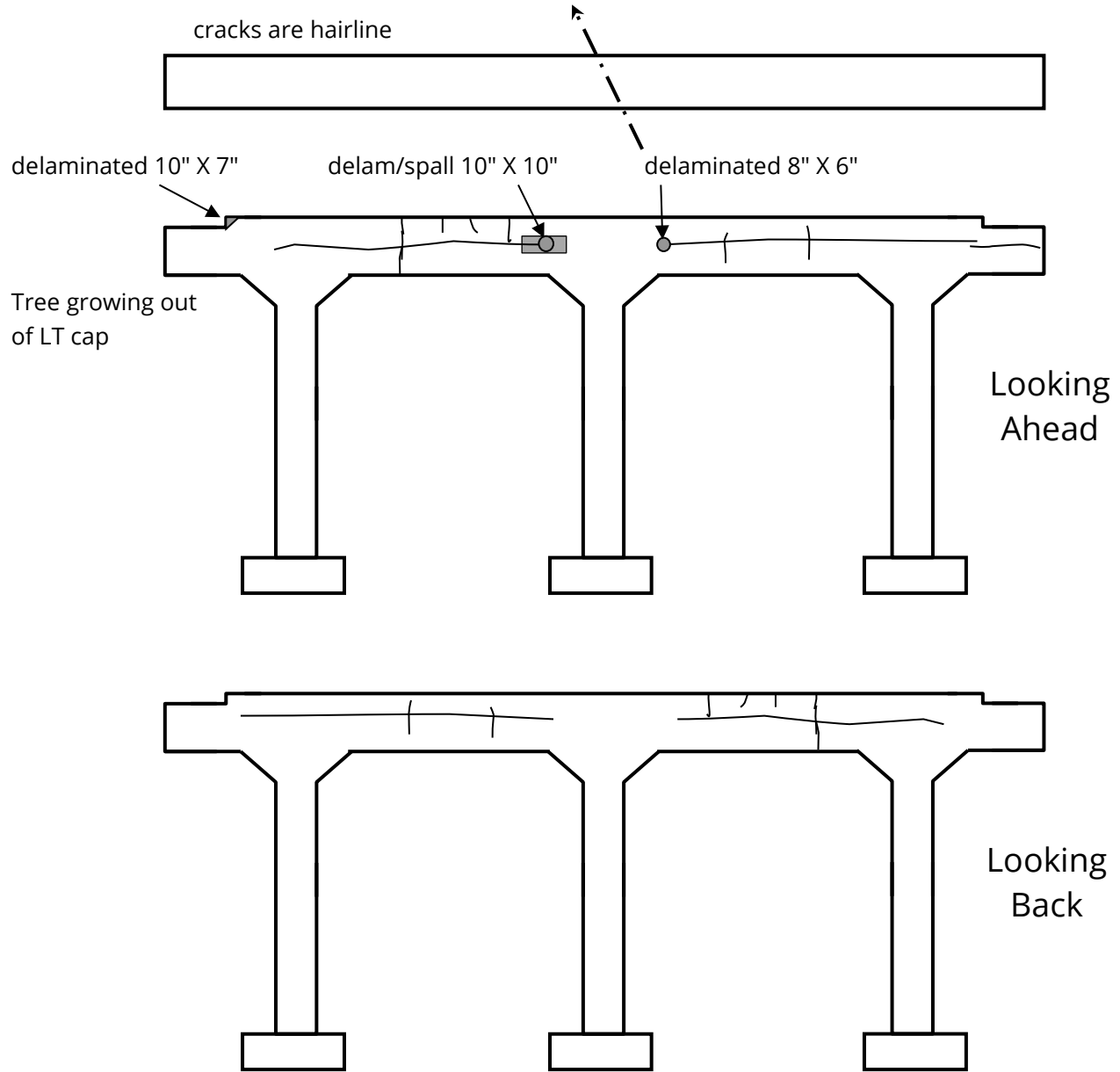


PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

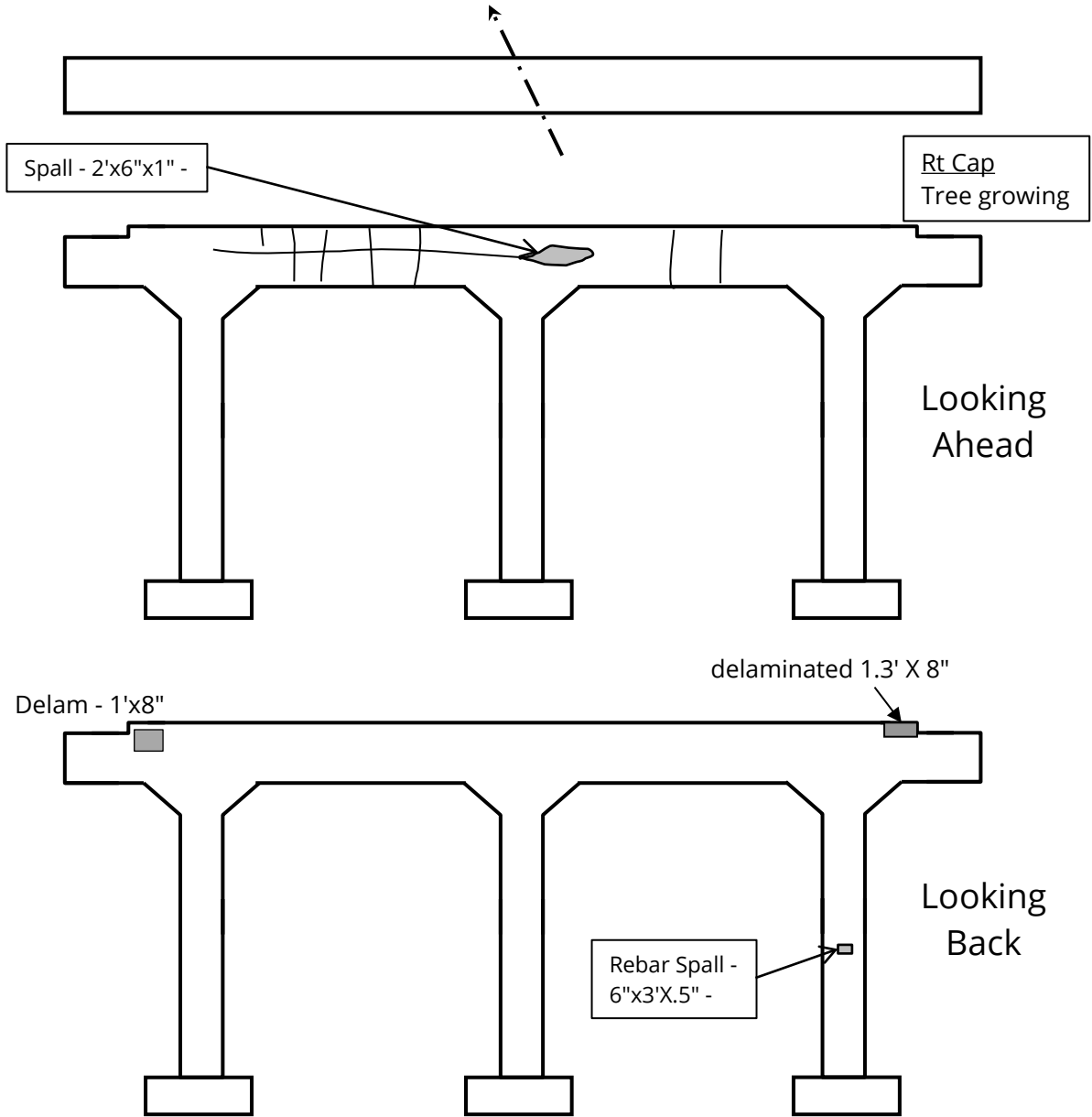


dirt and debris
on slope LT side

PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

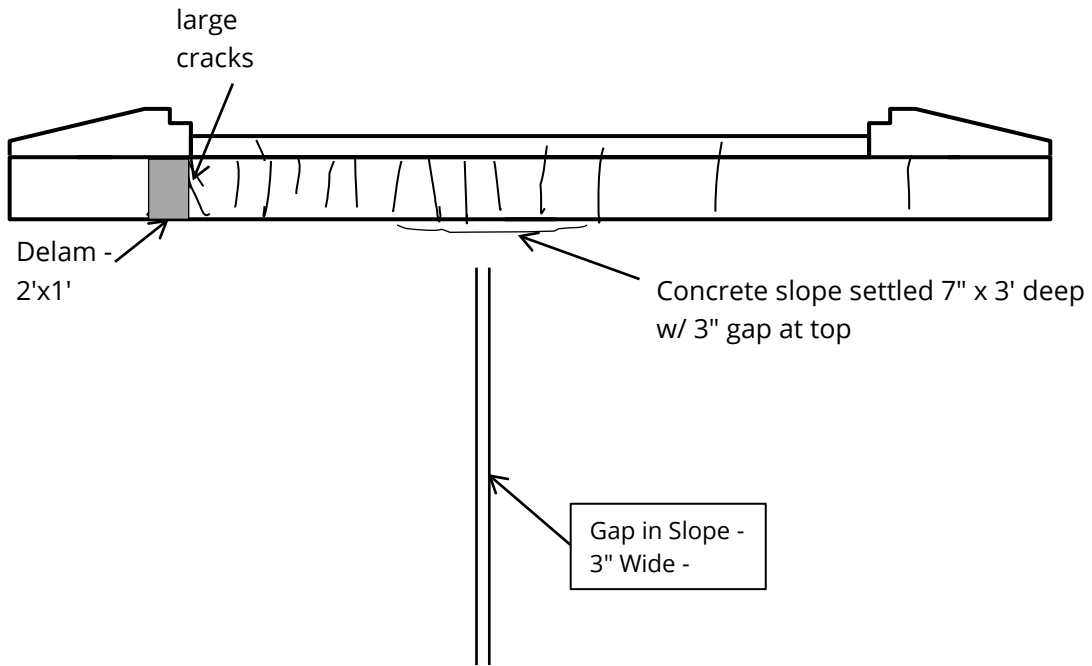
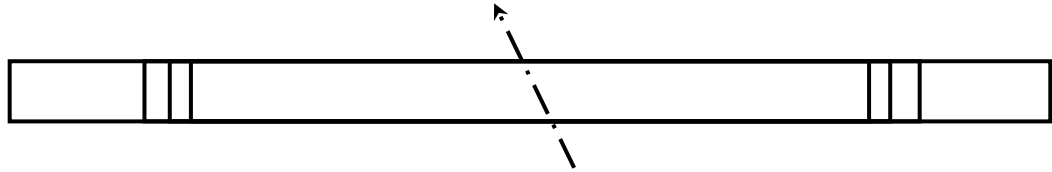


PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

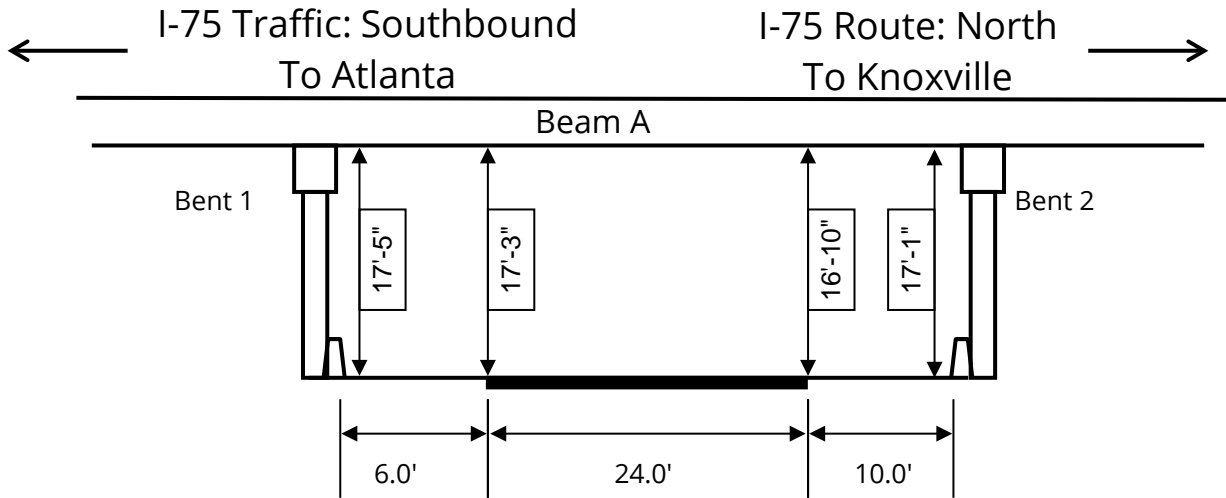


PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

G
G



PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



Looking Ahead on I-75 - Toward I-24 EB to Chattanooga

PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

BRIDGE MAINTENANCE RECOMMENDATIONS



Tennessee Department of Transportation

COUNTY: HAMILTON
 LOCATION: 33-I0075-01.29-
 CO. SEQ.: 1 SPEC. CASE: 0
 MILEPOST: 1.23

CROSSING: I75 SBL
 FED. BRIDGE NO.: 33I00750013
 MAINT. DIST.: 33

REPAIR LIST NO.: N
 DATE ADDED:
 REVISED: 07/10/2012

| | | | |
|---------------------------------|--------------------------------|---------------------------|------|
| FACILITY CARRIED: | I75 SBL | NUMBER OF MAIN SPANS: | |
| HIGHWAY SYSTEM: | 02-INTERSTATE URBAN | NUMBER OF APPROACH SPANS: | |
| BRIDGE WIDTH (CURB TO CURB): | N/A FT IN | BRIDGE LENGTH (FT): | 148 |
| BRIDGE WIDTH (OUT TO OUT): | N/A FT IN | MAXIMUM SPAN LENGTH (FT): | 59 |
| APPROACH ROADWAY (W/SHOULDERS): | 41 FT 11 IN | SKEW ANGLE (DEGREES): | N/A |
| MAINTAINED BY: | | | |
| MAIN SPAN MATERIAL: | PRESTRESSED CONCRETE | | |
| MAIN SPAN DESIGN TYPE: | BOX BEAM OR GIRDERS - MULTIPLE | | |
| APPROACH SPAN MATERIAL: | | | |
| APPROACH SPAN DESIGN TYPE: | | | |
| INSPECTION DATE: | 07/19/2018 | GENERAL CONDITION: | FAIR |
| EVALUATION DATE: | 08/24/2016 | STRUCTURALLY DEFICIENT: | |
| PPRM PIN NUMBER: | | SUFFICIENCY RATING: | |
| H TRUCK RATING @ INV.: | TONS | | |

SUGGESTED ROUTINE MAINTENANCE AND COMMENTS
 Remove Loose Filler From Beams Above.

GENERAL COMMENTS:

PRODUCED PURSUANT TO
 PUBLIC RECORDS REQUEST
 This document is covered by 23 USC §409
 And its production pursuant to a public
 document records request does not
 waive the provisions of §409



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 07/23/2018

County:

Route:

Special Case:

County Sequence:

Bridge Number:
(Includes Item 5A)

Feature Intersected:

Log Mile:

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

| ITEM # | DESCRIPTION | VALUE | UNDERPASS SAFETY FEATURES |
|--------|---|--|--|
| 90 | LAST INSPECTION DATE | <input type="text" value="07/19/2018"/> | |
| | EARLIEST DATE OF NEXT REGULAR INSPECTION | <input type="text" value="05/19/2020"/> | |
| | | <input type="text" value="/ /"/> | |
| 10 | MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS) | 16 FT. 10 IN. <input type="text"/> FT. <input type="text"/> IN. | 515 (A) TYPE UNDERPASS BARRIER COMBINATION OF METAL & CONCRETE BARRIER OR RAIL |
| | | | Revised Barrier Type |
| 520 | MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS) | 16 FT. 10 IN. <input type="text"/> FT. <input type="text"/> IN. | (B) ADEQUACY OF BARRIER OR RAIL <input type="text" value="1"/> |
| 47 | TOTAL HORIZONTAL UNDERCLEARANCE | 40 FT. 0 IN. <input type="text"/> FT. <input type="text"/> IN. | (C) ADEQUACY OF TRANSITIONS <input type="text" value="1"/> |
| 54 | MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) | | (D) ADEQUACY OF TERMINALS <input type="text" value="1"/> |
| | Circle One: H R <input type="text"/> FT. <input type="text"/> IN. | | |
| 55 | MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE | | 554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING |
| | Circle One: H R <input type="text"/> FT. <input type="text"/> IN. | | <input type="text"/> FT. <input type="text"/> IN. <input type="text"/> FT. <input type="text"/> IN. |
| 56 | MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE | <input type="text"/> FT. <input type="text"/> IN. | 16 LATITUDE 17 LONGITUDE N 35° .1750' W 85° 12.7250' |
| 521 | OVERALL CONDITION | FAIR <input type="text"/> | HEIGHT POSTED AT BOTH APPROACHES? YES [] NO [] N/A [] |
| 555 | COMMENTS | <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> | |

TEAM LEADER SIGNATURE

REVIEW DATE

PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409

BRIDGE FEATURES (*.* ft.)

| | | | |
|-----------------------------|--|--|--------------------------|
| Bridge Skew | <u>44° - LT</u> | Number of Lanes/Tracks on Bridge | <u>2</u> |
| Structure Type (Main Span) | <u>Prestressed / Post-tensioned Box Beam / Girders -</u> | | No. Main Spans <u>3</u> |
| Structure Type (Appr.Spans) | <u></u> | | No. Appr. Spans <u>0</u> |
| Maximum Span Length | <u>61.5</u> (ft.) | Total Length | <u>155.9</u> (ft.) |
| Width of Bridge Out-to-Out | <u>36.5</u> (ft.) | Right Angle to Centerline of Bridge (If Unable to Measure at Right Angle to Centerline of Bridge) | |

UNDERPASS RATING: FAIR TRIMS Item 521

- Potential for bridge elements falling on to roadway below
- Potential is due to failure of major members

Underpass Inspection Comments

Concrete Filler Beneath Beams - Loose.

Note: If Underpass Route is Divided Highway, Use Two of These Forms, One for Each Roadway.

MINIMUM PICTURES REQUIRED

1. Elevation View of Bridge on Both Sides Showing Underpass
2. View Showing Both Approaches to Bridge
3. View Showing Safety Features
4. View Showing Any Problems

Structure Inventory and Appraisal Sheet (English Units)

| ELEMENT CONDITION STATE DATA | | | | | | | | | | | | |
|------------------------------|---------|---------------------------------|-------|-----------|--------|------------|--------|------------|--------|------------|--------|------------|
| Str Unit | Elm/Env | Description | Unit | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 |
| 0 | 12/1 | Re Concrete Deck | sq.ft | 5,402.00 | 100% | 5,401.00 | 0% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 510/1 | Wearing Surfaces | sq.ft | 5,032.00 | 100% | 5,032.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 1080/1 | Delamination/Spall/Patched Area | sq.ft | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 104/1 | Pre Cisd Box Girder | ft | 1,628.00 | 97% | 1,582.00 | 3% | 41.00 | 0% | 5.00 | 0% | 0.00 |
| 0 | 1080/1 | Delamination/Spall/Patched Area | ft | 4.00 | 0% | 0.00 | 0% | 0.00 | 100% | 4.00 | 0% | 0.00 |
| 0 | 1090/1 | Exposed Rebar | ft | 1.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 |
| 0 | 1110/1 | Cracking (PSC) | ft | 41.00 | 0% | 0.00 | 100% | 41.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 205/1 | Re Conc Column | each | 6.00 | 83% | 5.00 | 17% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 1090/1 | Exposed Rebar | each | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 215/1 | Re Conc Abutment | ft | 135.00 | 44% | 60.00 | 41% | 55.00 | 15% | 20.00 | 0% | 0.00 |
| 0 | 1080/1 | Delamination/Spall/Patched Area | ft | 5.00 | 0% | 0.00 | 0% | 0.00 | 100% | 5.00 | 0% | 0.00 |
| 0 | 1130/1 | Cracking (RC and Other) | ft | 70.00 | 0% | 0.00 | 79% | 55.00 | 21% | 15.00 | 0% | 0.00 |
| 0 | 234/1 | Re Conc Pier Cap | ft | 92.00 | 26% | 24.00 | 65% | 60.00 | 9% | 8.00 | 0% | 0.00 |
| 0 | 1080/1 | Delamination/Spall/Patched Area | ft | 8.00 | 0% | 0.00 | 0% | 0.00 | 100% | 8.00 | 0% | 0.00 |
| 0 | 1130/1 | Cracking (RC and Other) | ft | 60.00 | 0% | 0.00 | 100% | 60.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 310/1 | Elastomeric Bearing | each | 33.00 | 100% | 33.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 313/1 | Fixed Bearing | each | 33.00 | 100% | 33.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 0 | 331/1 | Re Conc Bridge Railing | ft | 296.00 | 100% | 296.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |

PRODUCED PURSUANT TO
 PUBLIC RECORDS REQUEST
 This document is covered by 23 USC §409
 And its production pursuant to a public
 document records request does not
 waive the provisions of §409