

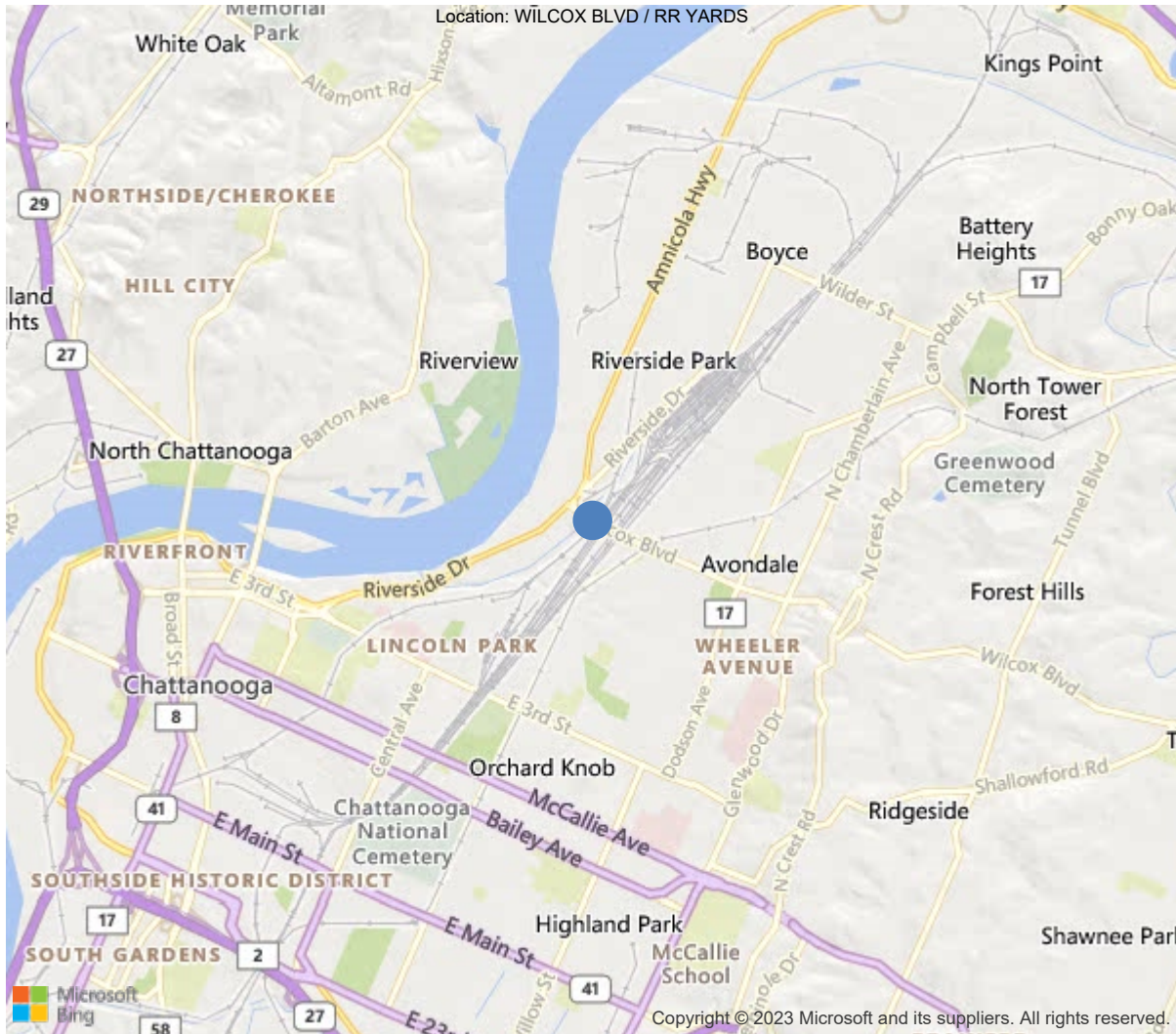


Latitude:35.05735, Longitude:-85.27362

Region 02, 33 - Hamilton County

Team Leader: Seth Davis

Inspectors: Wes Spencer, Jonathan Edwards



35.05735, -85.27362

90 - LAST INSPECTION DATE 03/07/2023

10 - MIN. V.C. OVER DECK 99.99 FT.
(ROADWAY + SHOULDERS)

520 - MIN. V.C. OVER DECK 99.99 FT.
(EXCLUDES SHOULDERS)

36 - TRAFFIC SAFETY FEATURES

Br. Rail	Trans.	Appr. Rail	Terminal	SPEED LIM.
0	0	0	0	35

41 - STRC OPEN/CLOSED/POSTED P

58 - DECK 4

59 - SUPERSTRUCTURE 4

60 - SUBSTRUCTURE 4

61 - CHANL/CHANL PROTECTION N

62 - CULVERT AND RETAIN WALL N

71 - WATERWAY ADEQUACY N

72 - APPROACH RDWY ALIGNMENT 8

521 - OVERALL CONDITION 3 - Poor

16 - LATITUDE 17 - LONGITUDE

35.057350 -85.273617

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 CORREC

Seth Davis, 3/8/23

TEAM LEADER SIGNATURE

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	33035560003
(5) Inventory Route	1
(2) Highway Agency District	Region 2
(3) County Code	33 - Hamilton
(4) Place Code	14000
(6) Features Intersected	CSX & NS RAILROAD
(7) Facility Carried	FAU 3556 350045W
(9) Location	WILCOX BLVD / RR YARDS
(11) Mile Point	0.150 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	3303556001
(16) Latitude	35.057350
(17) Longitude	-85.273617
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	32
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	17
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1958
(106) Year Reconstructed	0
(42) Type of Service	52
On	5 - Highway-pedestrian
Under	2 - Railroad
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	16210
(30) Year of ADT	2021
(109) Truck ADT	9 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	78.1 ft
(49) Structure Length	819.9 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	6.2 ft
(51) Bridge Roadway Width Curb to Curb	24.0 ft
(52) Deck Width Out to Out	31.2 ft
(32) Approach Roadway Width (W/Shoulders)	30.8 ft
(33) Bridge Median	1 - Open median
(34) Skew	87 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.0 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	22.41 ft
Ref:	
(55) Min Lat Underclear RT	7.9 ft
Ref:	
(56) Min Lat Underclear LT	5.9 ft
NAVIGATION DATA	
) Navigation Control	N - Not applicable, no waterwa
1) Pier Protection	
) Navigation Vertical Clearance	0.0 ft
3) Vert-Lift Bridge Nav Min Vert Clear	ft
) Navigation Horizontal Clearance	0.0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	4 - City or Municipal Highway
(22) Owner	4 - City or Municipal Highway
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	4
(59) Superstructure	4
(60) Substructure	4
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	34.34
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	20.74
(70) Bridge Posting	4 - 00.1 - 09.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	4
(68) Deck Geometry	2
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	819.9 ft
(94) Bridge Improvement Cost	\$ 7715
(95) Roadway Improvement Cost	\$ 772
(96) Total Project Cost	\$ 11573
(97) Year of Improvement Cost Estimate	2021
(114) Future ADT	27856
(115) Year of Future ADT	2041

INSPECTIONS *			
(90) Inspection Date	03/07/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
<p>* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.</p>			

PERFORMANCE EVALUATION

Time of Day Inspected AM Weather Conditions SUNNY, 70
Vehicles Observed ALL TYPES INCLUDING TRACTOR TRAILERS

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl (No) _____
Sub Vibration (No) _____
Super Horiz./ Vert. Defl (No) _____
Super Vibration (Yes) In some beams in Span #17

APPROACH

Alignment (Good) _____
Slab (NA) _____
Joints (NA) _____
Pavement (Fair) Wide cracks
Embankment (Good) _____
Approach Drains (NA) _____

TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Poor) Substandard/Collision Damage
Transitions Rating (Poor) Substandard
Guardrail Rating (Fair) _____
Guardrail Terminal Rating (NA) _____
Bridge Railing: _____ Transitions: _____ Guardrail: _____ Guardrail Terminal: _____

SIGNS POSTED ON ROUTE

Paddleboards	<u>No</u>	Weight Limit Posted	<u>Yes</u>
Vertical Clearance (<14'-6")	<u>No</u>	Gross	<u> </u> Tons
d Height	<u> </u>	Single-unit Vehicle	<u>13</u> Tons
w Bridge Signs	<u>No</u>	Multi-unit Vehicle	<u>23</u> Tons
.ane Bridge Signs	<u>No</u>	564 Assigned Bridge Name	<u> </u>
Signs or Plaques	<u> </u>		

ATTACHED SIGNS

No	Location	Text on Sign	Noted Defects
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DECK

Wearing Surface	(Poor)	Cracks up to wide, spalls, spalls, exposed rebar, delamination, patches
Deck - Structural Condition	(Poor)	Hairline - wide cracks, some with efflorescence in overhangs and bays, spalls, rebar spalls, some with section loss up to 1/8", honeycombing,
Curbs	(Fair)	Scaling, moderate cracks, spalled areas
Median	(Fair)	Spalls
Sidewalks	(Fair)	Joints have lost filler, moderate cracks
Deck Drains	(Fair)	One open, one clogged
Lighting Standards	(Good)	Wires exposed in Span #4, right side
Utilities	(Good)	
Expansion Joints	(Poor)	Joints are missing filler and open. Finger joints are good and have up to 4" opening at end of Span #9

SUPERSTRUCTURE

Bearing Devices	(Poor)	Bearings have section loss, corrosion/pack rust, missing nuts, and missing bolts.
Girders	(Poor)	Corrosion and section loss up to 0.5"
Diaphragms	(Poor)	Corrosion
Superstructure Bracing	(Poor)	InspectX does not have a place for substructure bracing so this note/rating is intended for substructure. Corrosion, collision damage, and areas of section loss up to hole throughs are present in the substructure bracing.
Superstructure Paint	(Poor)	Loss of paint
Alignment of Members	(Poor)	Bearing plates misaligned

TEXTURE COAT

ABUTMENTS

Abutment Caps	(Good)	Moderate crack with efflorescence
Abutment Breastwall	(Good)	Moderate crack with efflorescence
Abutment Wings	(Good)	
Abutment Backwall	(Good)	
Abutment Plumb	(Good)	
Abutment Footing	(NA)	
Abutment Piles	(Poor)	Exposed with section loss up to 1/8"
Abutment Embankment	(Poor)	Erosion, undercutting, sloughing

PIERS

BENTS

Bent Caps	(Poor)	Cracks, delaminations, spalls, rebar spalls with up to 1/8" section loss
Bent Columns	(Fair)	Paint scaling and corrosion
Bent Plumb	(Good)	
Bent Footing	(NA)	Some erosion around/under concrete collars
Bent Bearing Surface	(Poor)	Spalls in caps resulting in losses of bearing areas

Inspection Team's Summary

This is a 17-span steel girder bridge. It was inspected by a Chattanooga bridge inspection team from Region 2 and found to be in overall "POOR" condition. The bridge rails, transitions, approach guardrails, and approach guardrail terminals do not meet current safety standards. The wearing surface has wide cracks at both approaches. The bridge rails are damaged on the right side. The left side has a curb with separates this structure from the adjacent structure.

The deck is rated "POOR." Cracks up to wide, spalls, exposed rebar and potholes are present in the deck. Most drains are blocked. The joints have deterioration and are rated "POOR."

The superstructure is rated "POOR." The beams have corrosion and some section loss up to 0.5". The bearings have corrosion, with section loss up to 1/4" deep, and are misaligned.

The substructure is rated "POOR." Piles with section loss of up to 1/8" deep are exposed at both abutments. Erosion and undercutting are present at both abutments and some of the concrete bent column collars.. The bridge seat and cap at the bents have cracks, spalls, rebar exposed, loss of bearing area and delamination. Some bracing have areas of section loss creating hole-throughs in the flanges and webs.

Note: Railroad tracks exist under this structure. Traffic on this structure is eastbound.

General Inspection Comment

Route runs from West to East

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	25358	21258	2916	1184	0
1080	Delamination/Spall/Patched Area	SF	276	0	175	101	0
1090	Exposed Rebar	SF	24	0	0	24	0
1130	Cracking (RC and Other)	SF	3125	0	2066	1059	0
1190	Abrasion/Wear(PSC/RC)	SF	675	0	675	0	0
(12) Element record added 2/26/2018							
(1080-12) Element record added 12/16/2019							
(1090-12) Element record added 12/16/2019							
(1130-12) Element record added 12/16/2019							
(1190-12) Element record added 12/16/2019							
107	Steel Opn Girder/Beam	LF	3272	1772	1270	230	0
1000	Corrosion	LF	1500	0	1270	230	0
(107) Element record added 2/26/2018							
(1000-107) Element record added 12/16/2019							
202	Steel Column	EA	84	0	48	36	0
1000	Corrosion	EA	79	0	43	36	0
6000	Scour	EA	5	0	5	0	0
(202) Element record added 2/26/2018							
(1000-202) Element record added 12/16/2019							
(6000-202) Element record added 12/16/2019							
215	Re Conc Abutment	LF	54	0	54	0	0
1120	Efflorescence/Rust Staining	LF	5	0	5	0	0
4000	Settlement	LF	49	0	49	0	0
(215) Element record added 2/26/2018							
(1120-215) Element record added 3/31/2021							
(4000-215) Element record added 12/16/2019							
	Steel Pile	EA	6	0	0	6	0
10	Corrosion	EA	6	0	0	6	0
(10) Element record added 12/16/2019							
(10-225) Element record added 12/16/2019							
	Re Conc Pier Cap	LF	419	332	52	35	0
10	Delamination/Spall/Patched Area	LF	87	0	52	35	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(234) Element record added 2/26/2018							
(1080-234) Element record added 12/16/2019							
301	Pourable Joint Seal	LF	264	5	14	245	0
2330	Seal Damage	LF	243	0	0	243	0
2350	Debris Impaction	LF	9	0	9	0	0
2360	Adjacent Deck or Header	LF	7	0	5	2	0
(301) Element record added 12/16/2019							
(2330-301) Element record added 12/16/2019							
(2350-301) Element record added 12/16/2019							
(2360-301) Element record added 12/16/2019							
304	Open Expansion Joint	LF	120	120	0	0	0
(304) Element record added 12/16/2019							
311	Moveable Bearing	EA	40	0	9	31	0
1000	Corrosion	EA	31	0	0	31	0
2220	Alignment	EA	9	0	9	0	0
(311) Element record added 12/16/2019							
(1000-311) Element record added 12/16/2019							
(2220-311) Element record added 3/31/2021							
313	Fixed Bearing	EA	96	0	38	58	0
1000	Corrosion	EA	96	0	38	58	0
(313) Element record added 2/26/2018							
(1000-313) Element record added 12/16/2019							
330	Metal Bridge Railing	LF	818	778	40	0	0
1020	Connection	LF	20	0	20	0	0
7000	Damage	LF	20	0	20	0	0
(330) Element record added 2/26/2018							
(1020-330) Element record added 12/16/2019							
(7000-330) Element record added 12/16/2019							

DECK ELEVATIONS

BRIDGE LOCATION: 33-03556-0.15-R

3/22/2021

LOCATION	TOP LEFT CURB	LEFT GUTTER	CENTERLINE	RIGHT GUTTER	TOP RIGHT CURB
ABUTMENT #1				697.45	698.16
Bent #1				698.48	699.19
Bent #2				699.68	700.27
Bent #3				699.89	700.68
Bent #4				700.95	701.71
Bent #5				701.33	702.08
Bent #6				700.16	701.93
Bent #7				700.92	701.65
Bent #8				700.86	701.62
Bent #9				700.71	701.48
Bent #10				700.48	701.19
Bent #11				700.37	701.11
Bent #12				700.22	700.93
Bent #13				699.43	700.68
Bent #14				699.63	700.38
Bent #15				699.68	700.40
Bent #16				699.43	699.95
Abutment #2				699.17	699.95

BENCH MARK LOCATION: ABUTMENT 1,
LEFT SIDE BRIDGE SEAT
BENCH MARK ELEVATION: 694.49 FEET
TAKEN FROM PLANS DATED 1954

Equipment List

General Inspection

Yes Pocket knife

Yes Sounding/chipping hammer

Chain drag

Range pole

25' rod - depth and clearance

Visual Aid

Yes Binoculars

Yes Flashlight

Magnifying glass

Hand mirror

Cleaning

Wisk broom

Wire brush

Flat bladed screwdriver

Hand shovel

Penetrating oil (WD-40, etc.)

Tools For Access

Ladders

Rope

Waders

Machete or bush axe

Comment

Tools For Measuring

Masonry/Wood Ruler

6' Pocket Tape

Yes 25' and 100' Tape

Calipers

Yes Thermometer

Carpenter's Level

String and Weighted line (plumb bob)

Special Purpose Equipment

Reach All

Bucket Truck

Traffic control

Boat

Sonar depth finder

Increment borer

Survey equipment

Safety Harness

Climbing equipment

Dye penetrant

Drone

Special Purpose Equipment



Elevation view - right



Bottom of deck view - span 2



Undermining at abutment 1, right, up to 5' deep



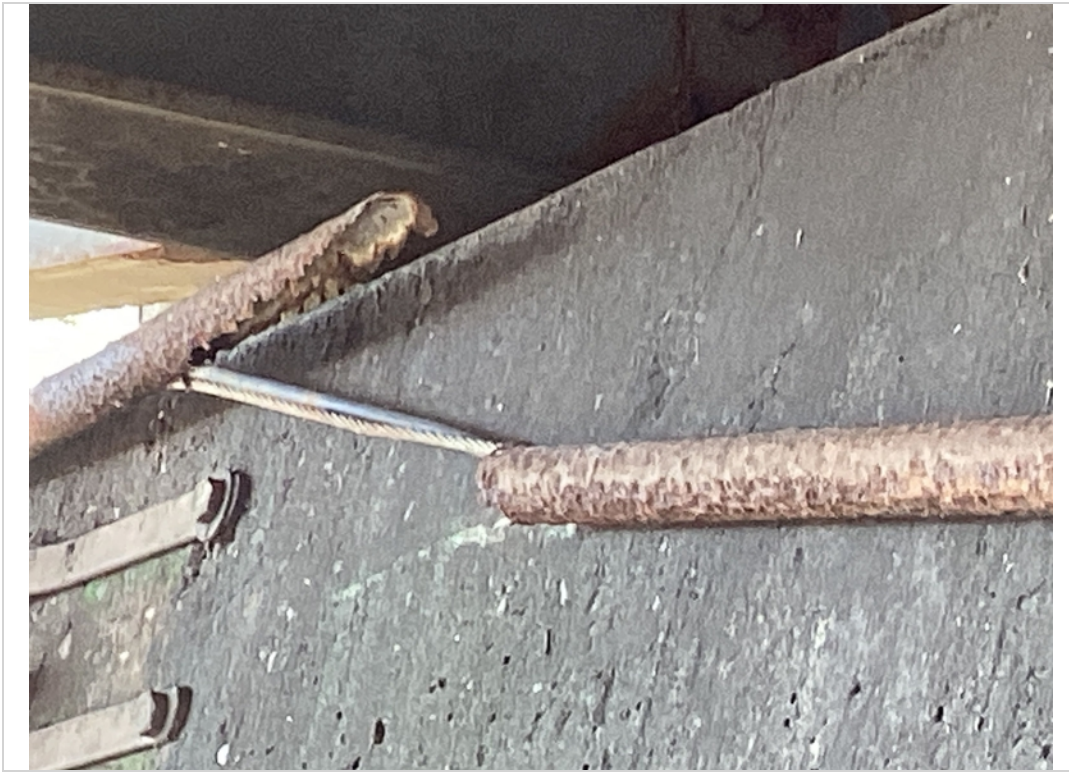
Erosion, exposed piles at abutment 1



Erosion at abutment 1



Abutment 1, Bearing "A" - corrosion/section loss



Utility pipe broken with exposed wires - abutment 1



Rebar spall - bay C, span 2, near Bent #1



Rebar spall - bent 2, between Beams "A" and "B"



Bent 3, column A - hole through on cross brace, 2-3 left side



Bent 4, columns A and B, looking back on cap - spalling



Bent 8, column B, looking back on concrete collar - rebar spalls



Rebar spall, rust, corrosion - bent 9, column C, looking back



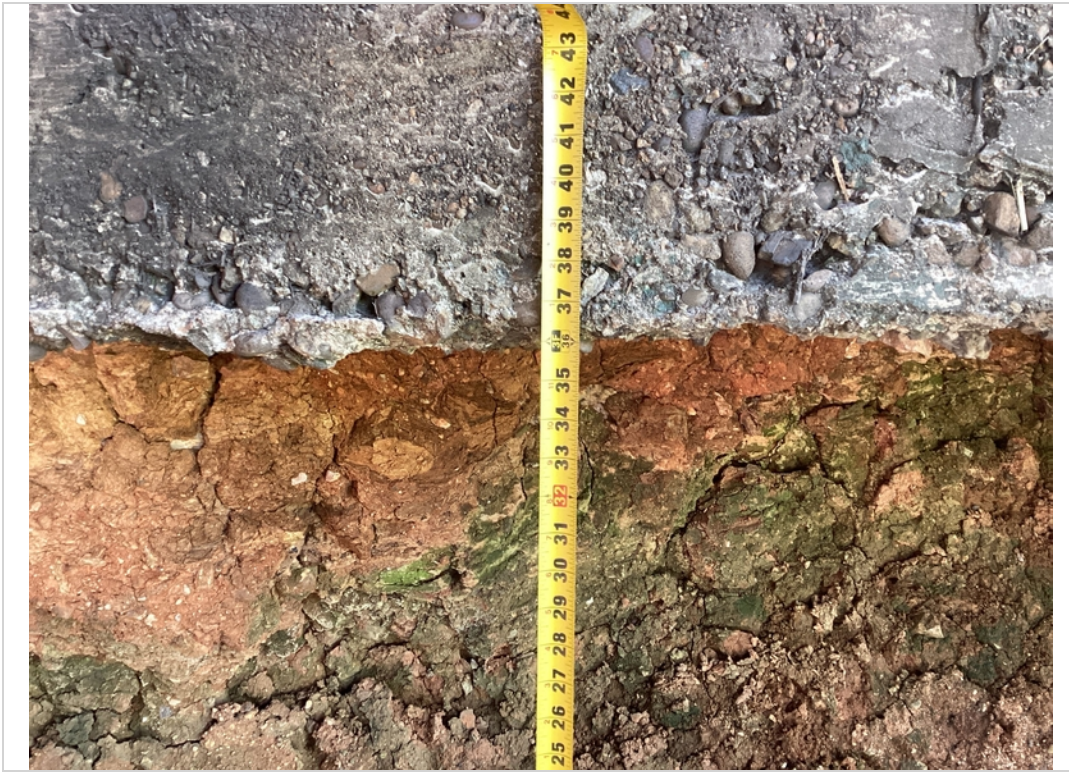
Cross bracing 10-11, left - longitudinal brace has hole through on flange



Cross bracing 10-11, diagonal brace, left - multiple holes through



Bent 11, looking back, column B - spalling, loss of bearing area



Erosion height at abutment 2



Undercutting and exposed piles with section loss at abutment 2



Bent 16, bearing A - missing nuts and bolts on the plate



rebar spall - Bent 16, column A, looking back



Span 16, bent 16, bay C - rebar spalls



Joint, approach 2 - missing filler



Span 17, wearing surface - potholes, patches



Span 13 - guardrail damage



Start of span 8 - joint missing filler, spalling, hole through



Joint at end of span 11 - rebar spall, breaking up, hole through



Southbound Riverside drive - weight posting



Approach 1, eastbound on Wilcox - weight posting



Bridge Number - Approach #1 Left - Parapet



View Across the Top of the Deck Looking Ahead



Traffic Safety Features - Approach #1 Right



Joint - Approach #1 - Missing Filler



Finger Joint - End of Span #1



Drain Blocked - Beginning of Span #2



Bridgerail Damage - Span #2 - Right



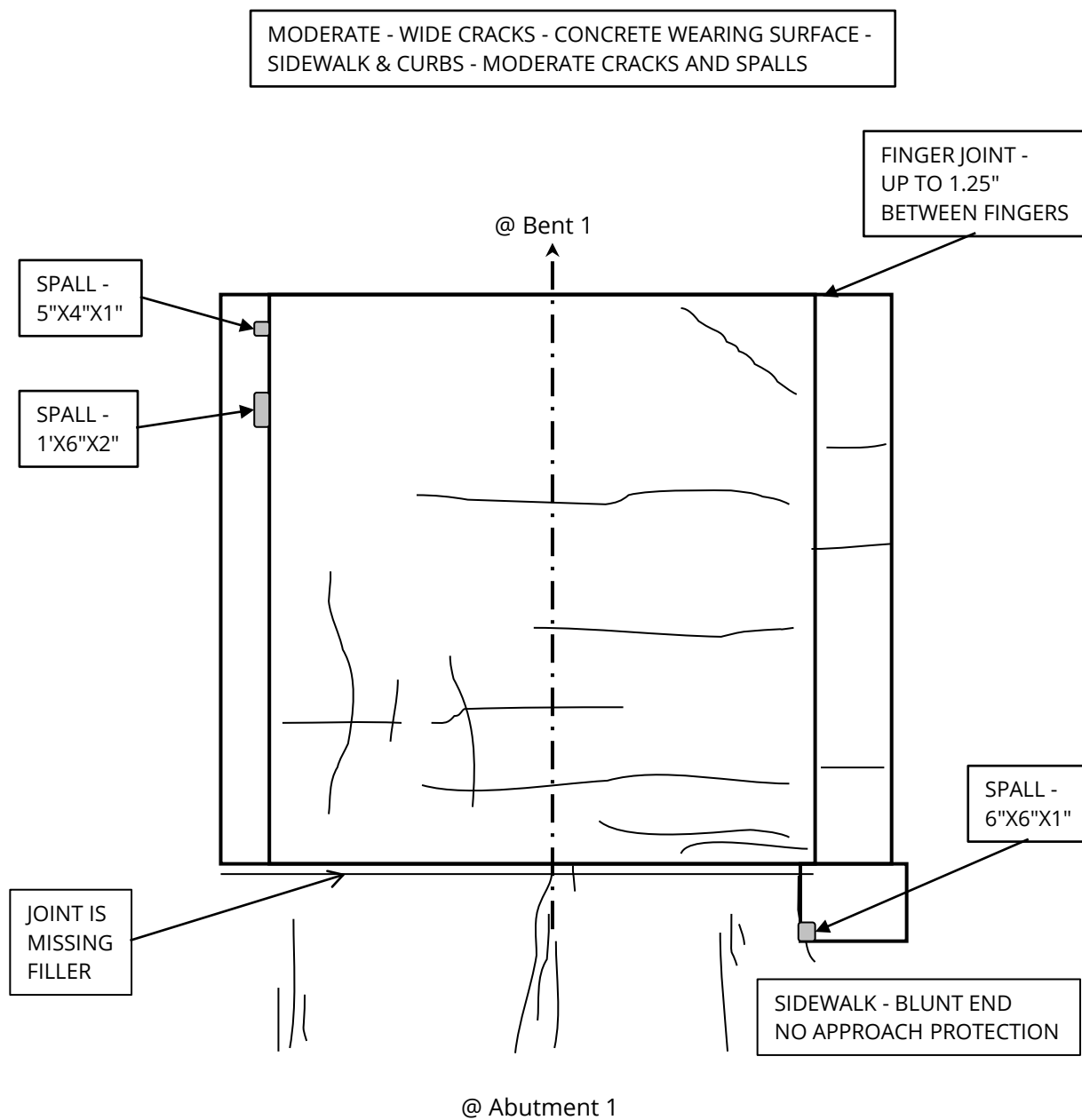
Filler Missing - open Joint - End of Span #2



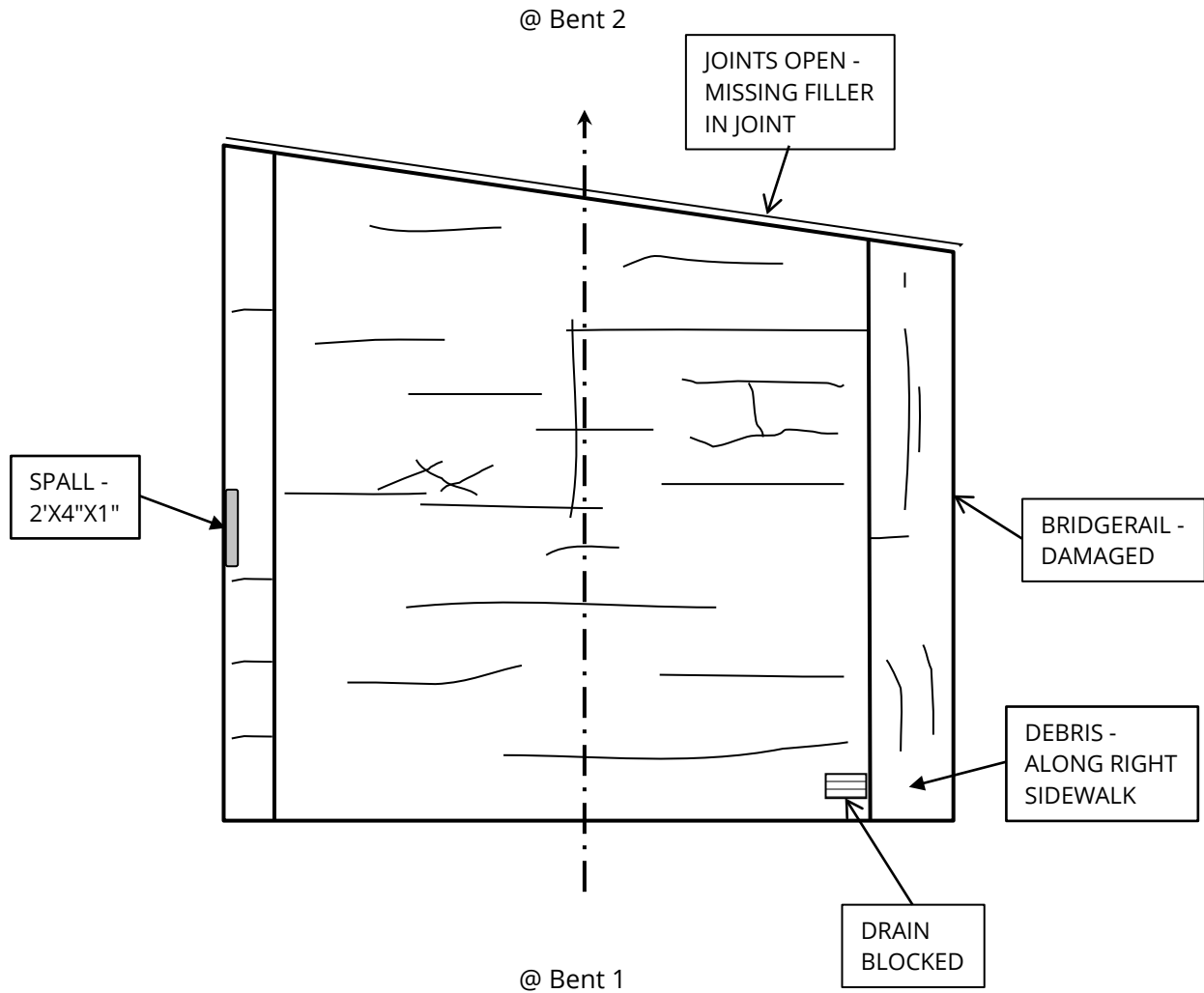
Exposed Wiring - Light Post - Span #4 - Right

Maintenance Recommendations

Date Added	Recommendation	Priority
03/30/2021	CLEAN AND PAINT ALL STRUCTURAL STEEL	5
03/30/2021	REPAIR EMBANKMENT EROSION AT BOTH ABUTMENTS	3
03/30/2021	CLEAN AND SEAL ROADWAY EXPANSION JOINTS	5
03/30/2021	CLEAN AND PAINT ALL BEARINGS	5
03/30/2021	REPAIR BRIDGERAIL (DAMAGE RIGHT SIDE)	1
03/30/2021	REPAIR SPALLS AND DELAMS IN THE CONCRETE WEARING SURFACE	5
03/30/2021	REPAIR CAP AT BENT NO. 4 AND 11 - REINFORCE BEAM BEARING	2
03/30/2021	CLEAR DRAINS	5
03/30/2021	REPAIR ROADWAY EXPANSION DEVICE IN ALL SPANS	4
03/30/2021	PATCH CONCRETE SPALLS CRACKS AND DELAMINATIONS THROUGHOUT STRUCTURE	5
03/30/2021	REPAIR CONCRETE SPALLS AND DELAMINATIONS ON ALL BENTS	5
03/30/2021	BRIDGERAILS ARE SUBSTANDARD	5
03/30/2021	TRANSITIONS ARE SUBSTANDARD	5
03/30/2021	APPROACH GUARDRAILS ARE SUBSTANDARD	5
03/30/2021	APPROACH GUARDRAIL TERMINALS ARE SUBSTANDARD	5
03/30/2021	REPAIR WIRES EXPOSED IN LIGHT SPAN NO. 4 RIGHT SIDE	5
03/30/2021	REPAIR UTILITY ABUTMENT NO. 1 (EXPOSED WIRING)	5
03/30/2021	REPAIR BENT NO. 2-3 CROSS BRACING (HOLE IN WEB AND FLANGE)	5
03/30/2021	REPAIR BENT NO. 10-11 CROSS BRACING (HOLES IN WEB AND FLANGE)	5
03/30/2021	REPAIR BENT NO. 16 COLUMN "C" COLLAR (UNDERCUTTING/EROSION)	5



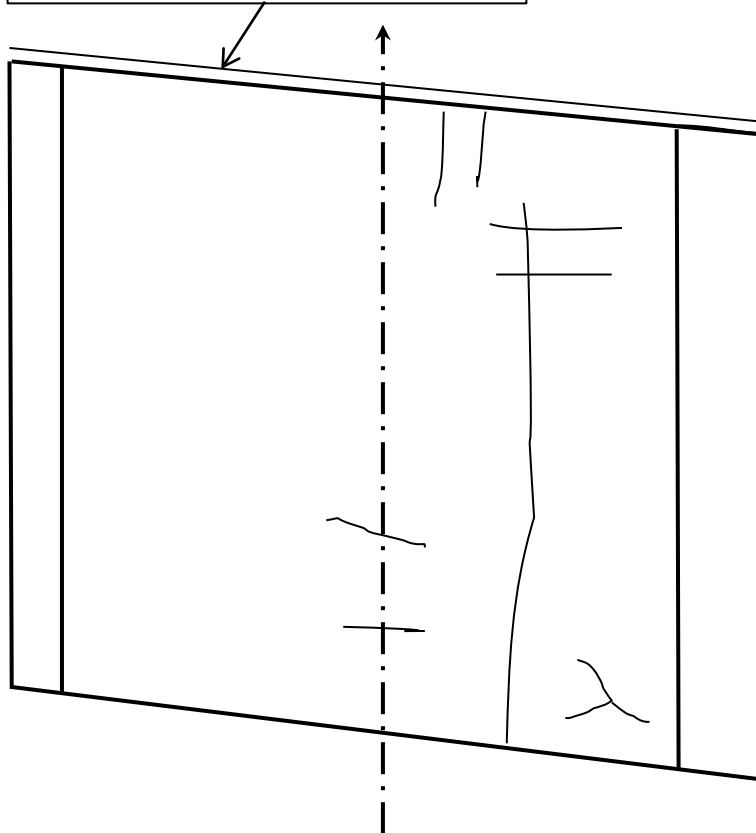
MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
SIDEWALK & CURBS - MODERATE CRACKS AND SPALLS



MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT SIDEWALK

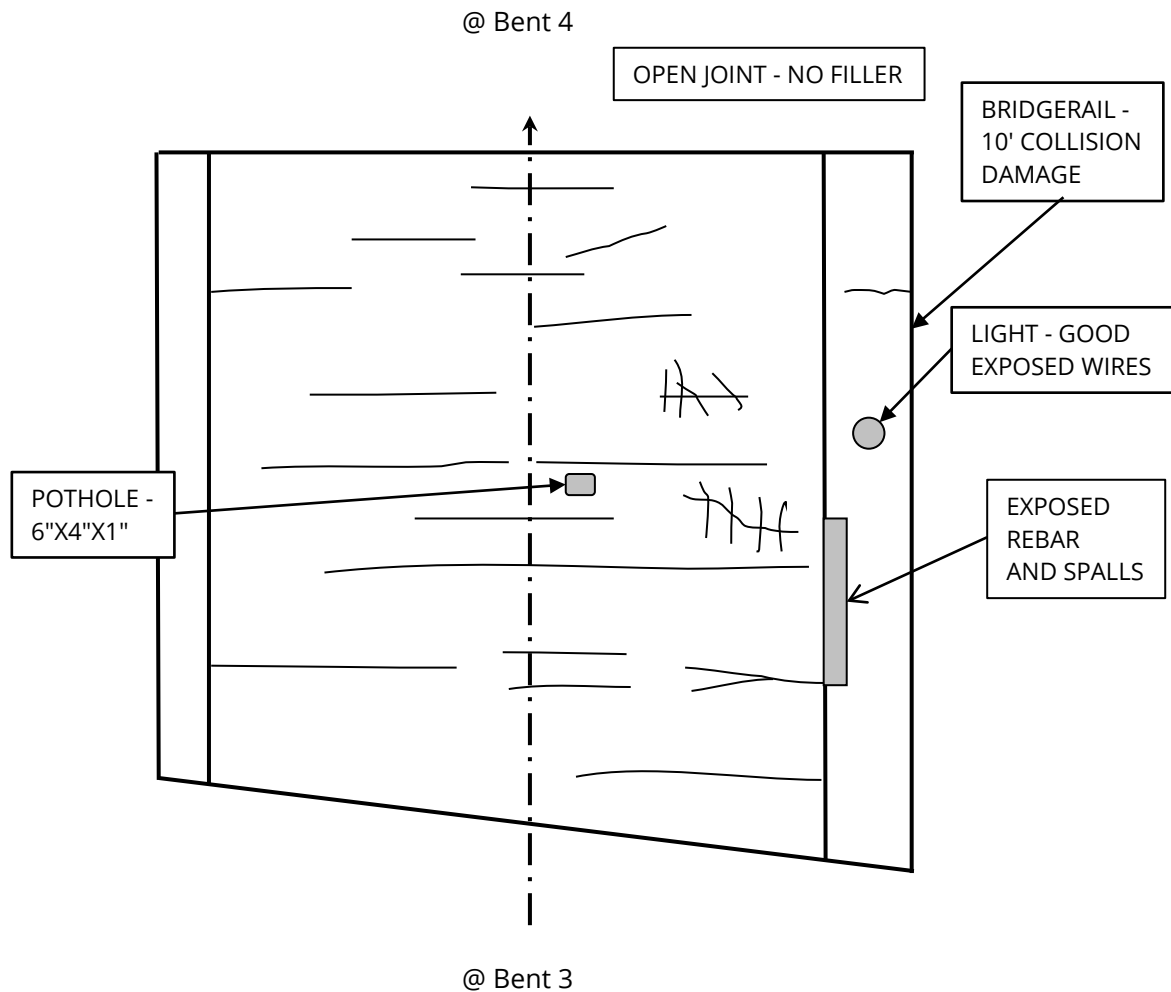
@ Bent 3

JOINT - NO FILLER - OPEN UP TO 2.5" WIDE

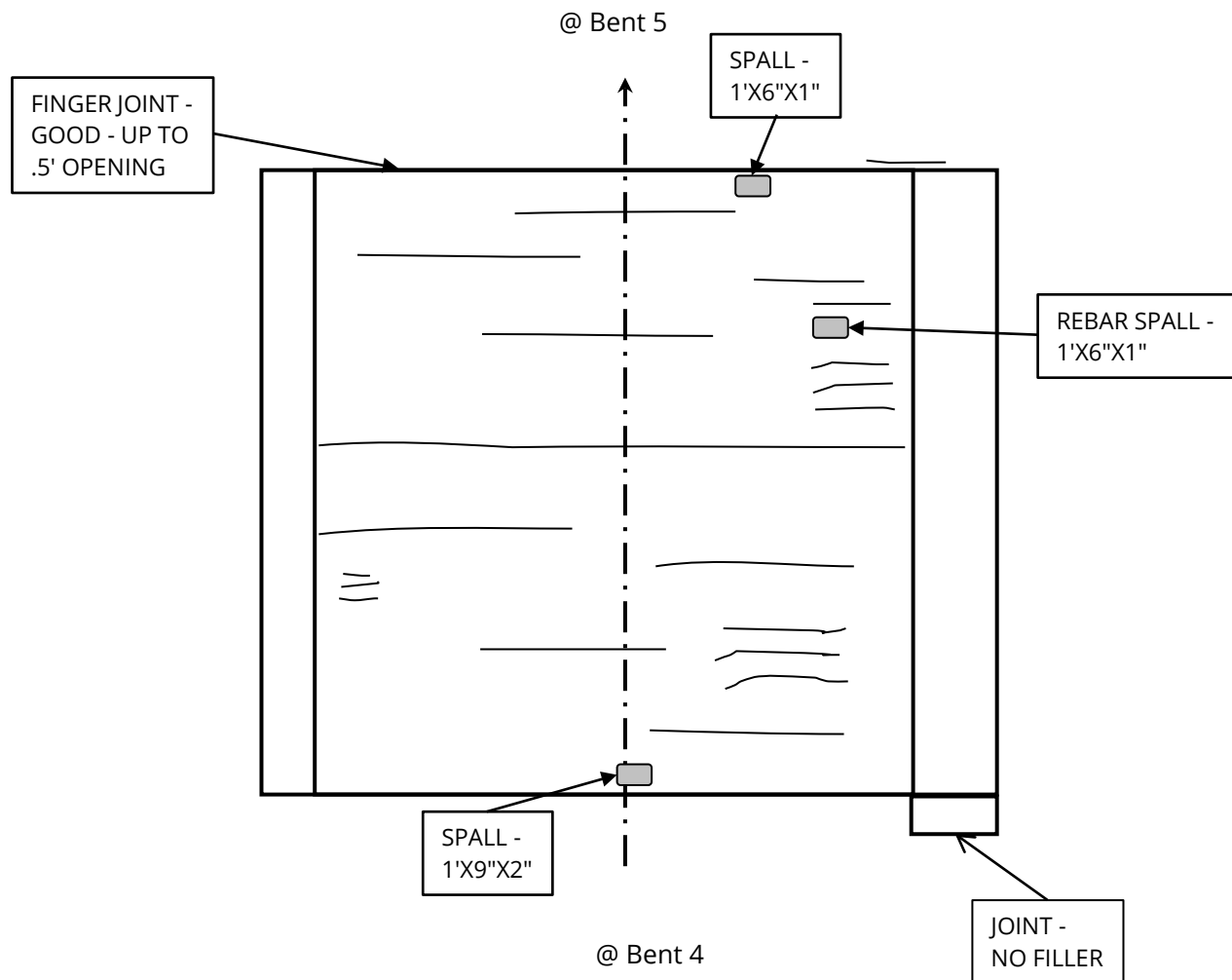


@ Bent 2

MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
REBAR EXPOSED IN RIGHT SIDEWALK - DEBRIS ALONG
RIGHT SIDEWALK

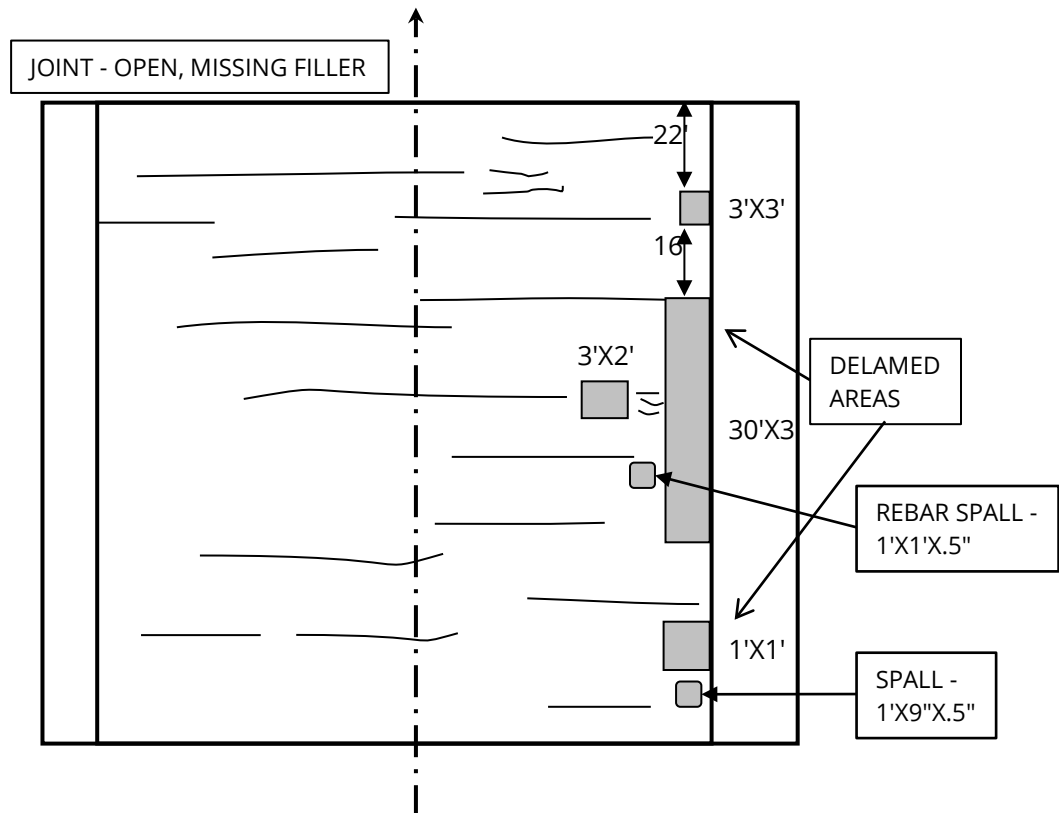


MODERATE - WIDE CRACKS - SPALLS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT SIDEWALK



MODERATE CRACKS AND DELAMINATIONS -
CONCRETE WEARING SURFACE

@ Bent 6

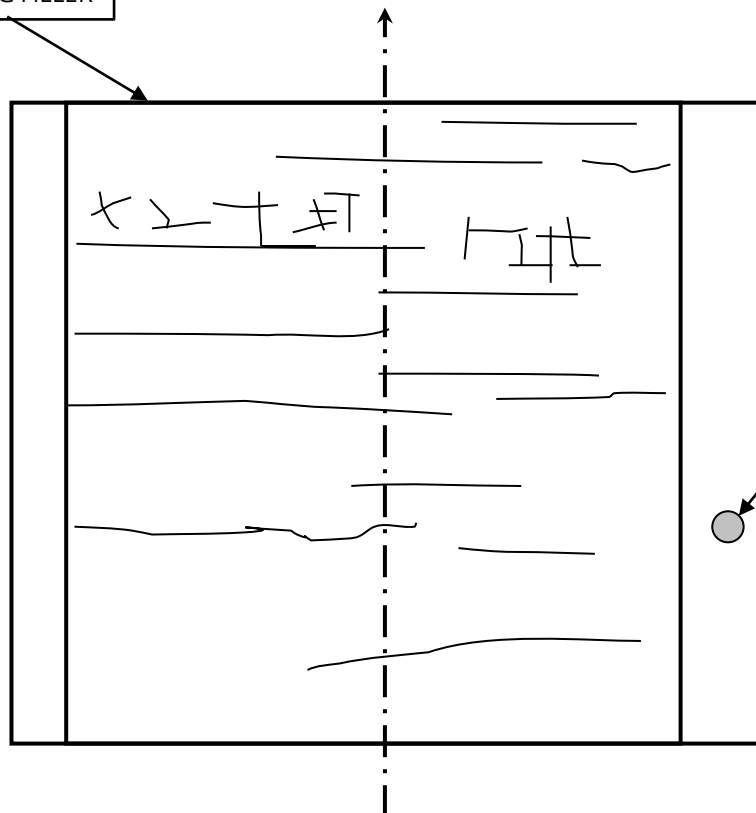


@ Bent 5

MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -

@ Bent 7

JOINT - OPEN -
MISSING FILLER

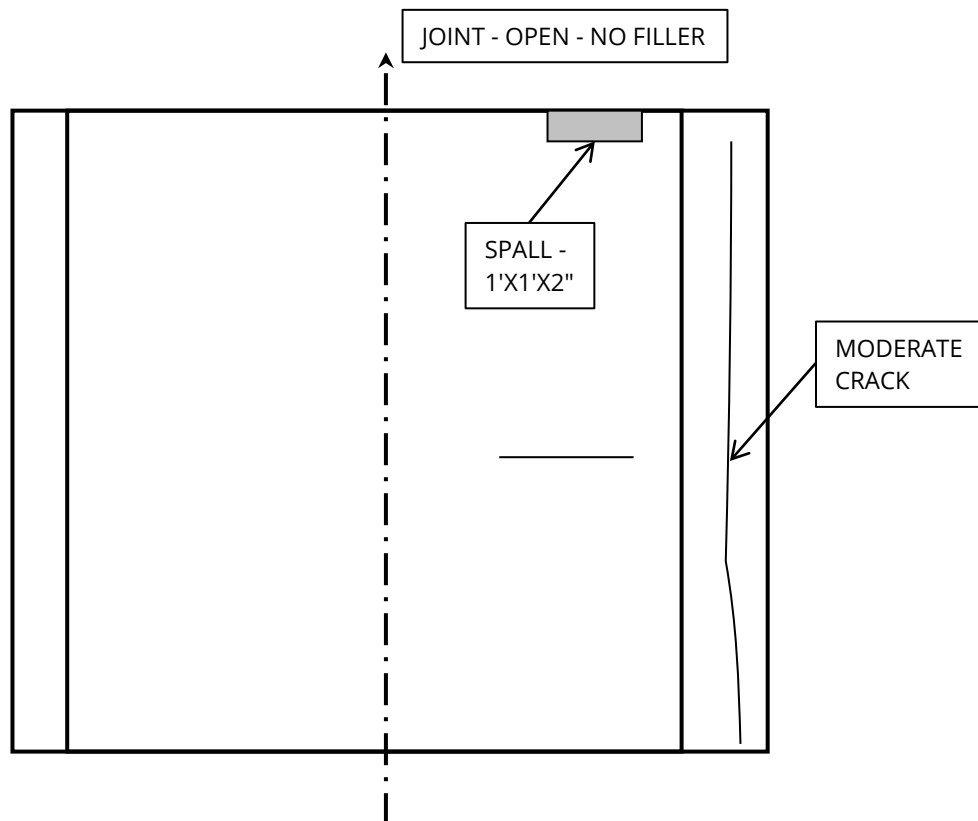


LIGHT - GOOD

@ Bent 6

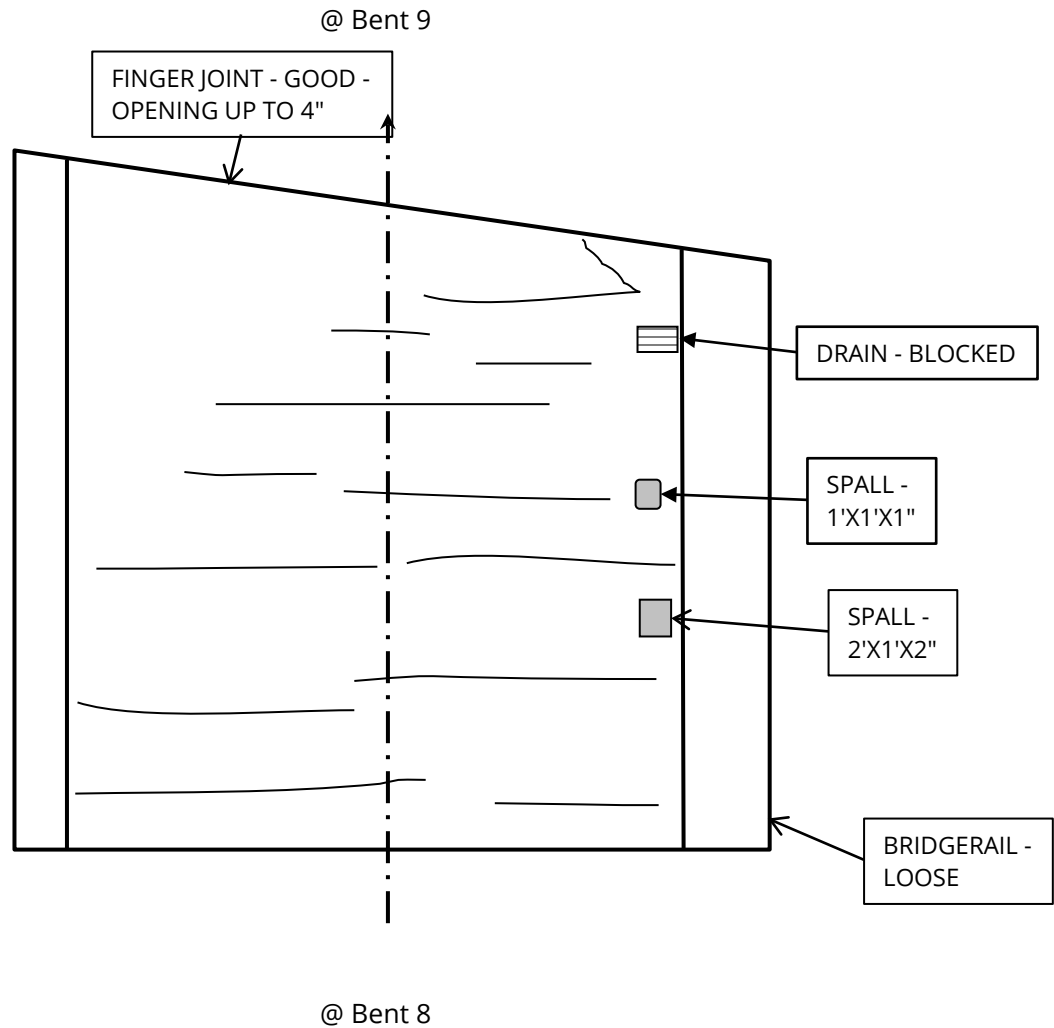
MODERATE CRACKS - SPALLED AREA - CONCRETE WEARING SURFACE -

@ Bent 8

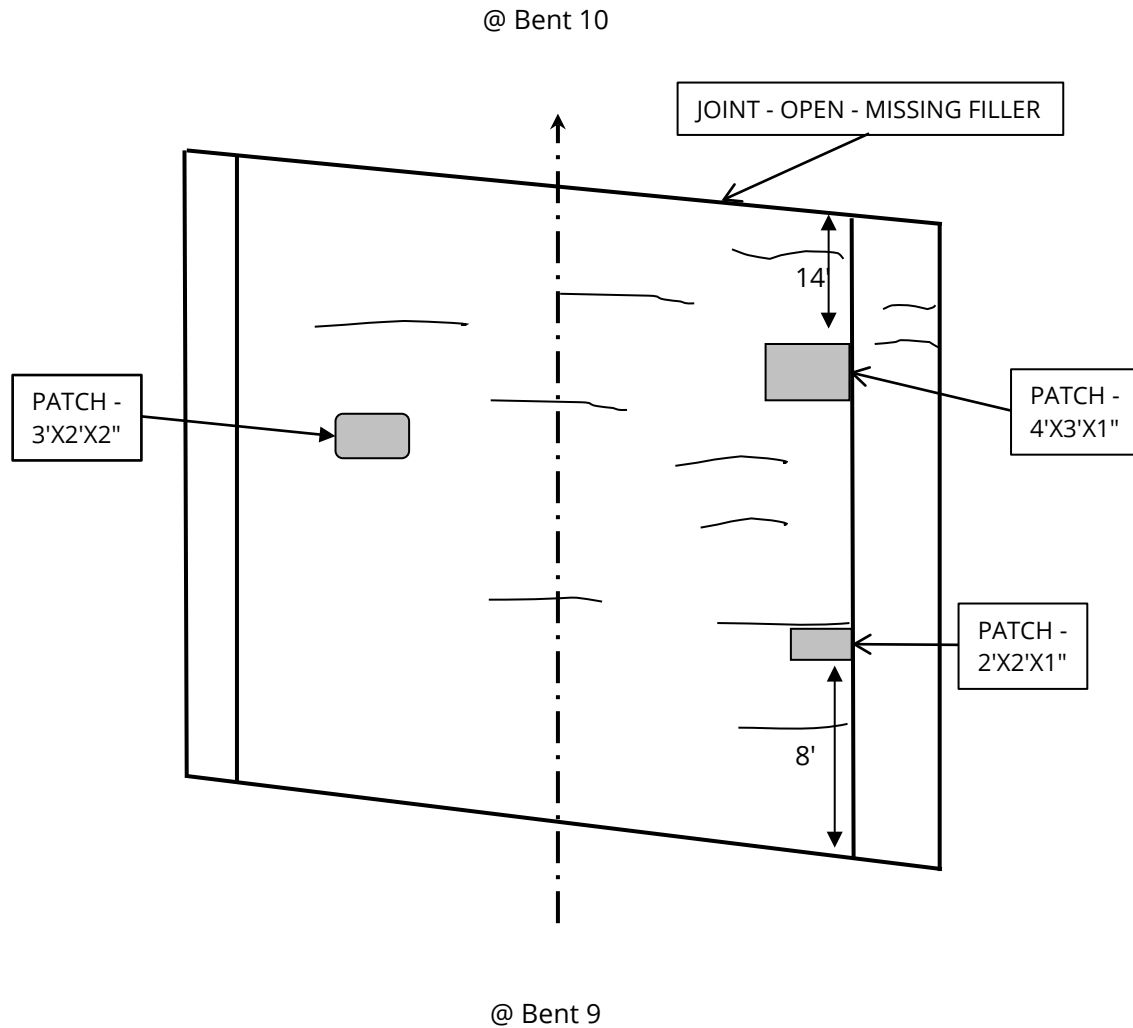


@ Bent 7

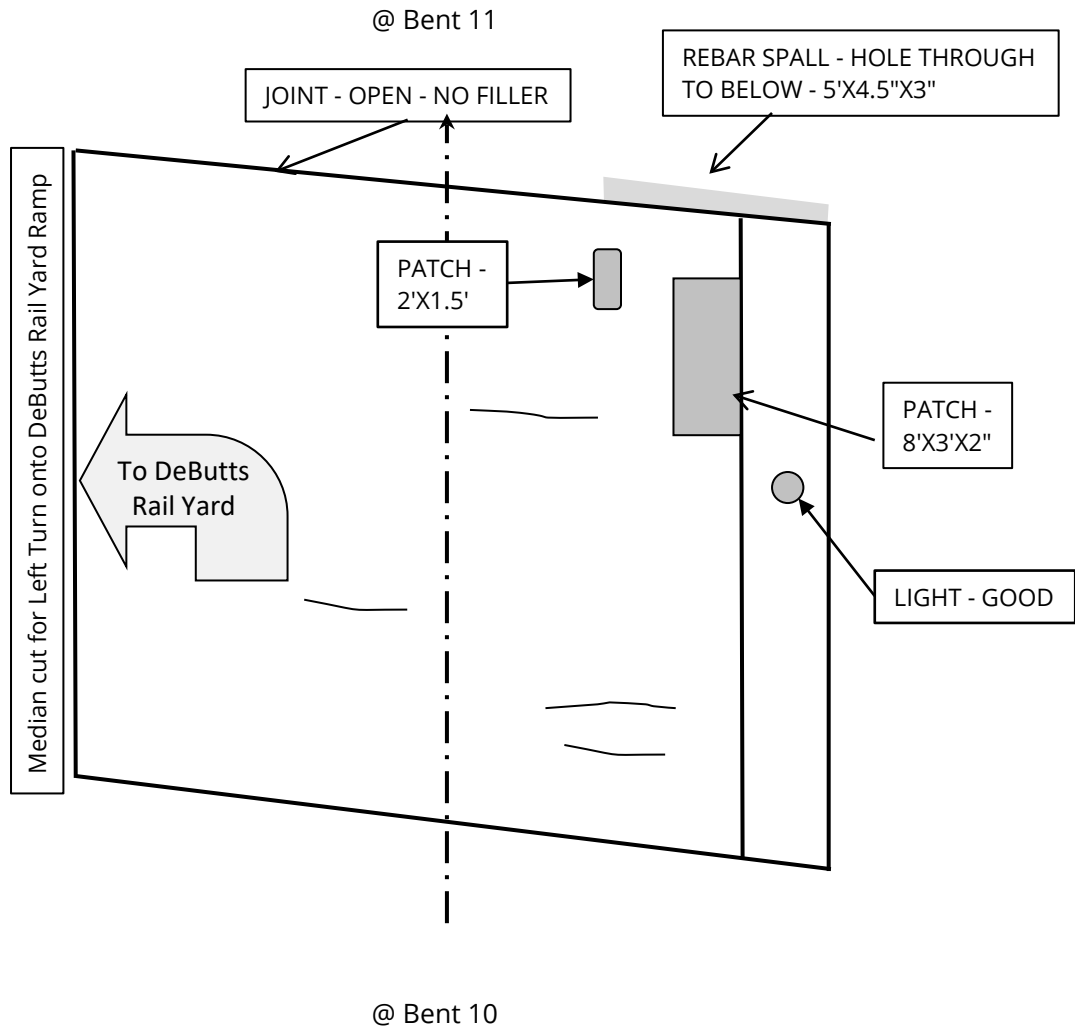
MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT SIDEWALK



MODERATE - WIDE CRACKS - REBAR SPALLS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT GUTTER - REBAR SPALL ON LEFT CURB



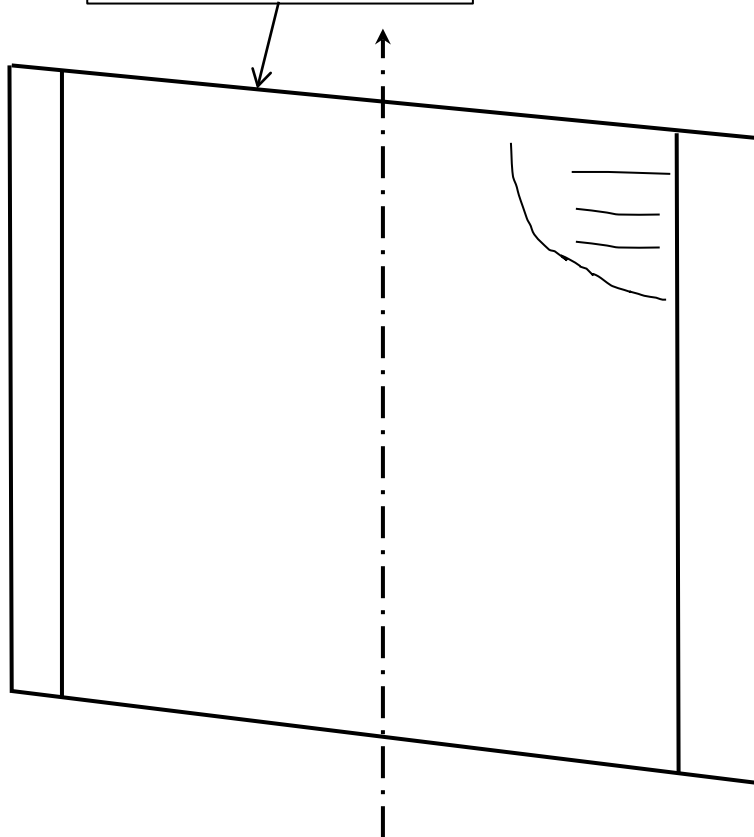
MODERATE CRACKS - REBAR SPALLS - CONCRETE WEARING SURFACE -



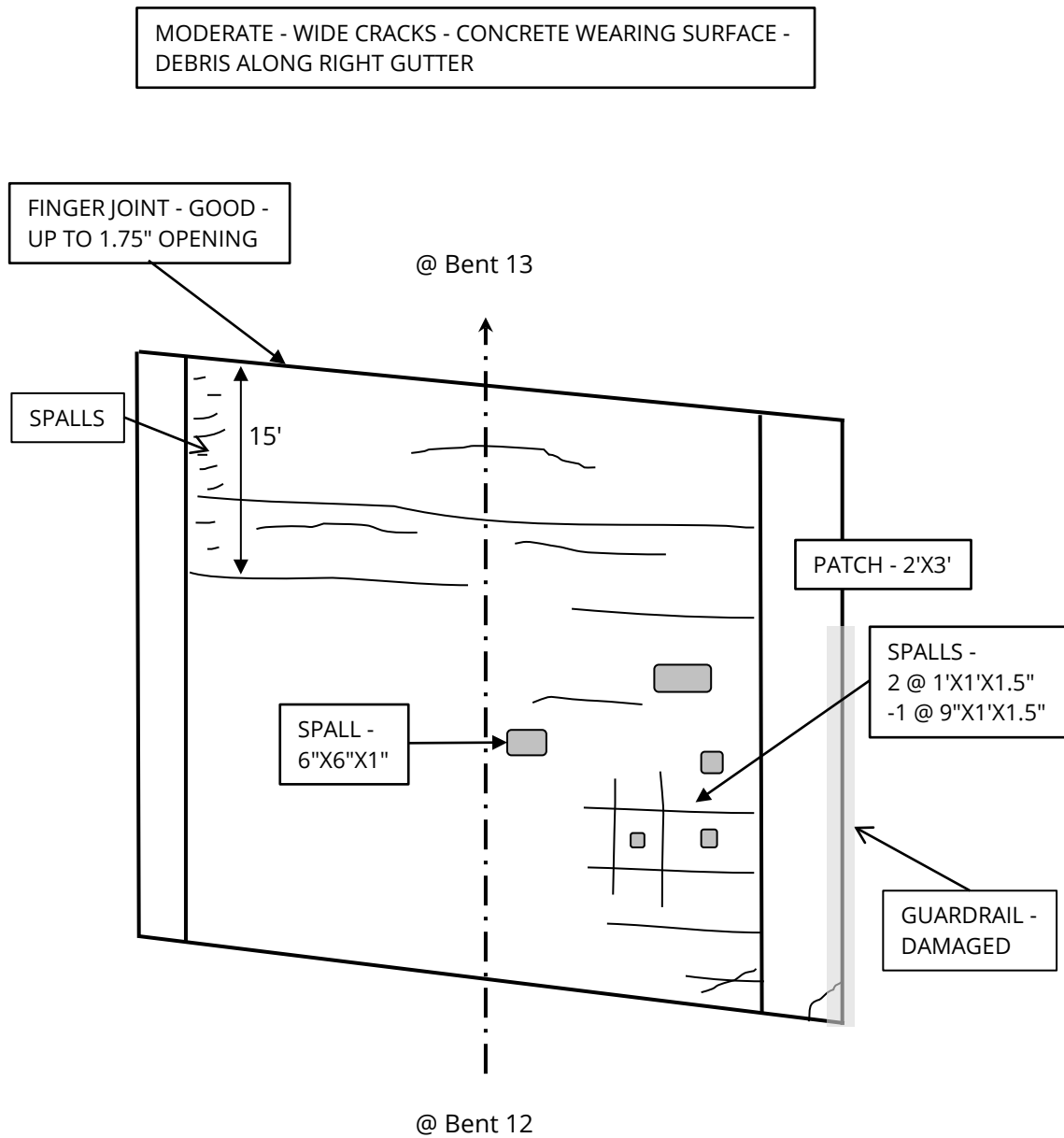
MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT GUTTER - SCALING UP TO .5" DEEP
ON RIGHT SIDEWALK

@ Bent 12

JOINT - OPEN - MISSING FILLER

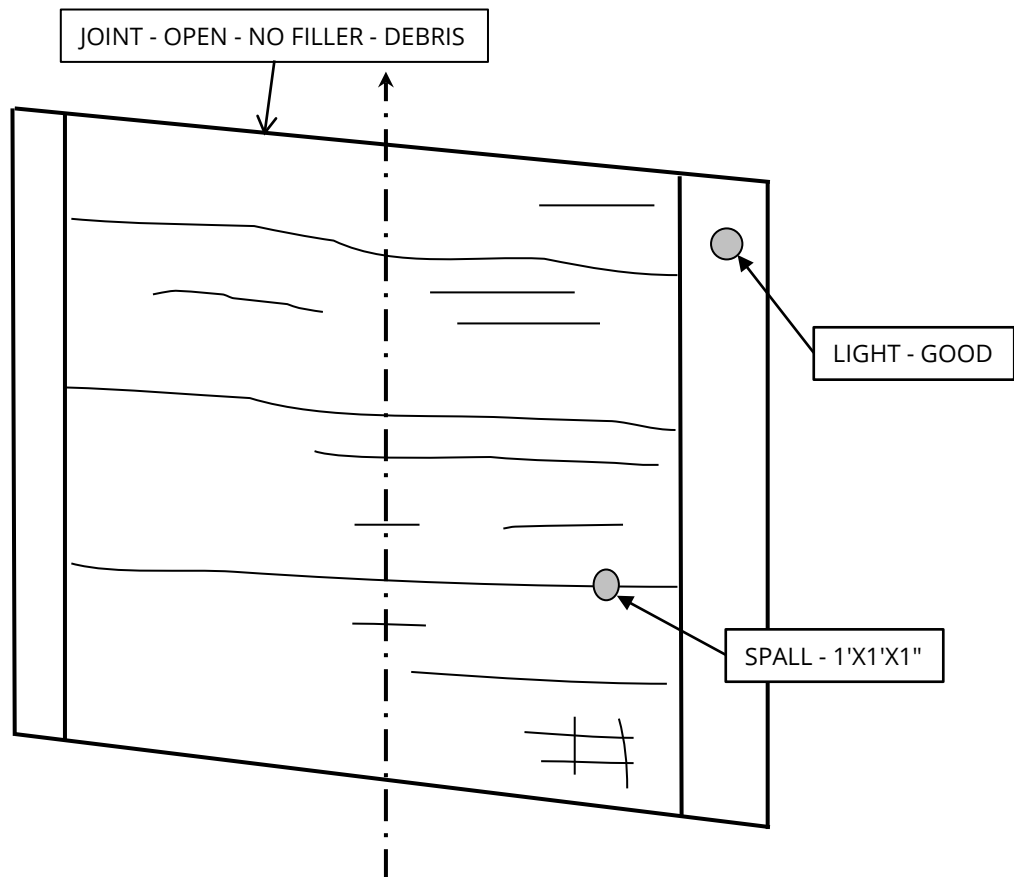


@ Bent 11



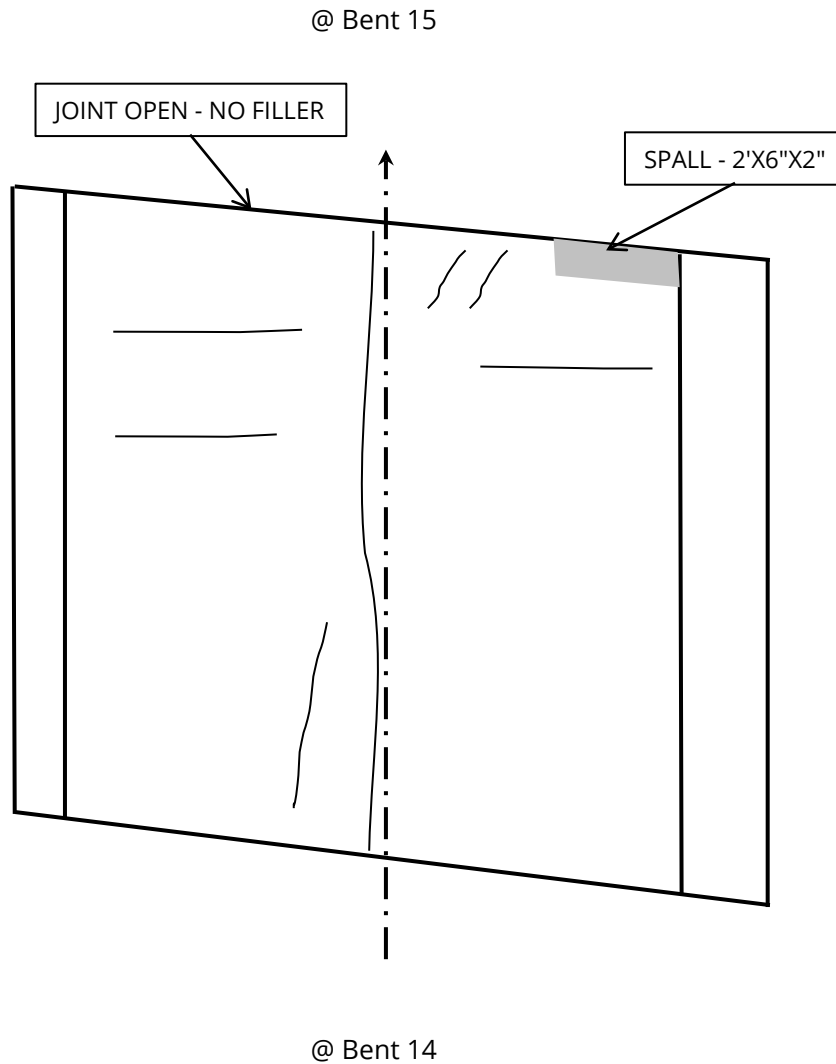
MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT SIDEWALK

@ Bent 14

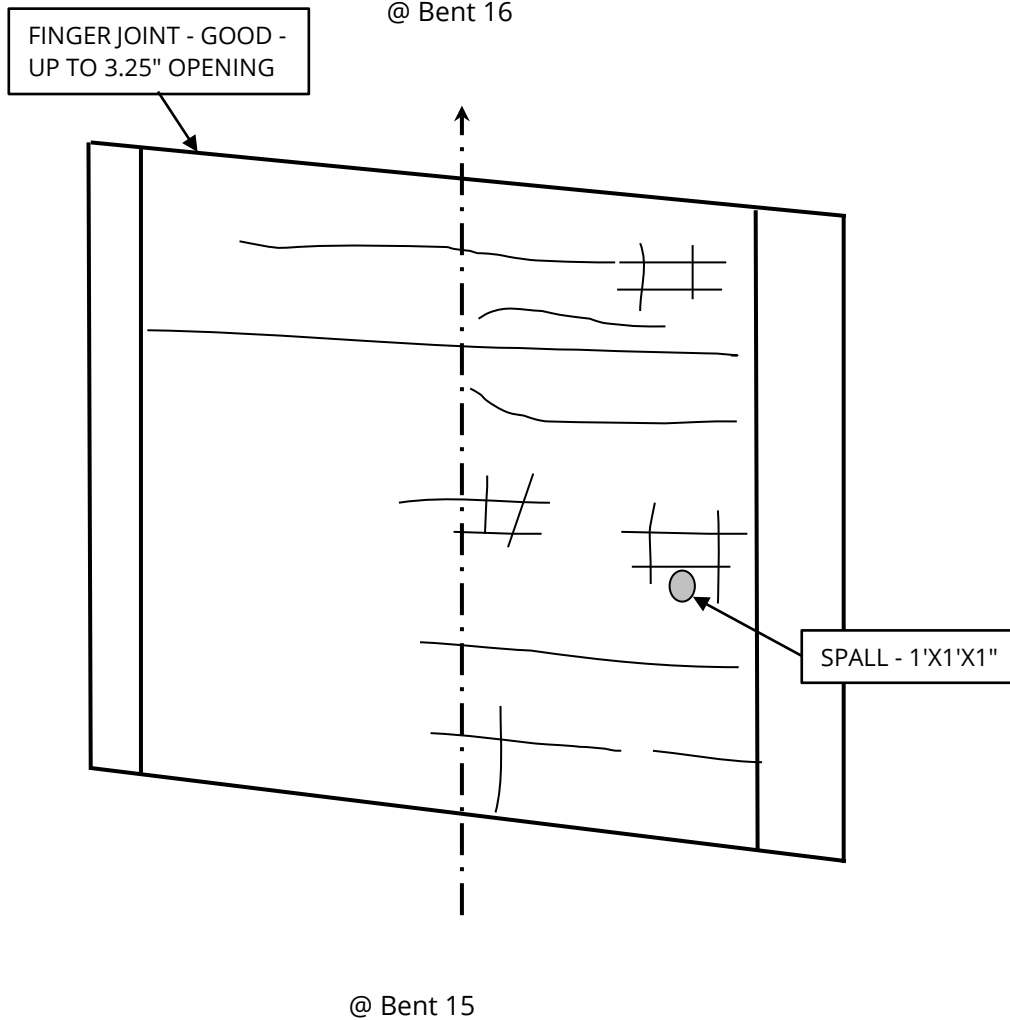


@ Bent 13

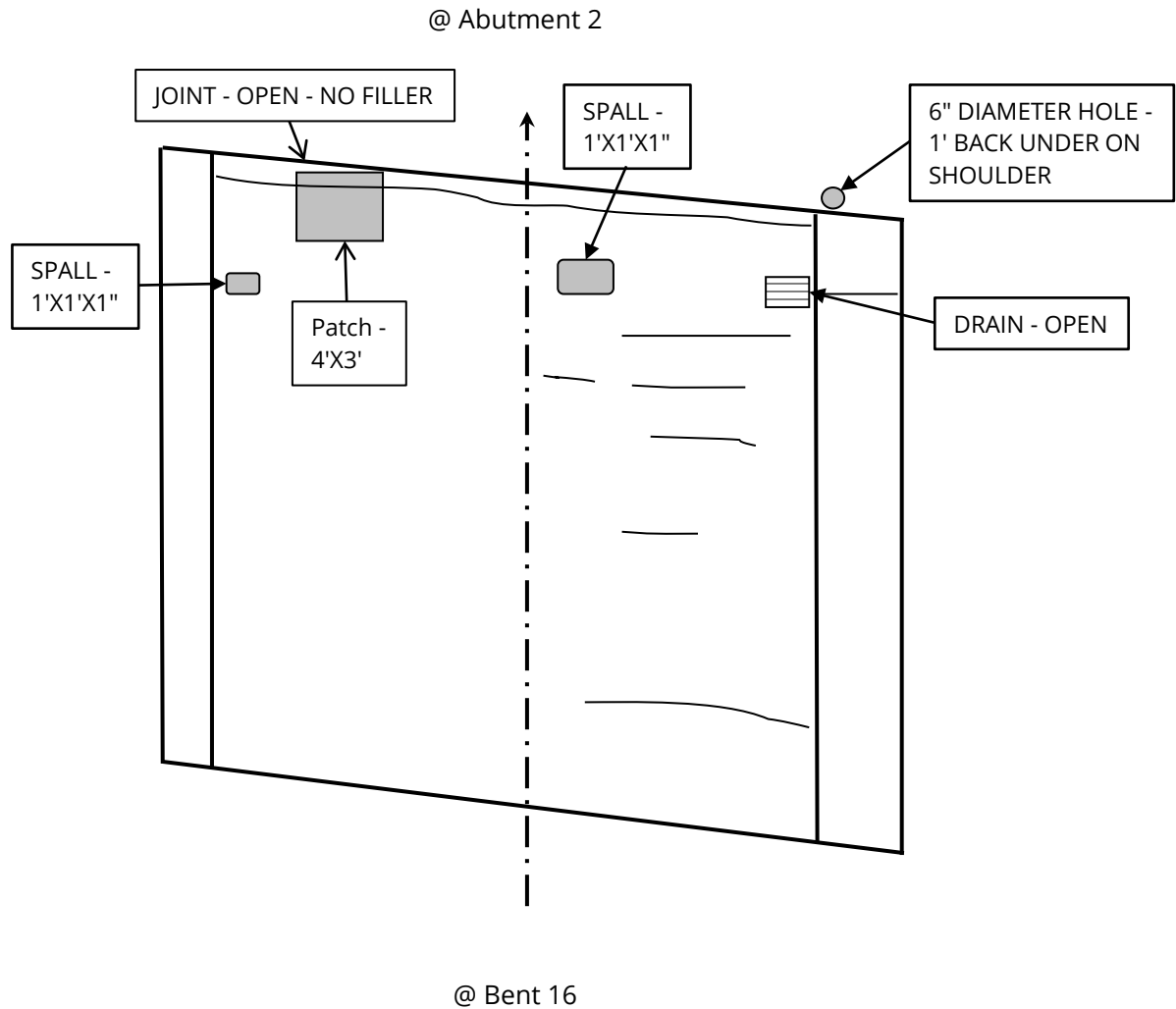
MODERATE - WIDE CRACKS - SPALLED AREA - CONCRETE WEARING SURFACE -



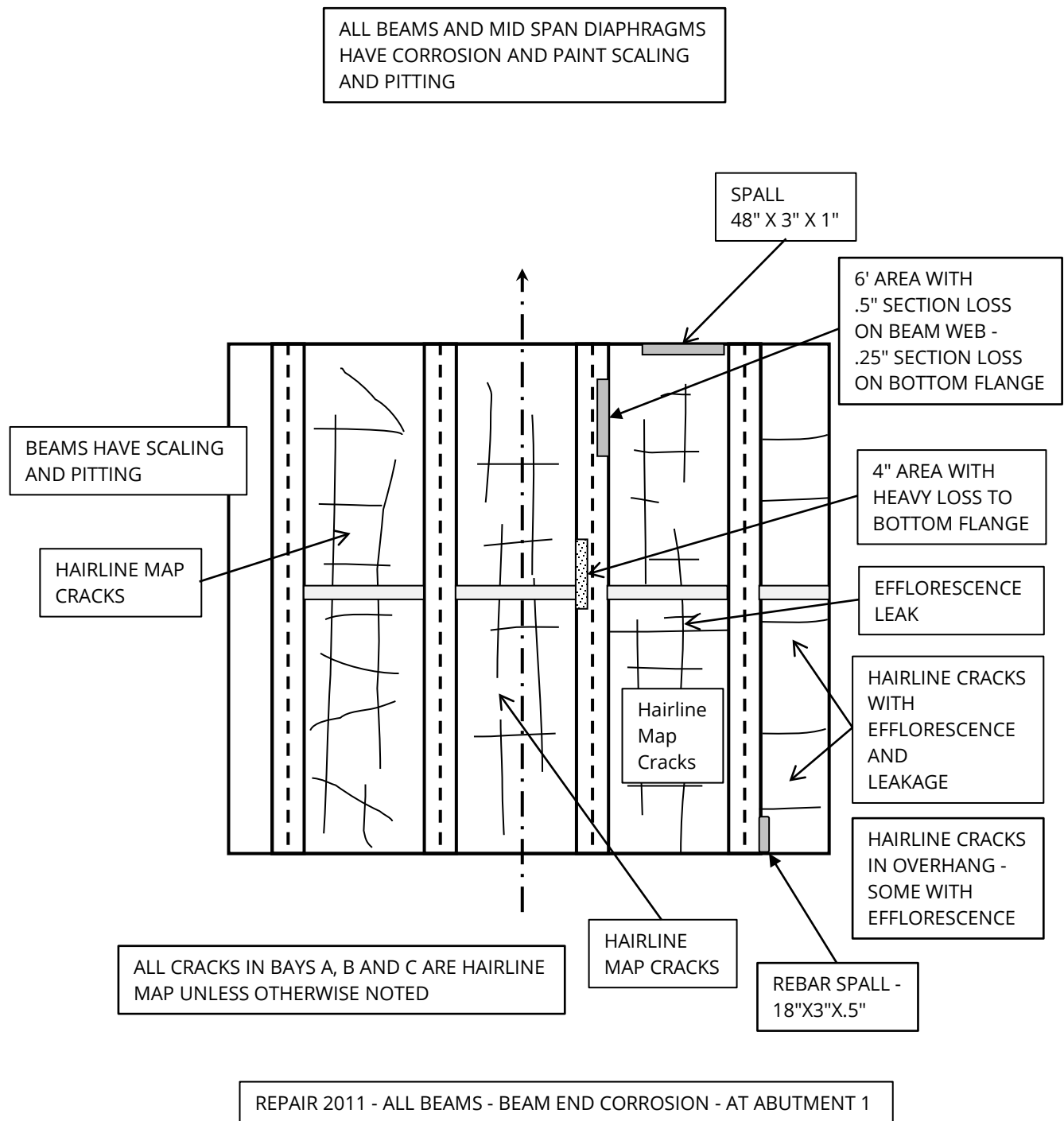
MODERATE - WIDE CRACKS - CONCRETE WEARING SURFACE -
DEBRIS ALONG RIGHT SIDEWALK

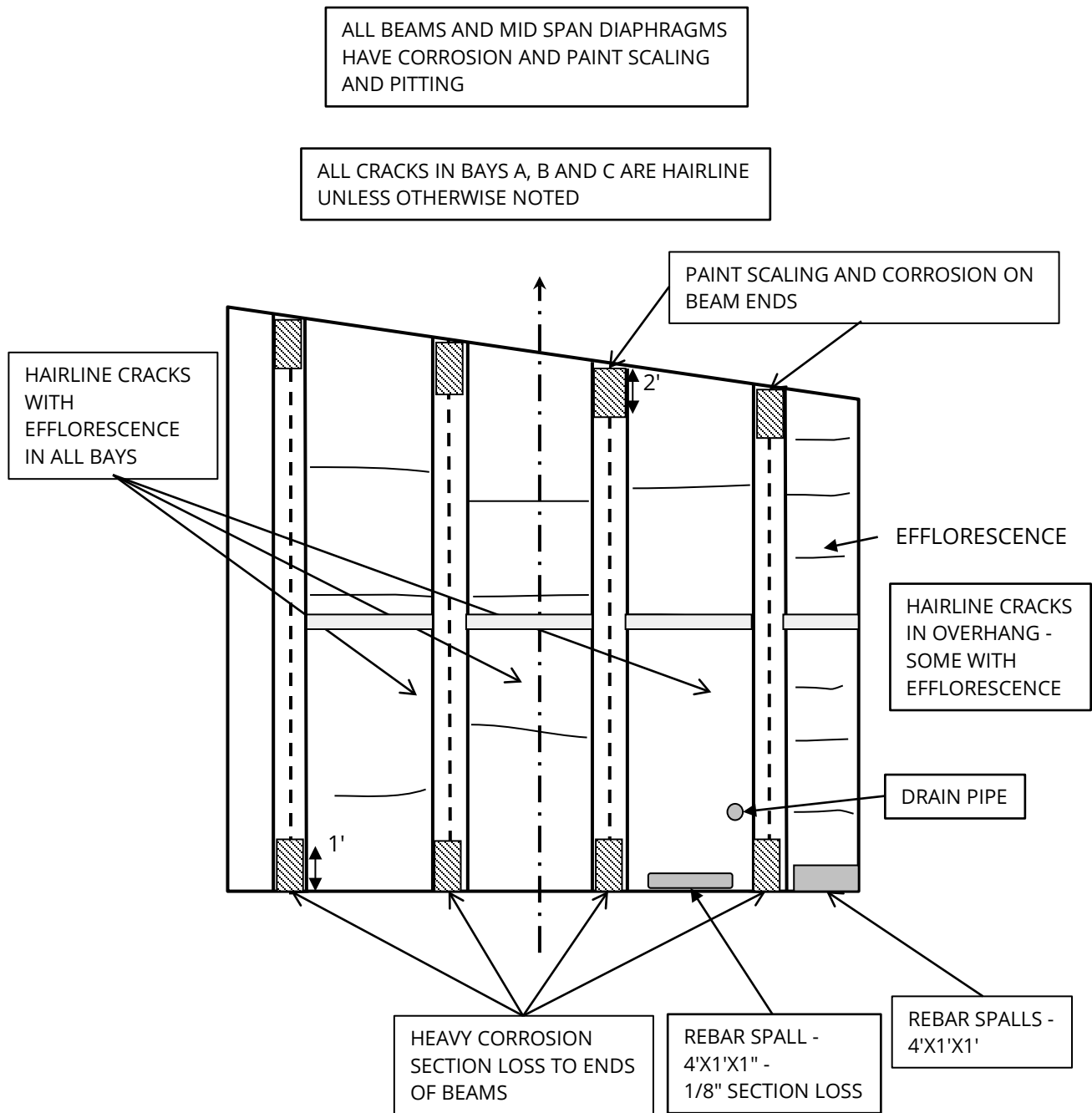


MODERATE - WIDE CRACKS - REBAR SPALL - CONCRETE WEARING SURFACE -
APPROACH PAVEMENT IS ASPHALT - W/WIDE CRACKS



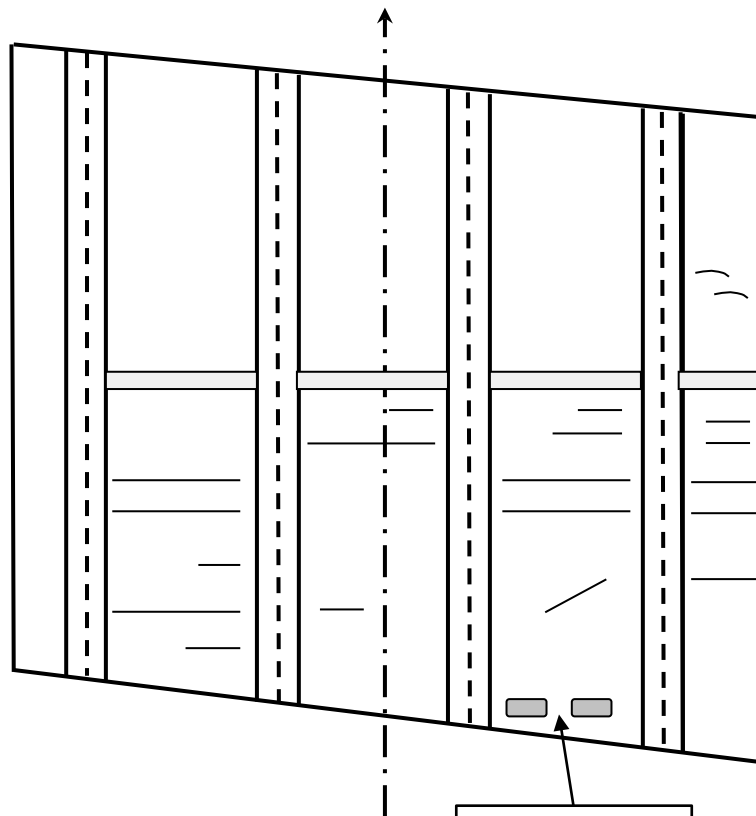
@ Bent 16





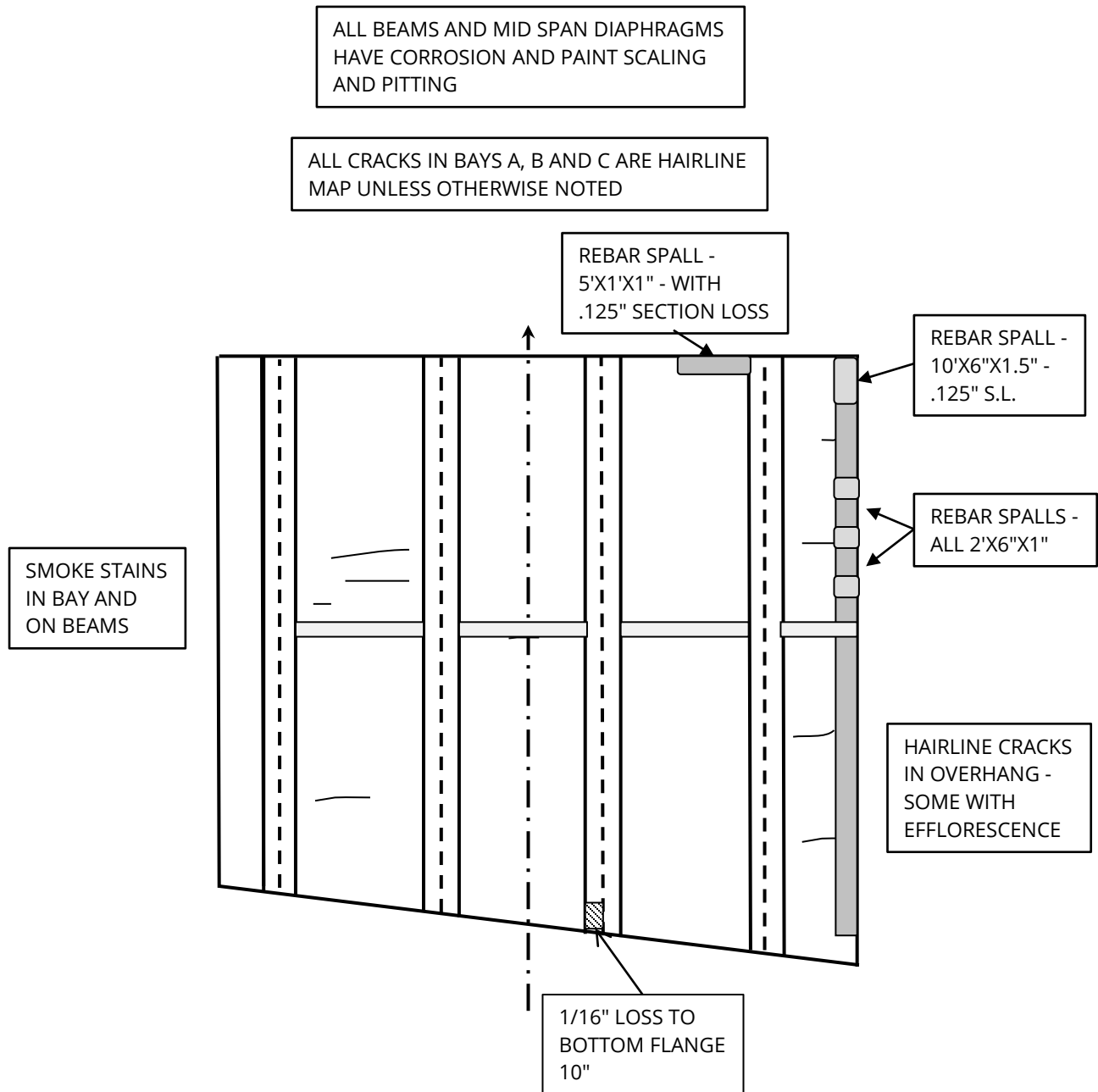
ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

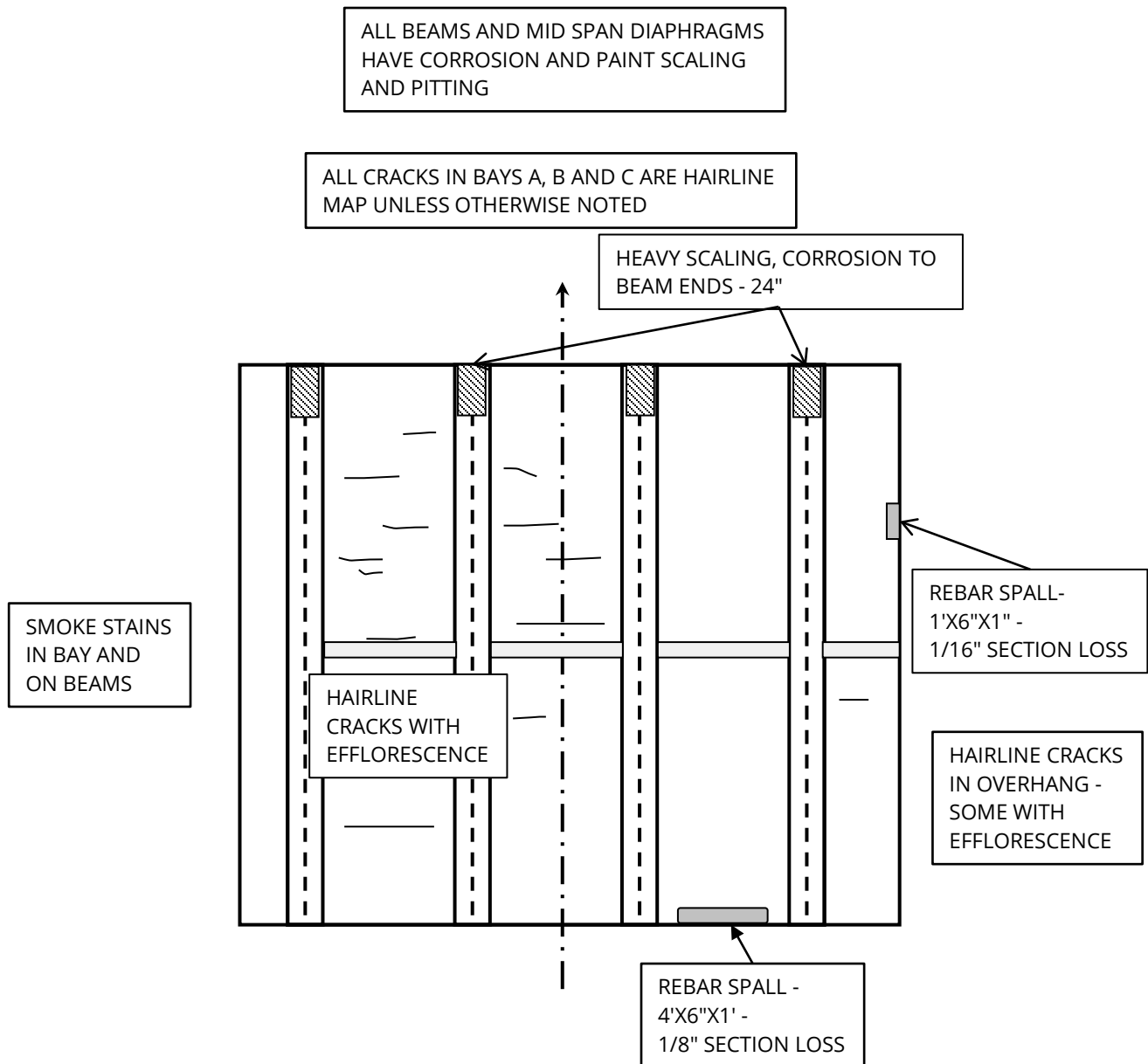
ALL CRACKS IN BAYS A, B AND C ARE HAIRLINE
MAP UNLESS OTHERWISE NOTED

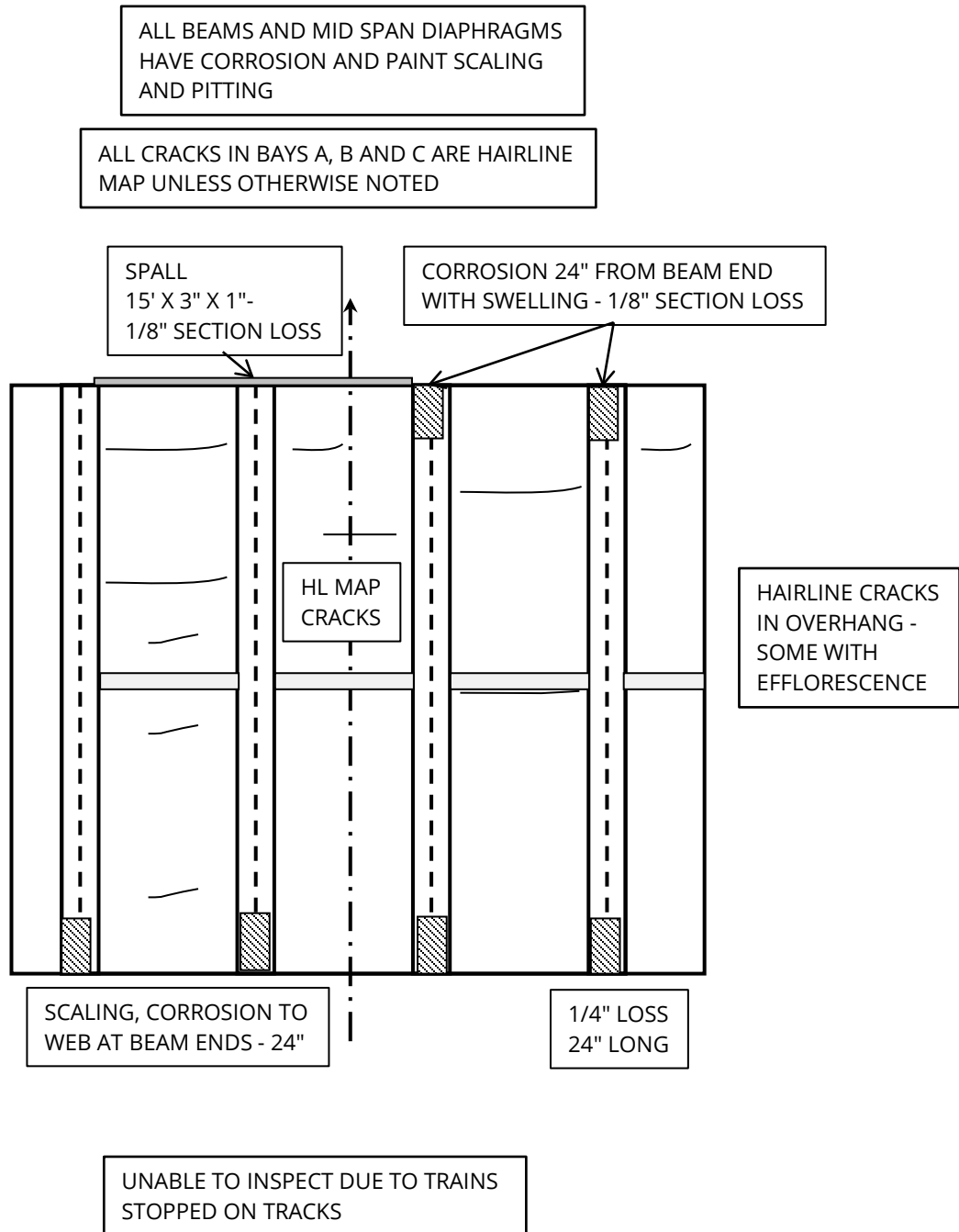


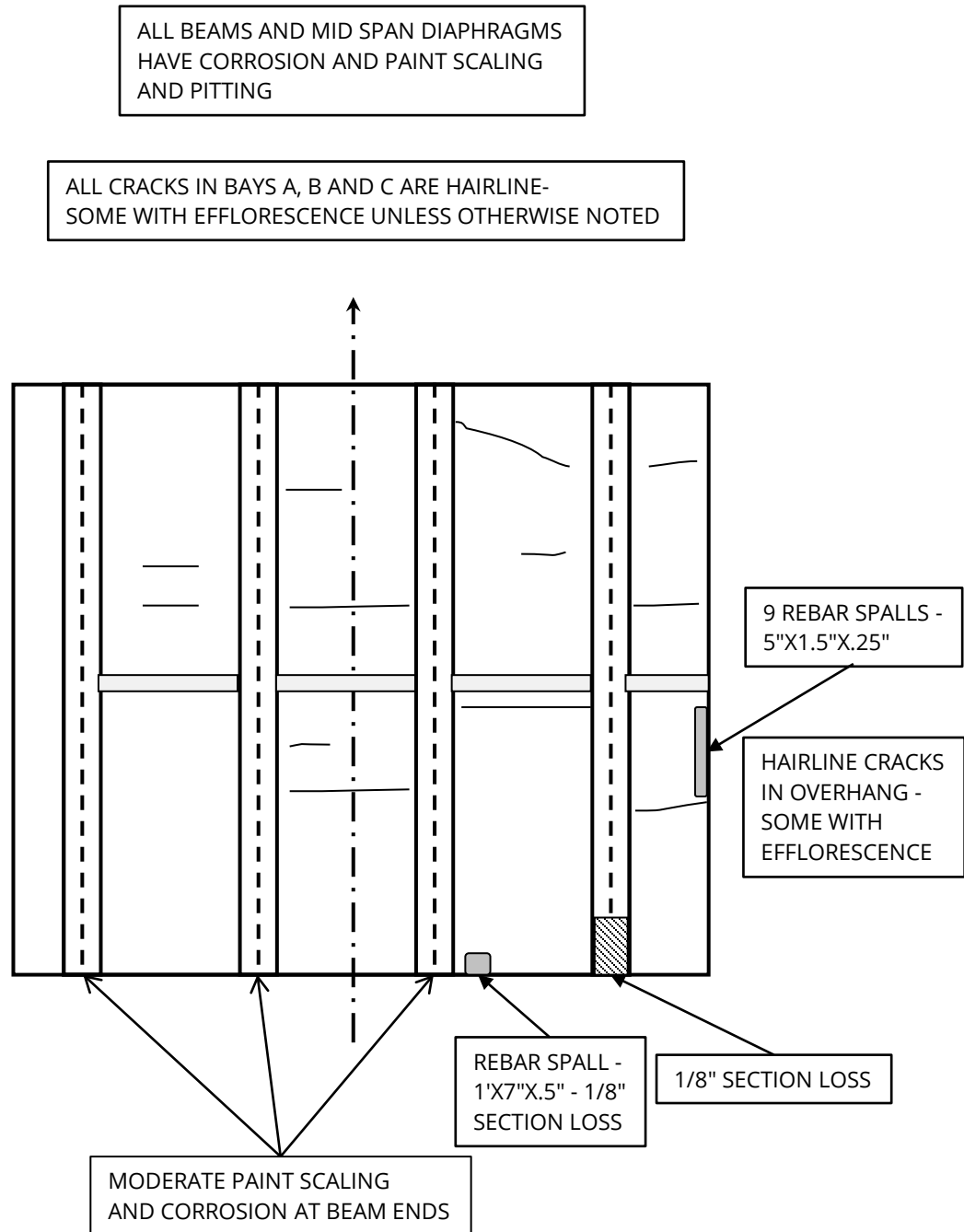
HAIRLINE CRACKS
IN OVERHANG -
SOME WITH
EFFLORESCENCE

2 REBAR SPALLS -
2'X4"X1" EACH

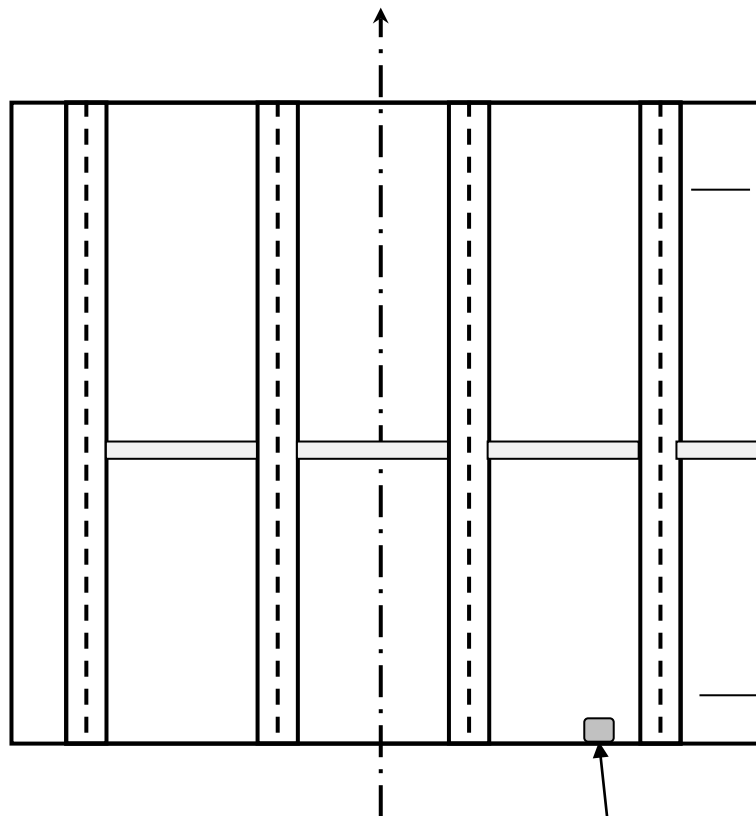








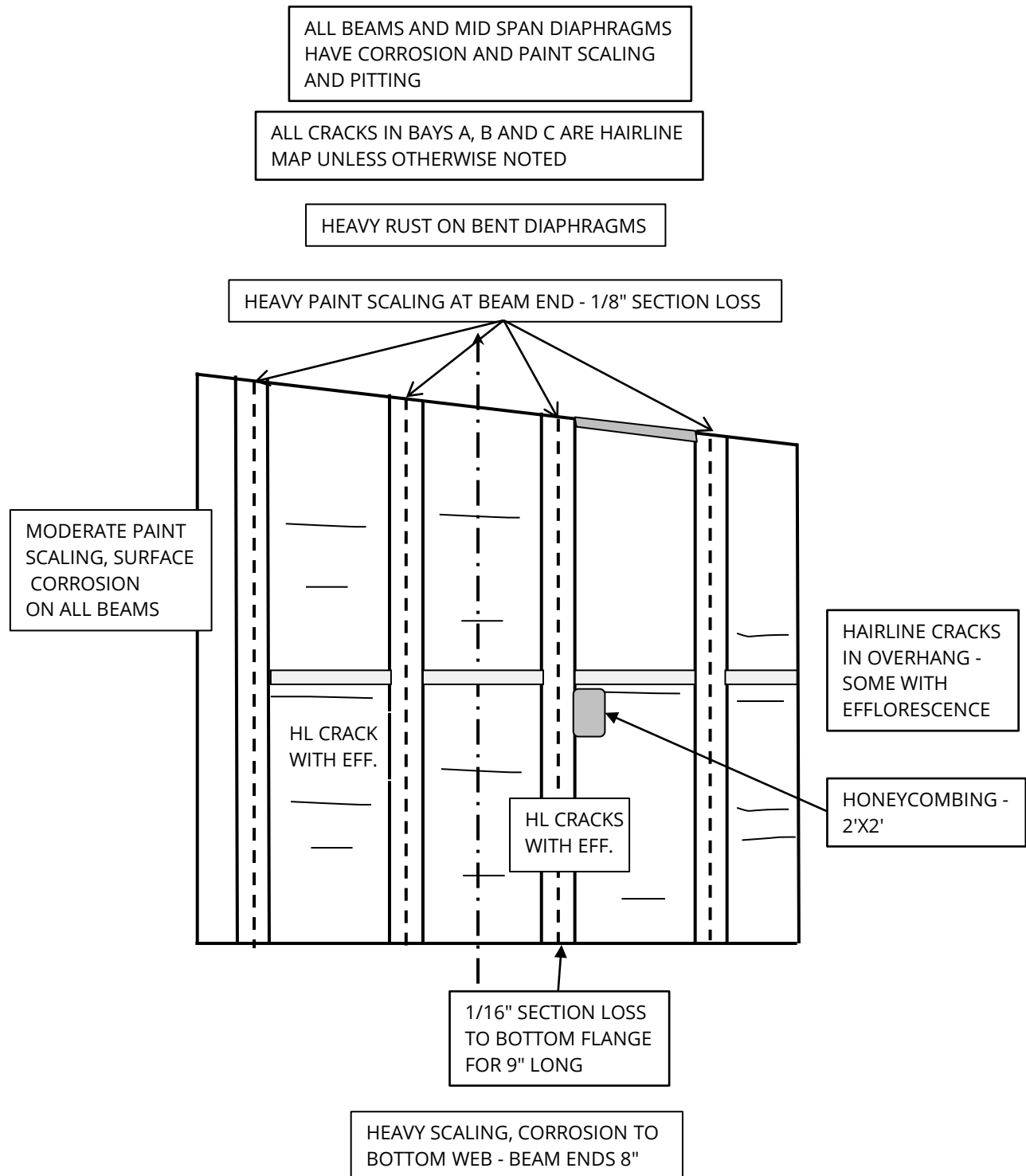
ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING



HAIRLINE CRACKS
IN OVERHANG -
SOME WITH
EFFLORESCENCE

REBAR SPALL -
6"X1"X1"

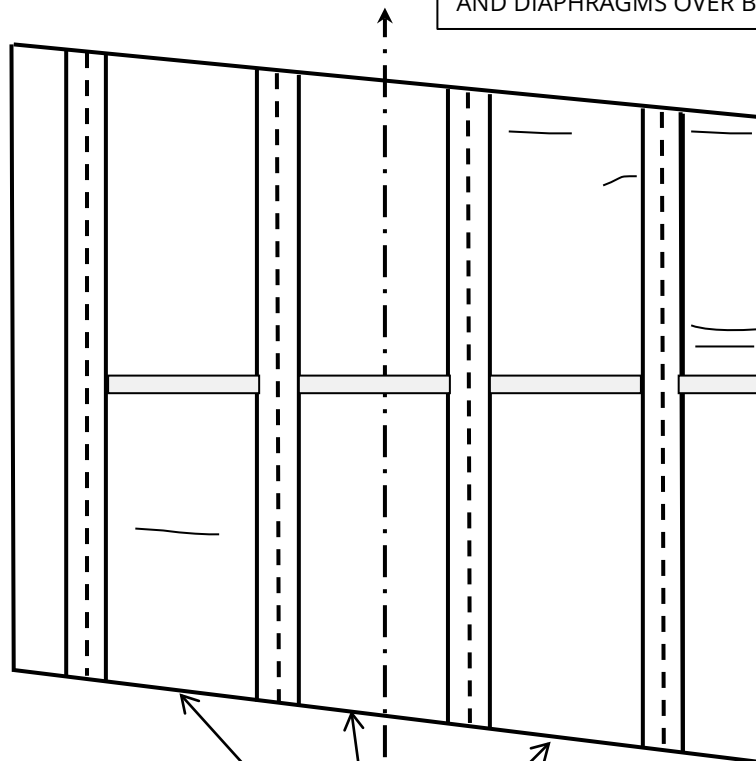
PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
This document is covered by 23 USC §409
And its production pursuant to a public
document records request does not
waive the provisions of §409



ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

ALL CRACKS IN BAYS A, B AND C ARE HAIRLINE
UNLESS OTHERWISE NOTED

HEAVY CORROSION AT BEAM ENDS
AND DIAPHRAGMS OVER BENTS

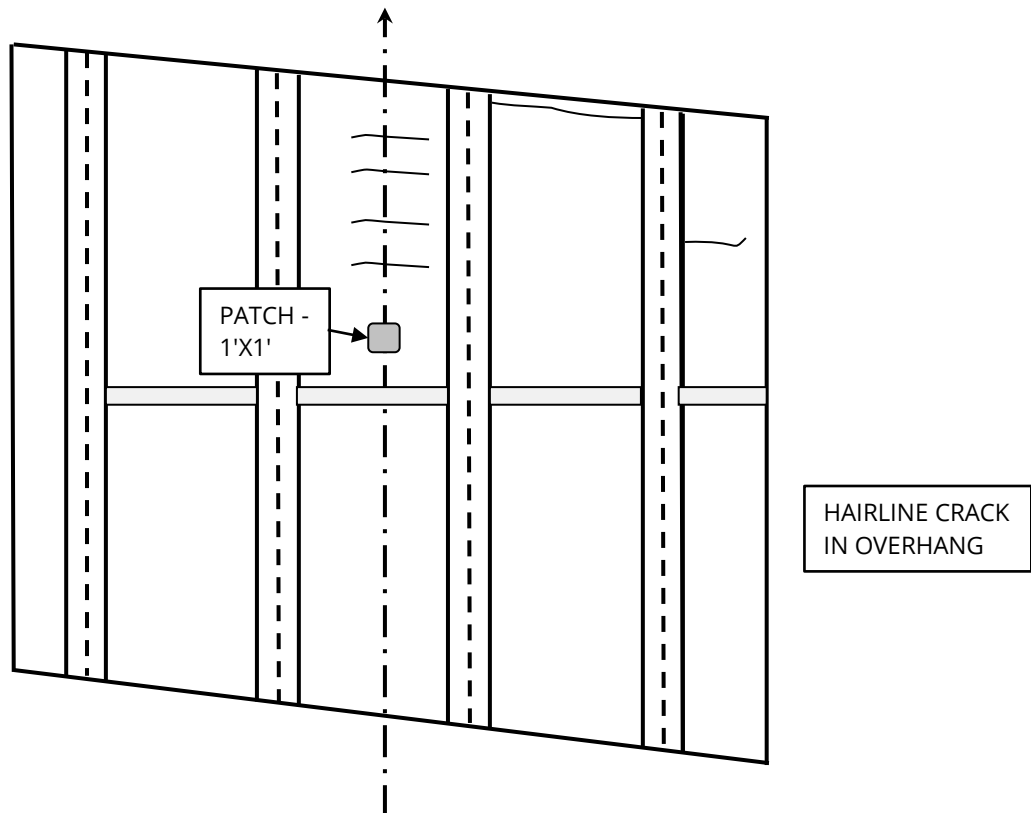


HAIRLINE CRACKS
IN OVERHANG -
SOME WITH
EFFLORESCENCE

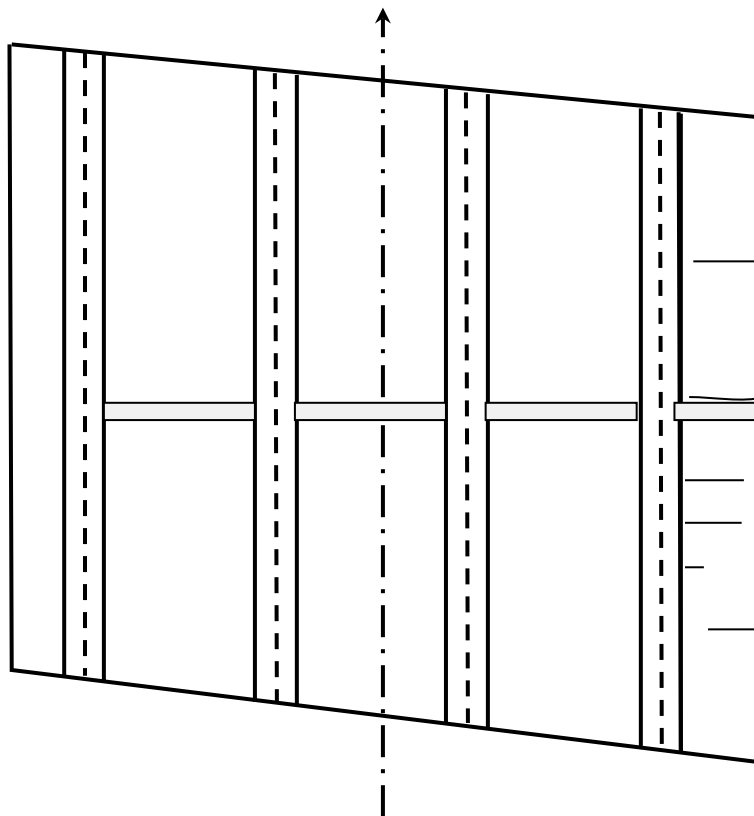
1/16" SECTION LOSS ON THE
DIAPHRAGMS OVER THE BENT

ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

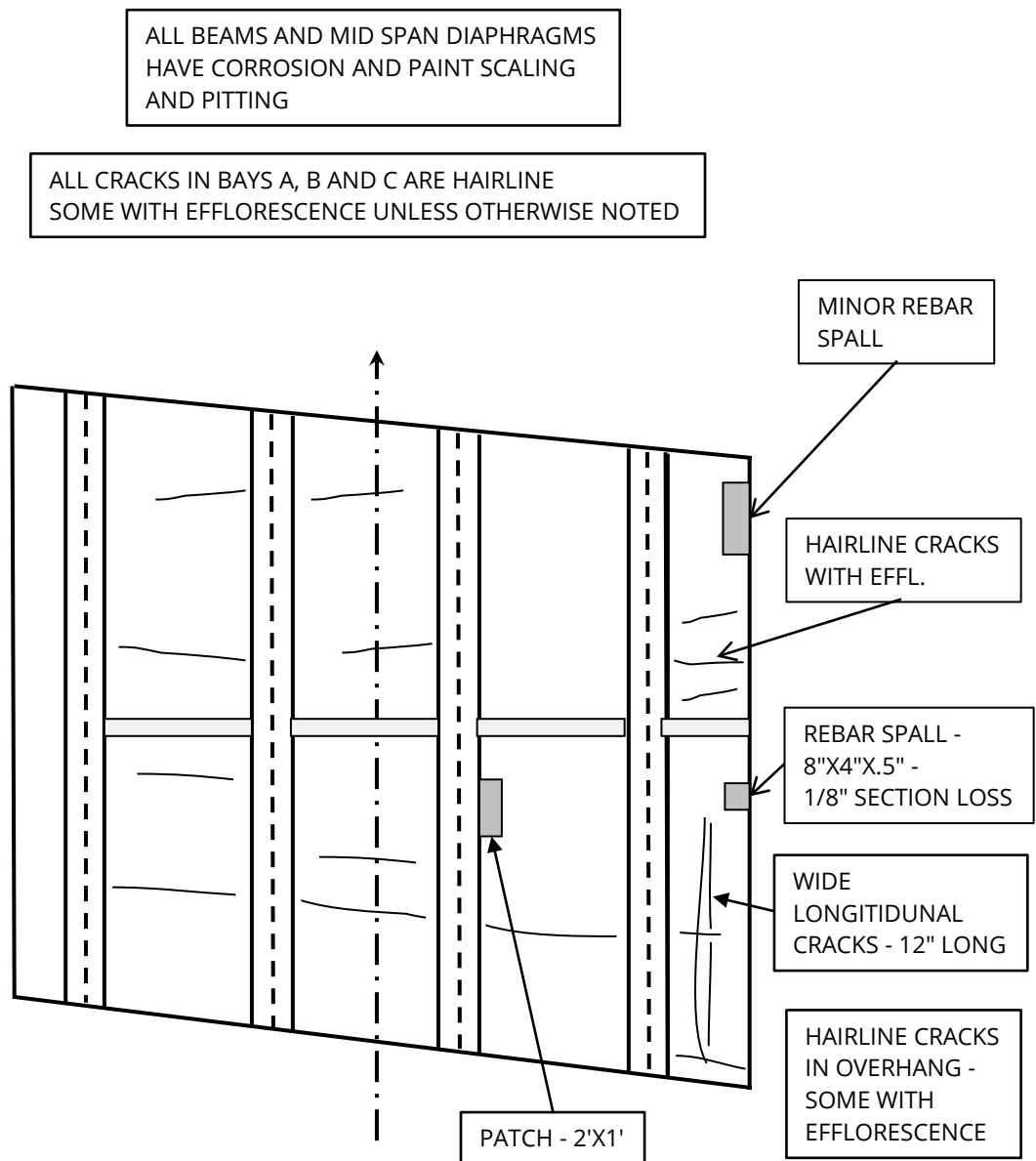
ALL CRACKS IN BAYS A, B AND C ARE HAIRLINE
MAP UNLESS OTHERWISE NOTED



ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING



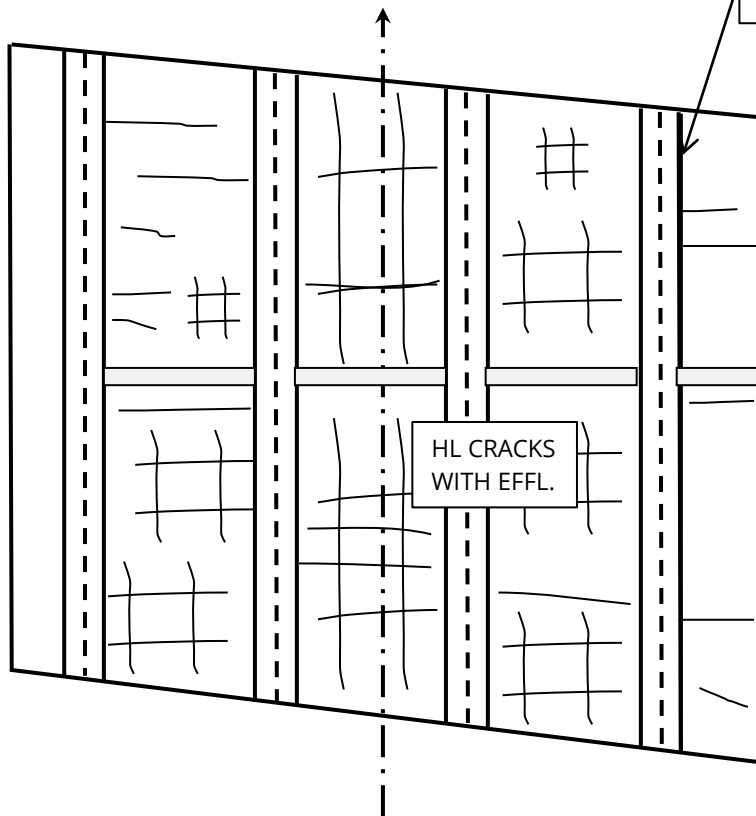
HAIRLINE CRACKS
IN OVERHANG -
SOME WITH
EFFLORESCENCE



ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

ALL CRACKS IN BAYS A, B AND C ARE HAIRLINE
SOME WITH EFFLORESCENCE UNLESS OTHERWISE NOTED

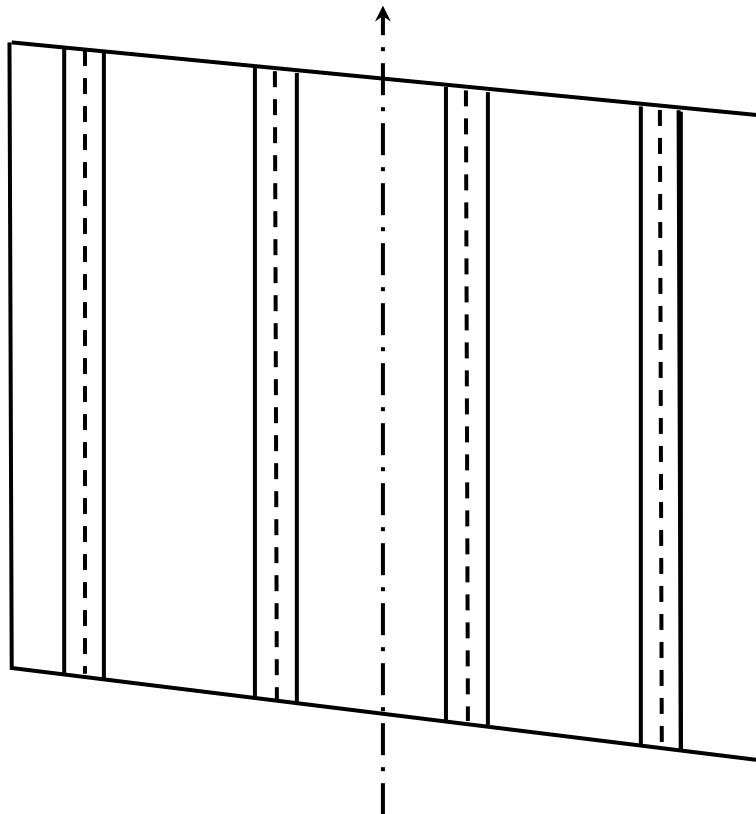
SURFACE CORROSION
1/16" SECTION LOSS

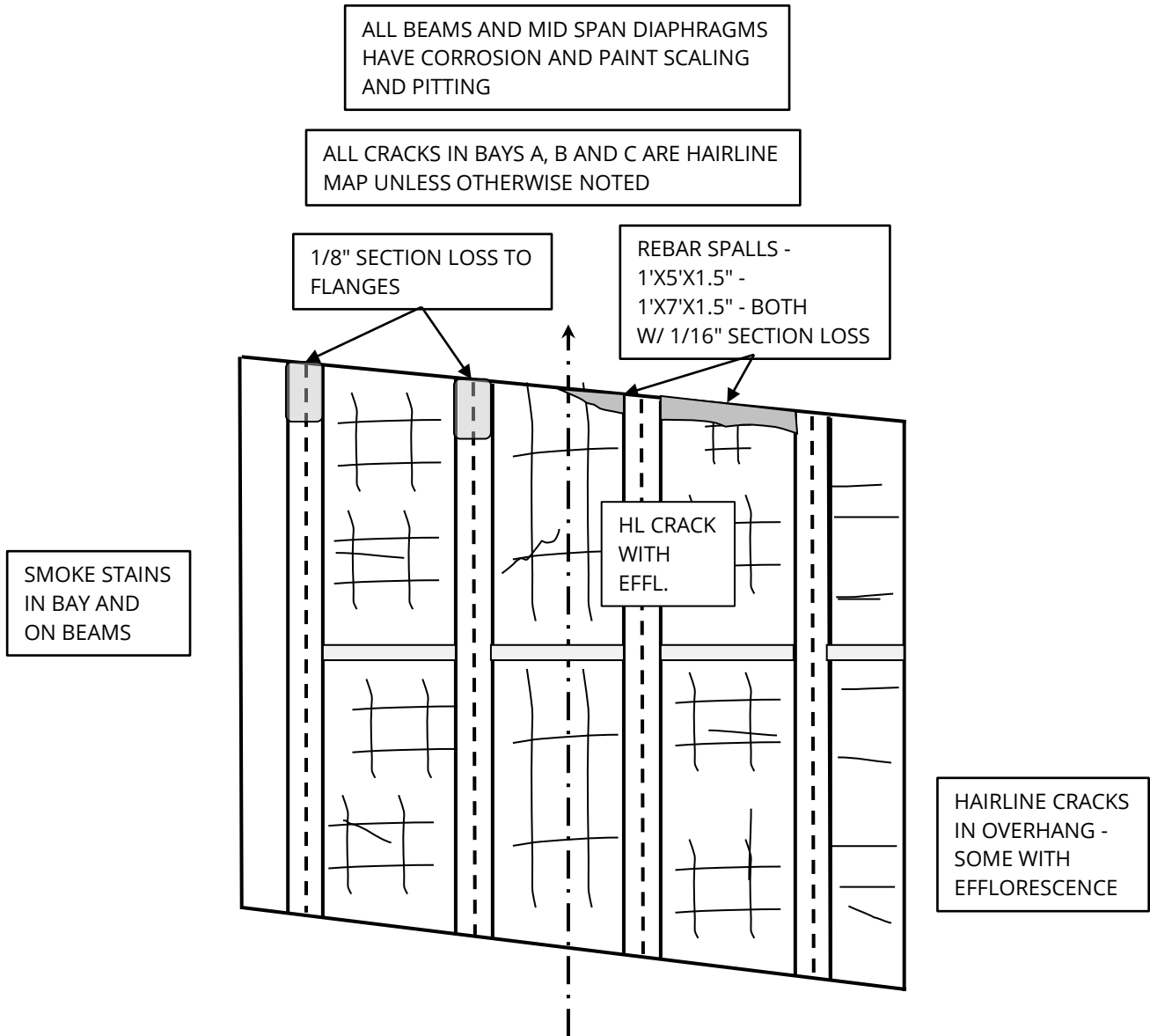


HL CRACKS
WITH EFFL.

HAIRLINE CRACKS
IN OVERHANG -
SOME WITH
EFFLORESCENCE

ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

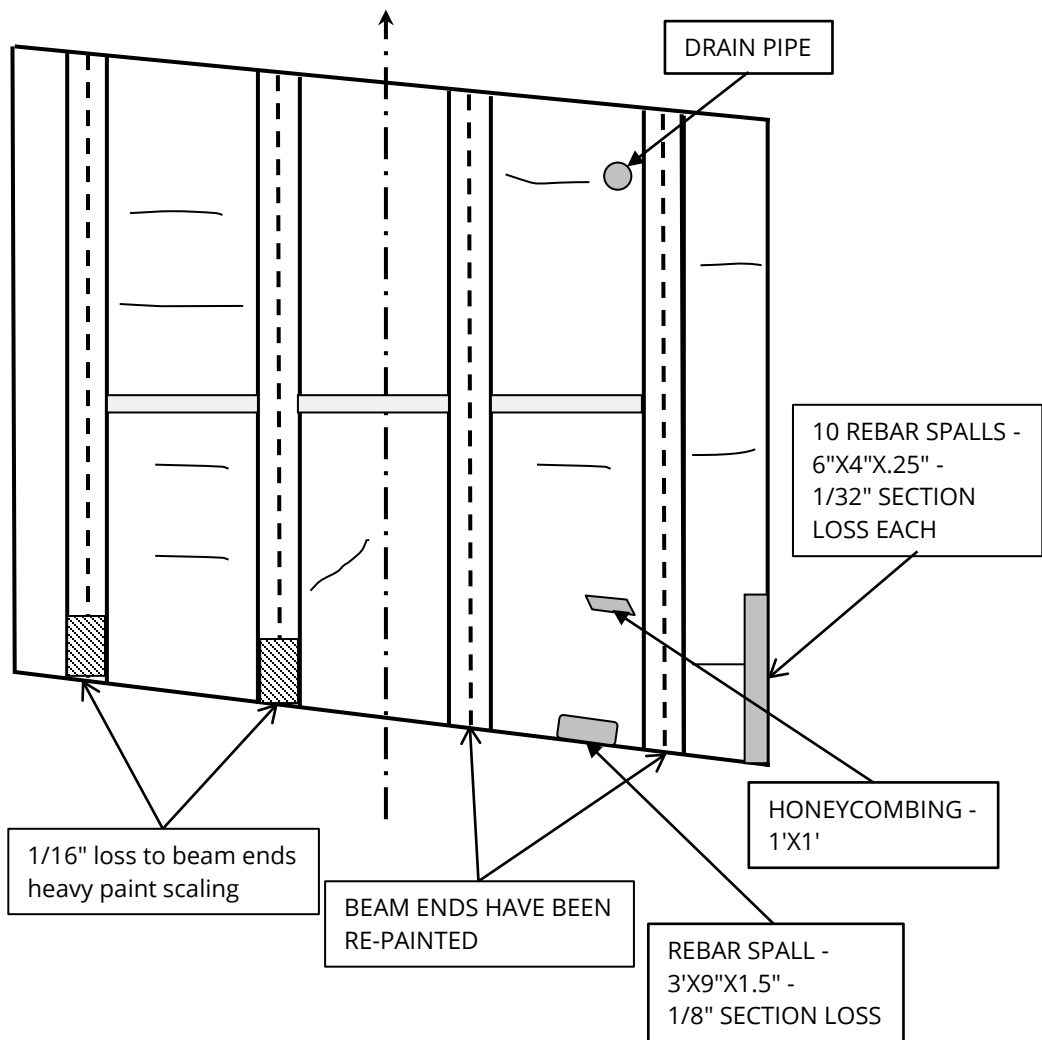


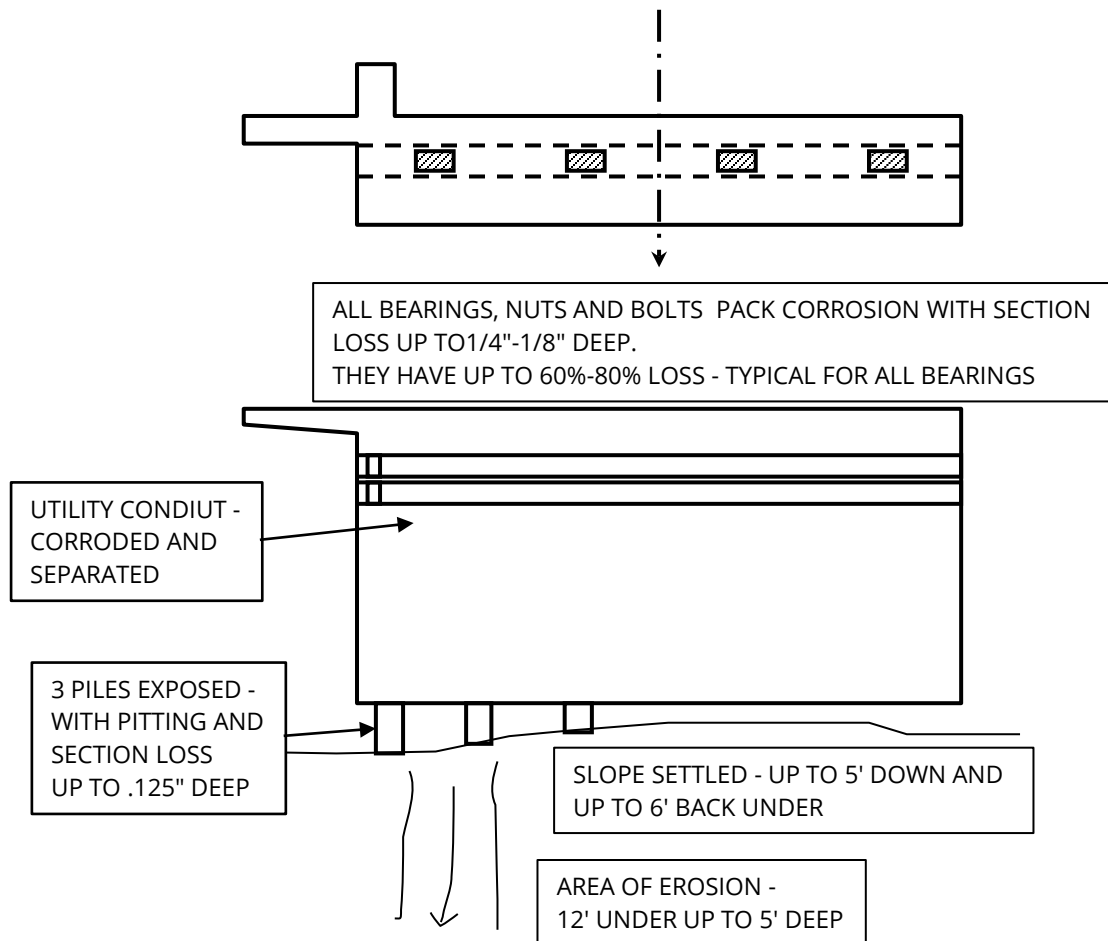


ALL BEAMS AND MID SPAN DIAPHRAGMS
HAVE CORROSION AND PAINT SCALING
AND PITTING

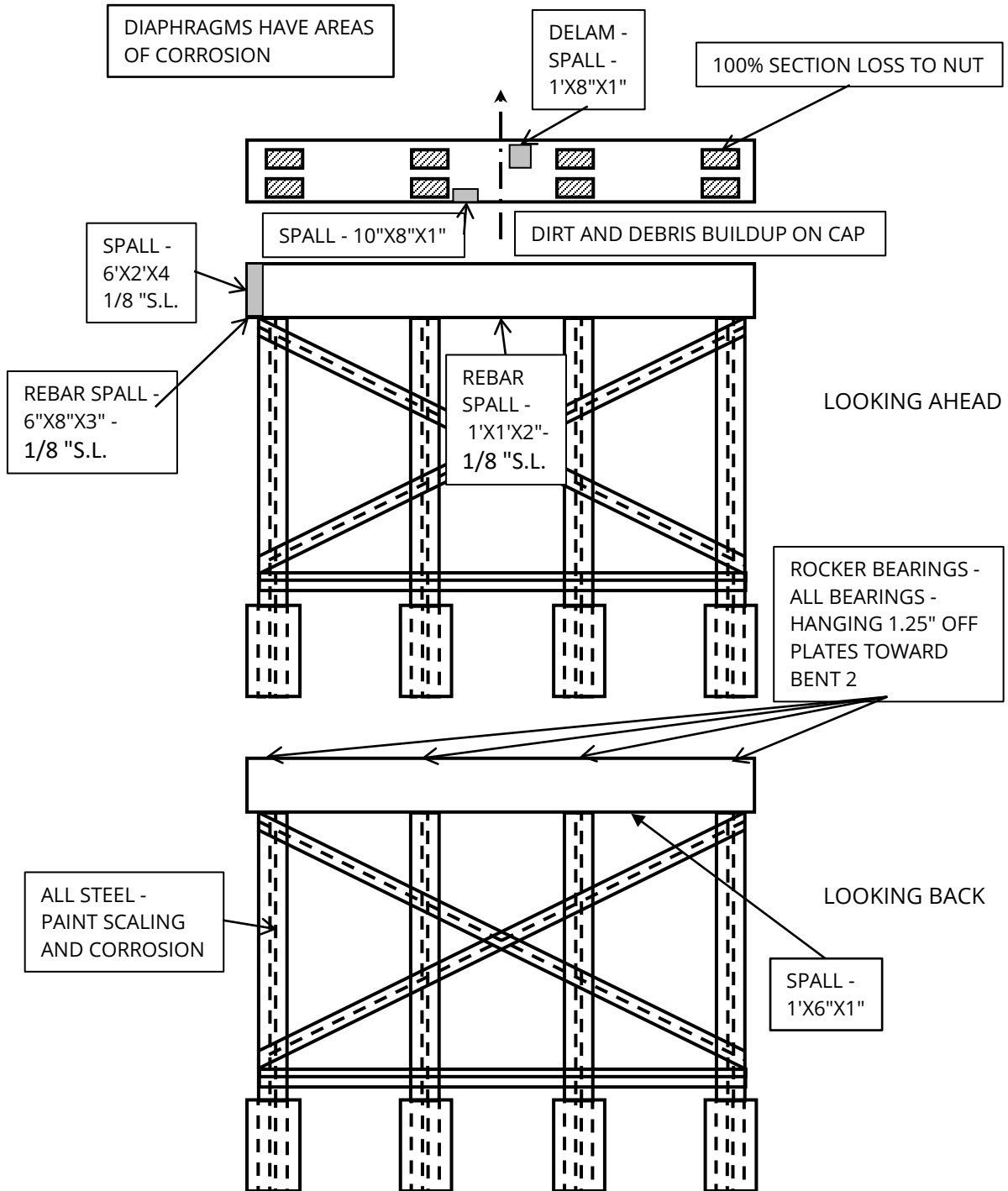
ALL CRACKS IN BAYS A, B AND C ARE HAIRLINE
MAP UNLESS OTHERWISE NOTED

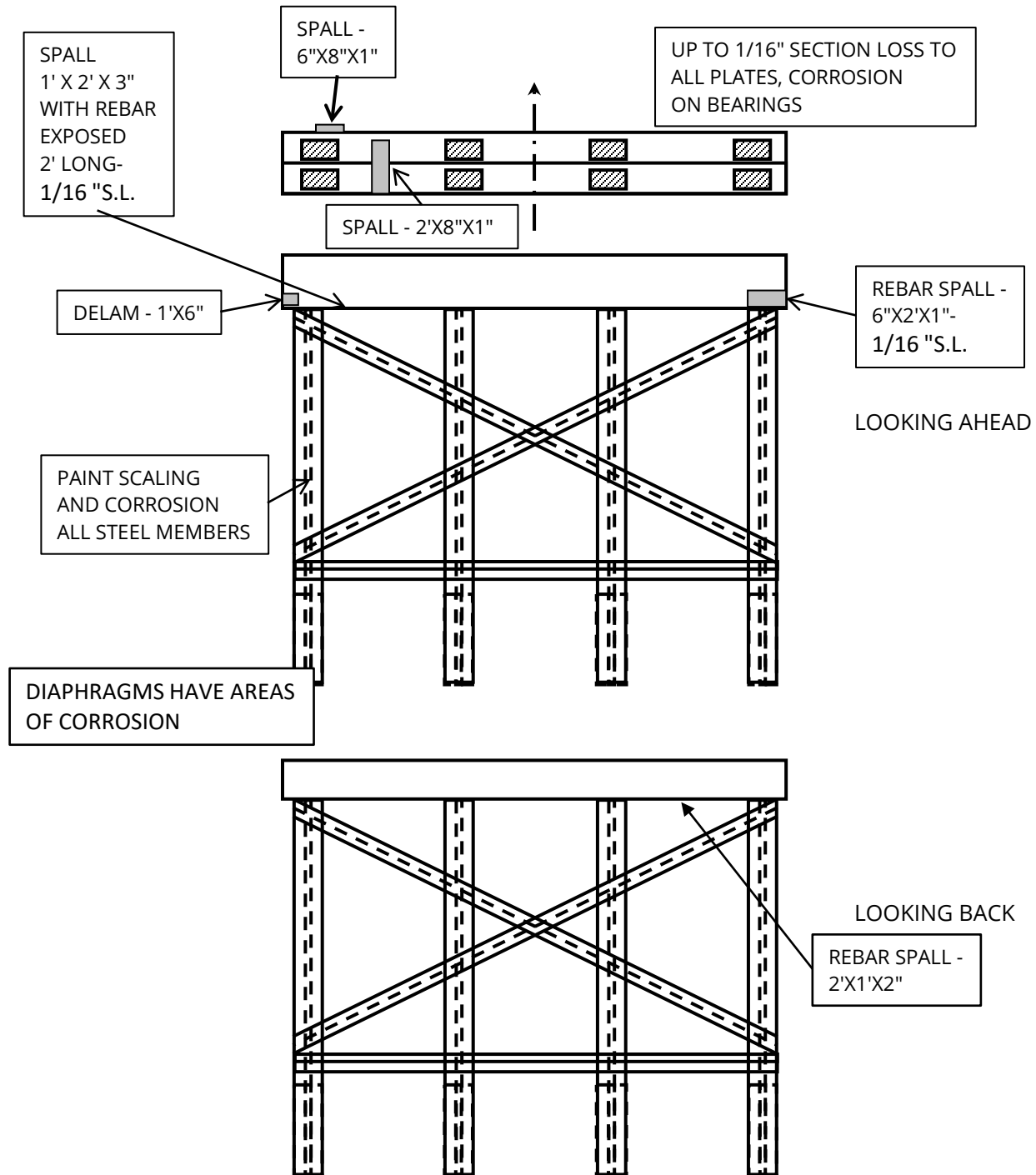
1/8" SECTION LOSS
TO WEB AT BEAM
ENDS - 100" LOSS -
HOLES THROUGH
(REPAIRED)

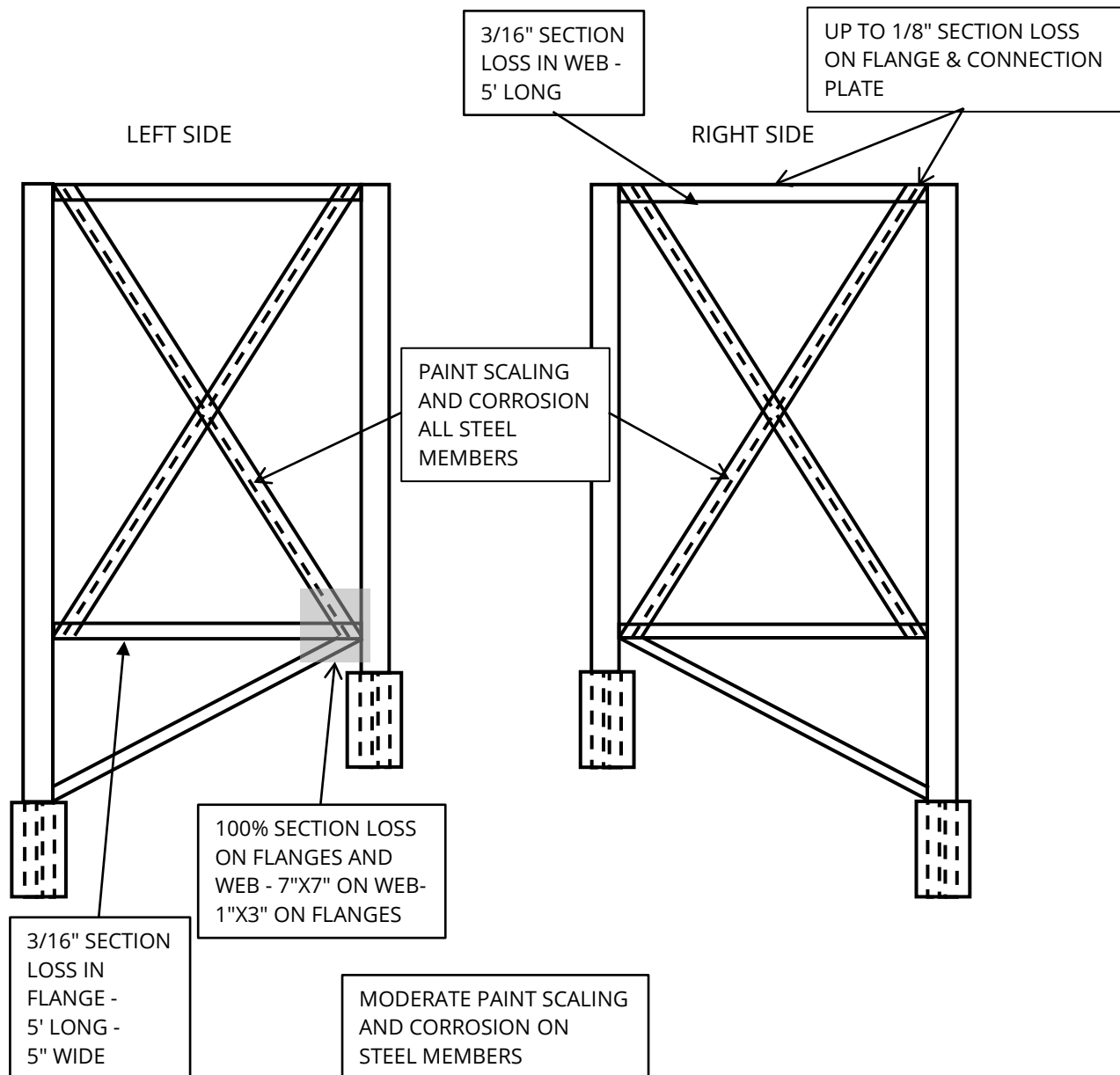


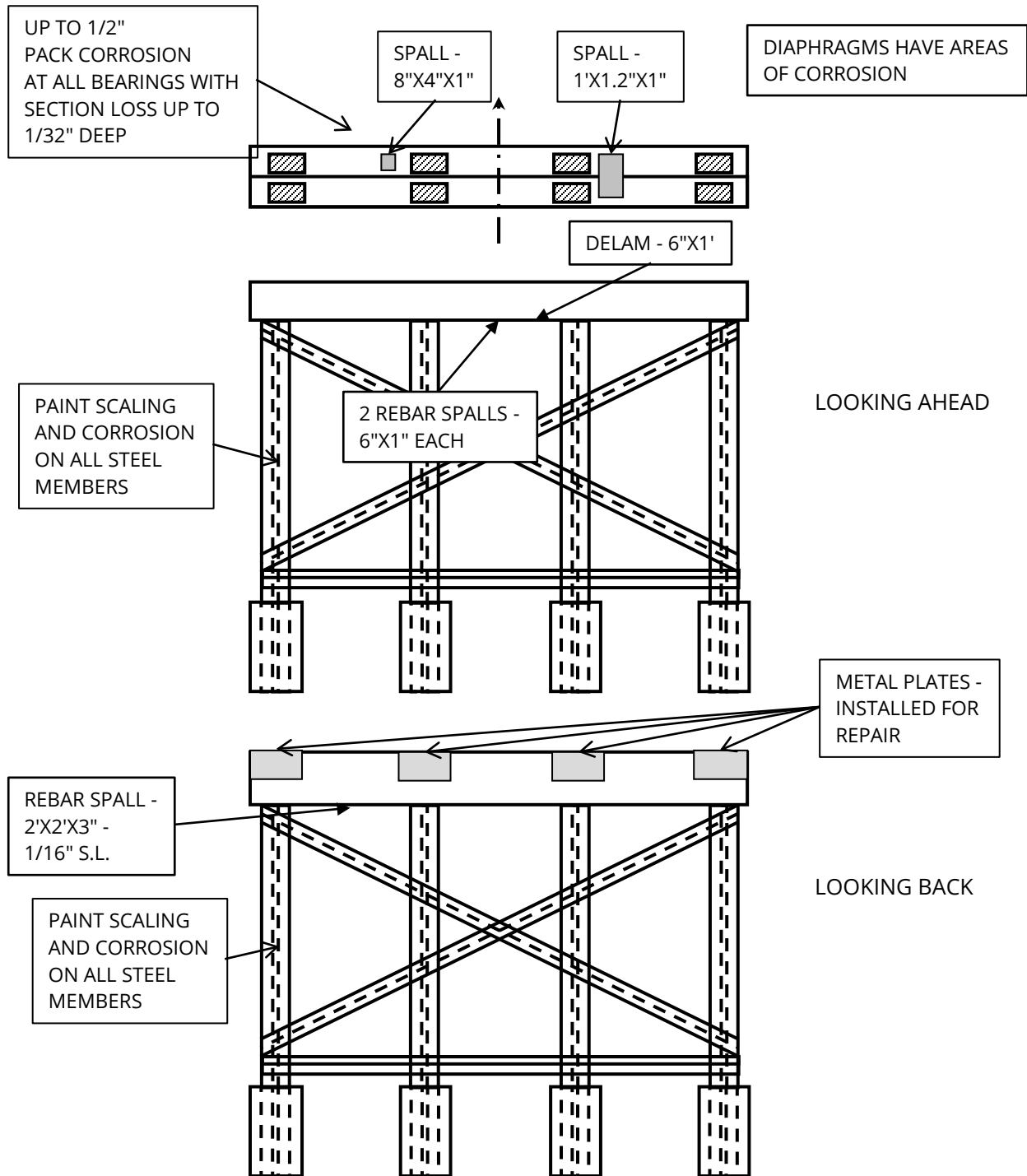


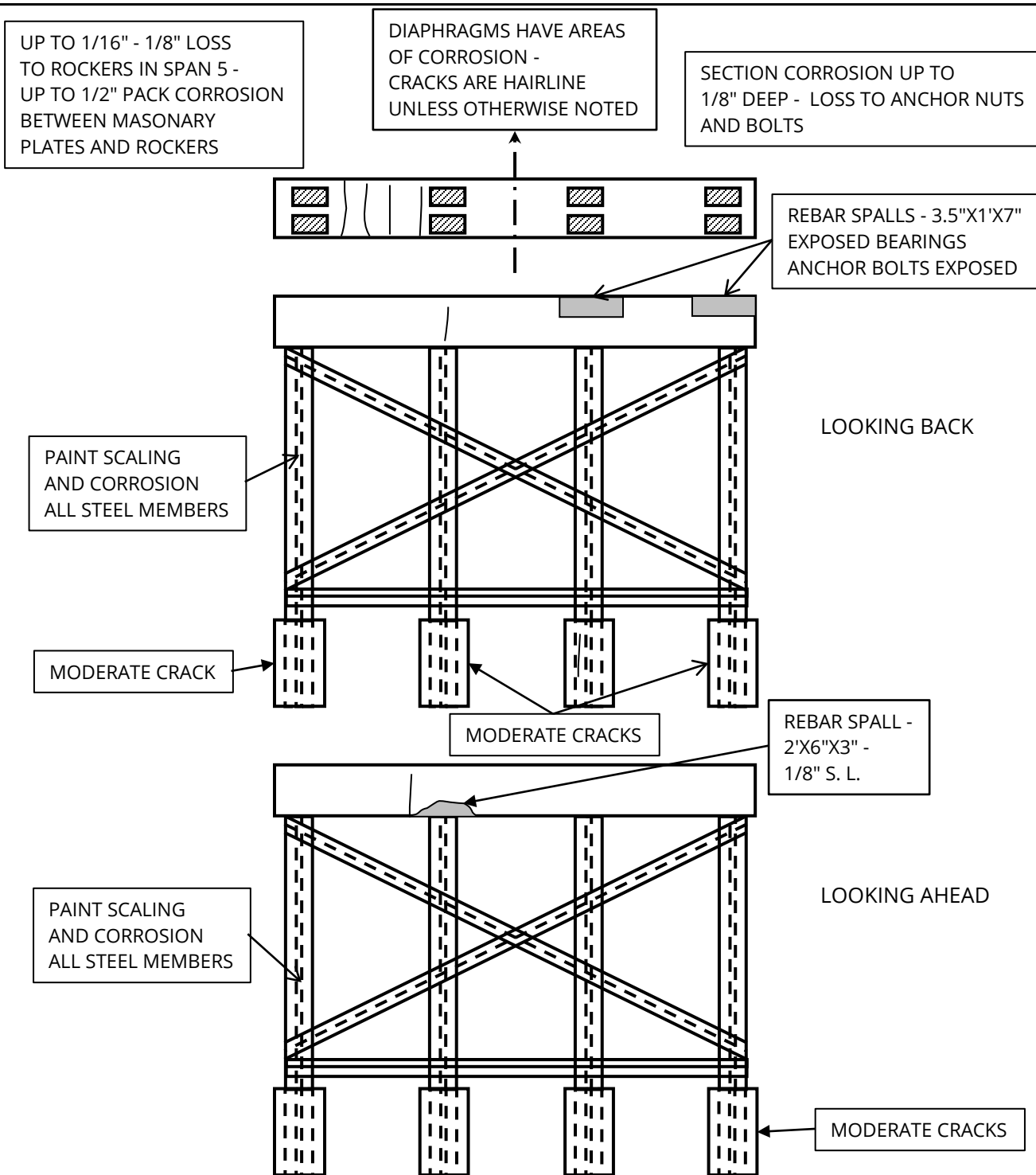
Inspector Notes:

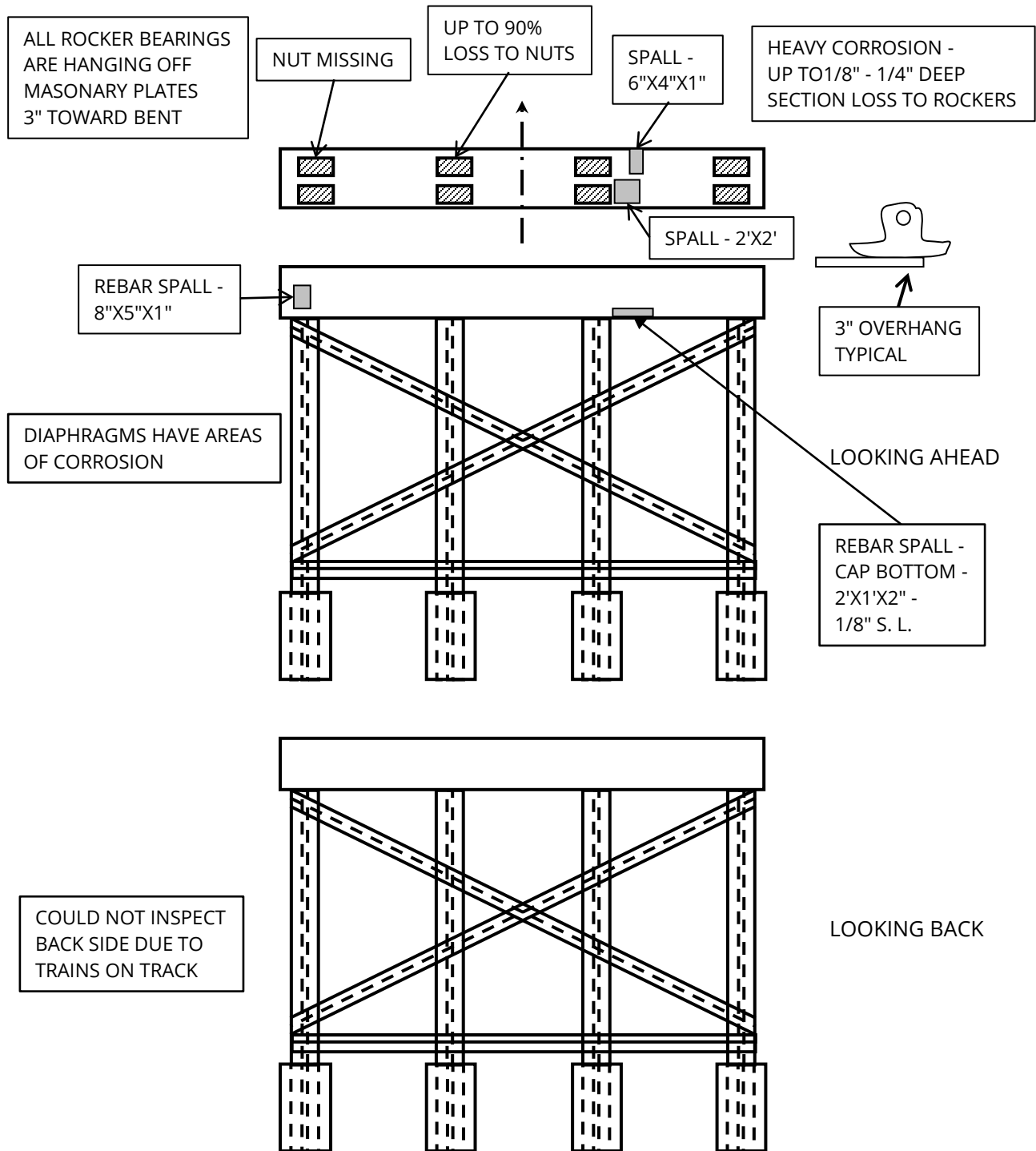








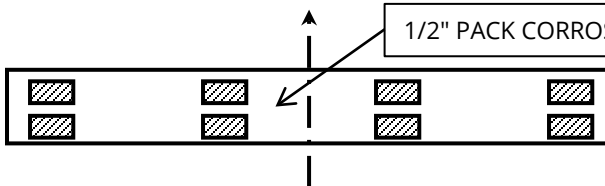




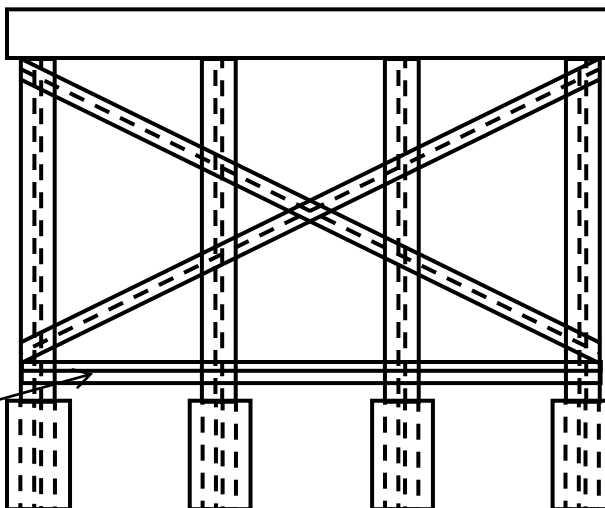
CORROSION UP TO
1/8"X1/4" DEEP SECTION
LOSS - PACK CORROSION
TYPICAL

DIAPHRAGMS HAVE AREAS OF CORROSION -
MODERATE PAINT SCALING ON ALL STEEL MEMBERS -
PATCHED AREAS ON BOTTOM OF CAP

1/2" PACK CORROSION



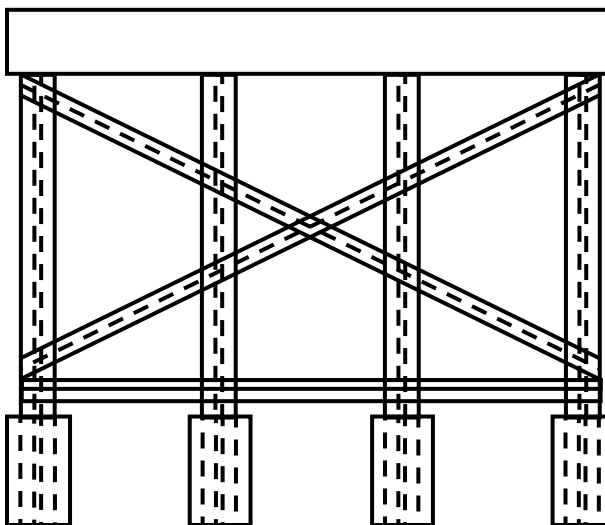
ANGLE IRON
BENT 1'3" LONG

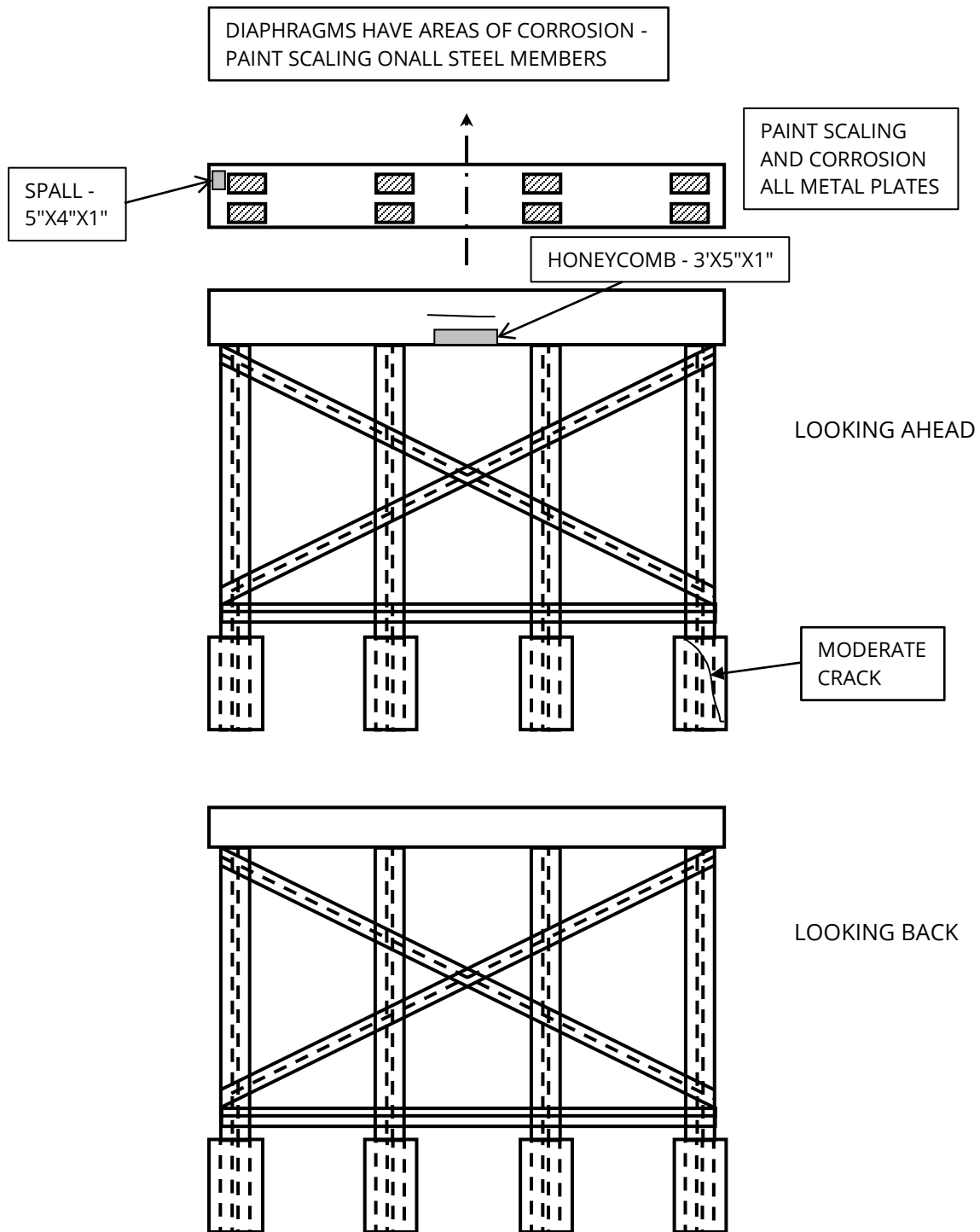


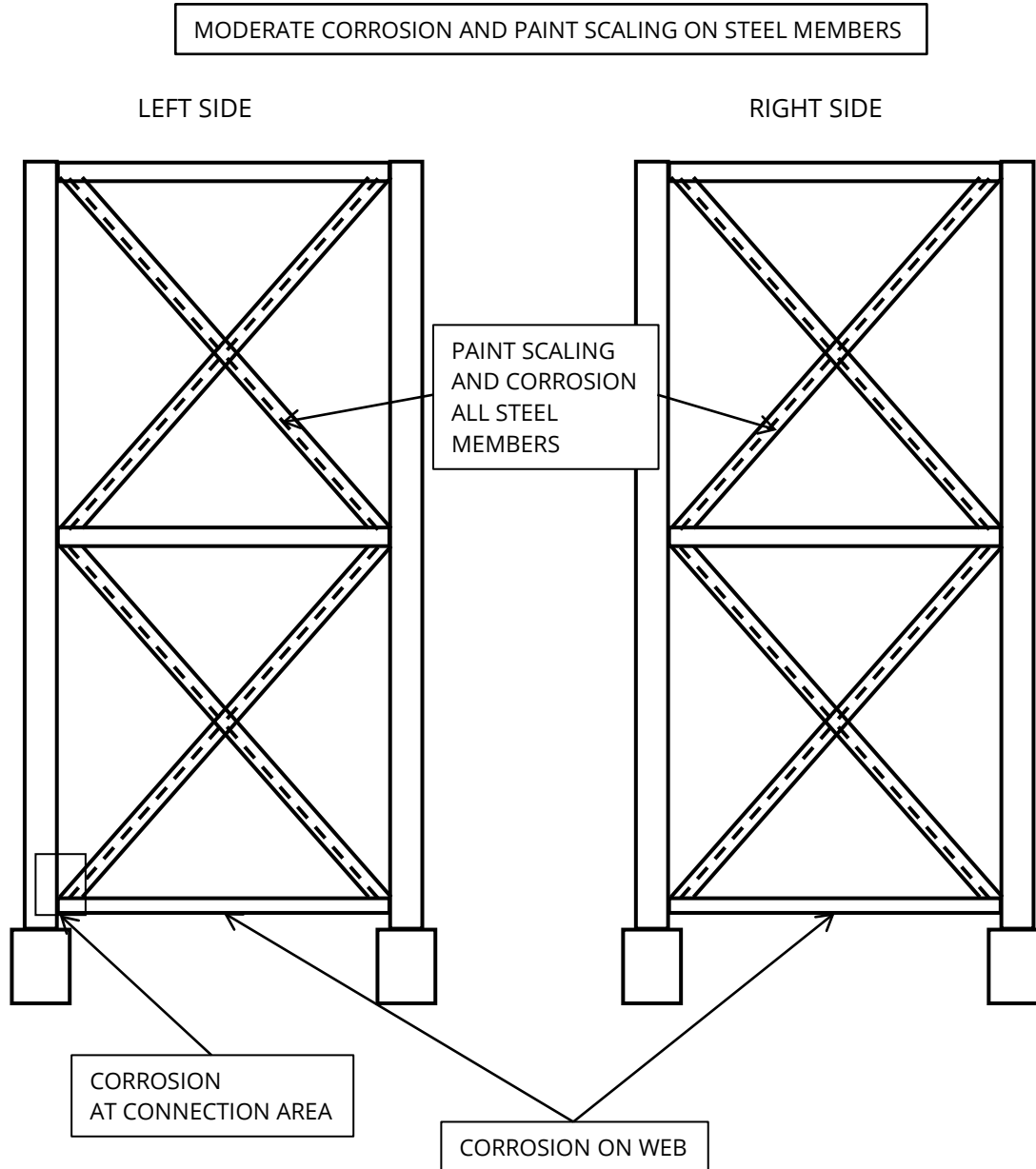
LOOKING AHEAD

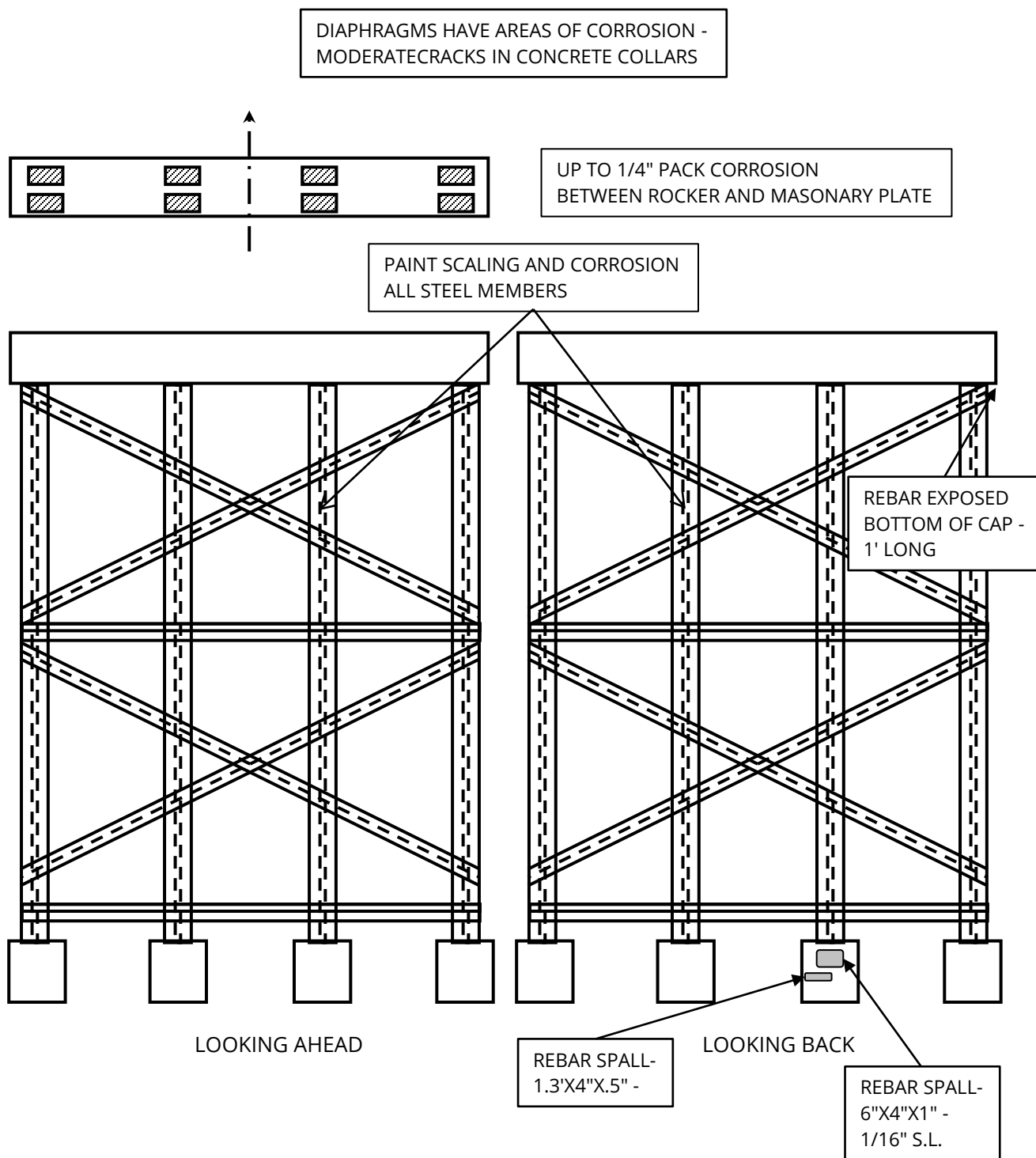
COULD NOT INSPECT
FRONT SIDE DUE TO
TRAINS ON TRACK

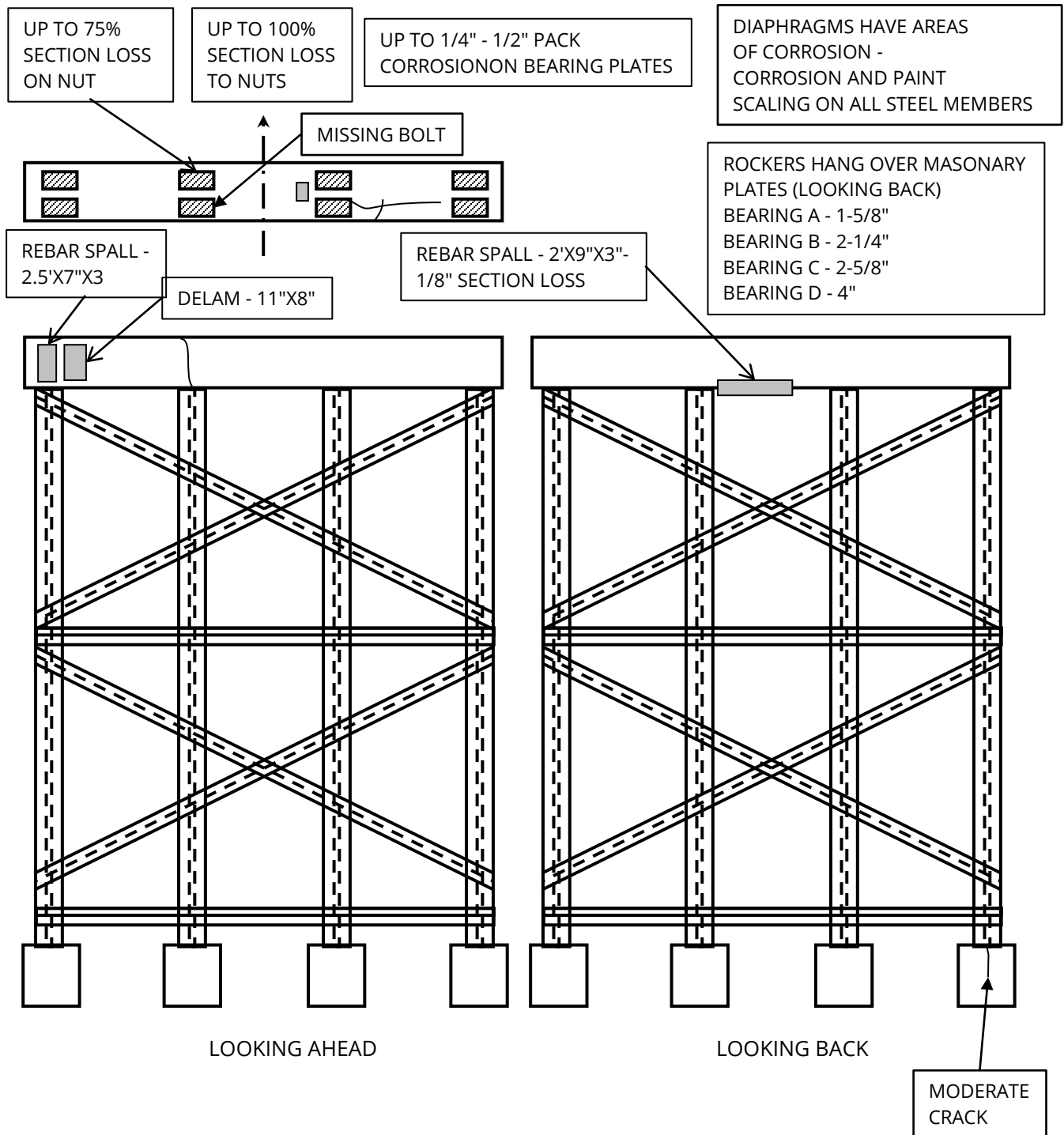
LOOKING BACK

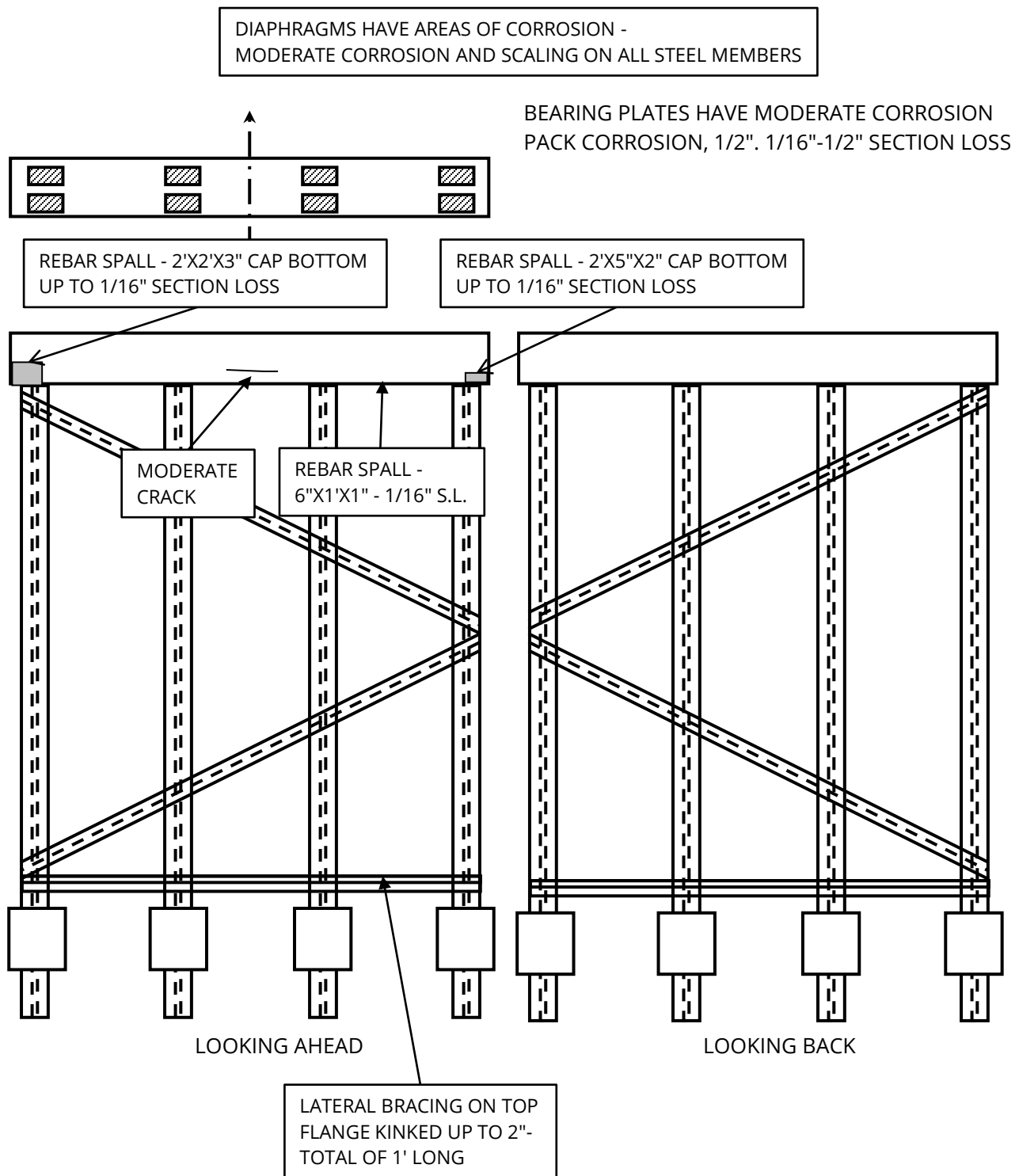


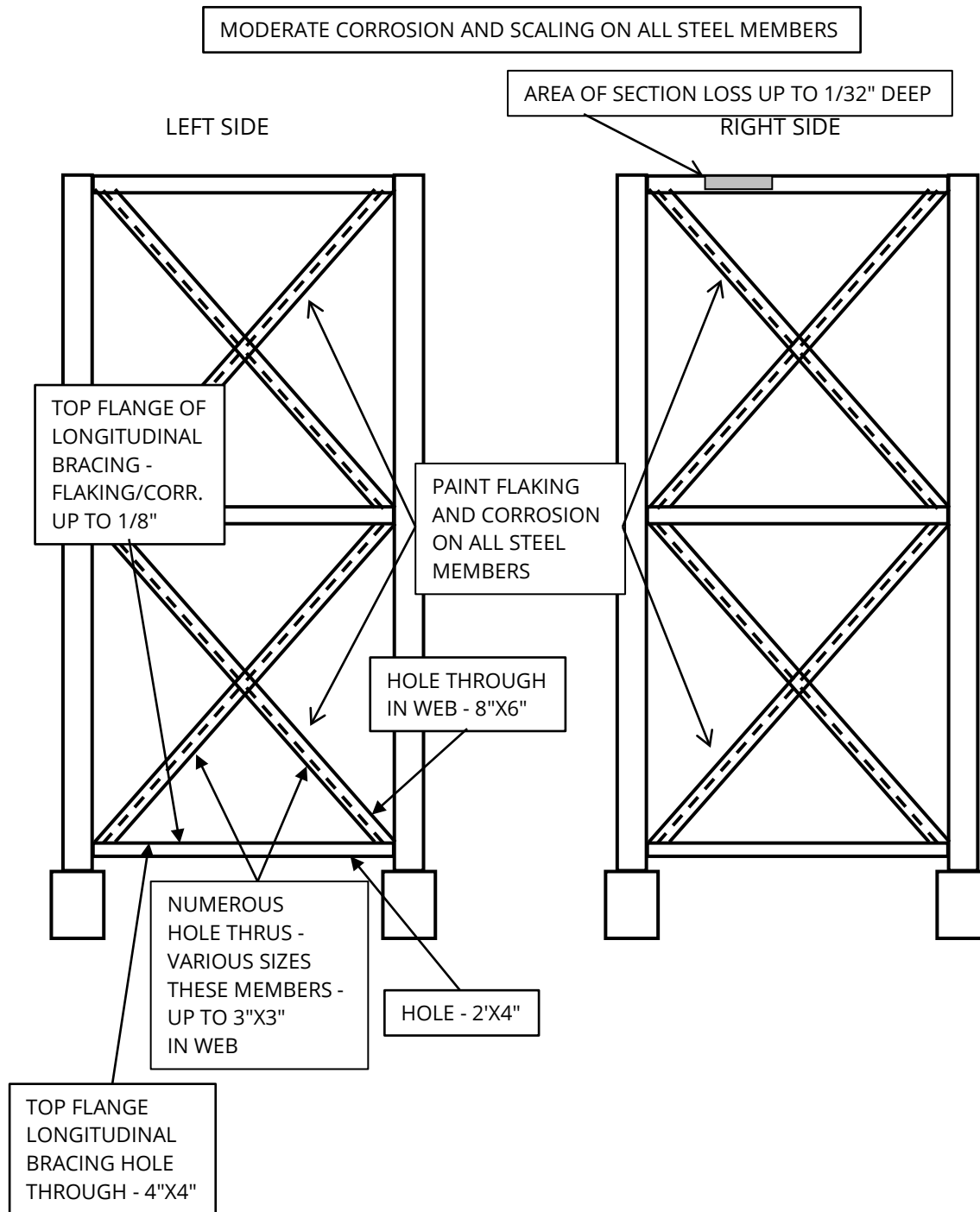


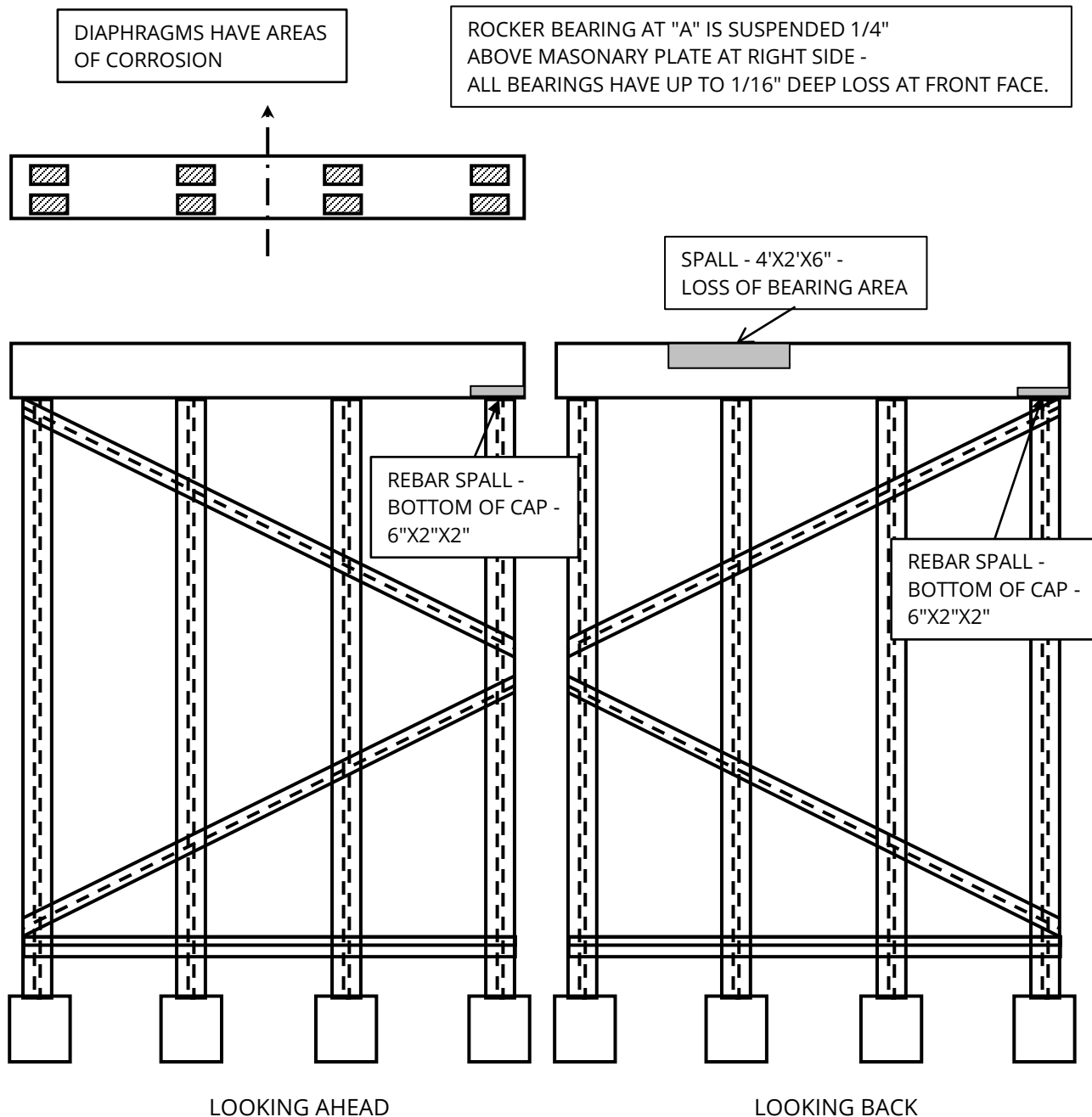


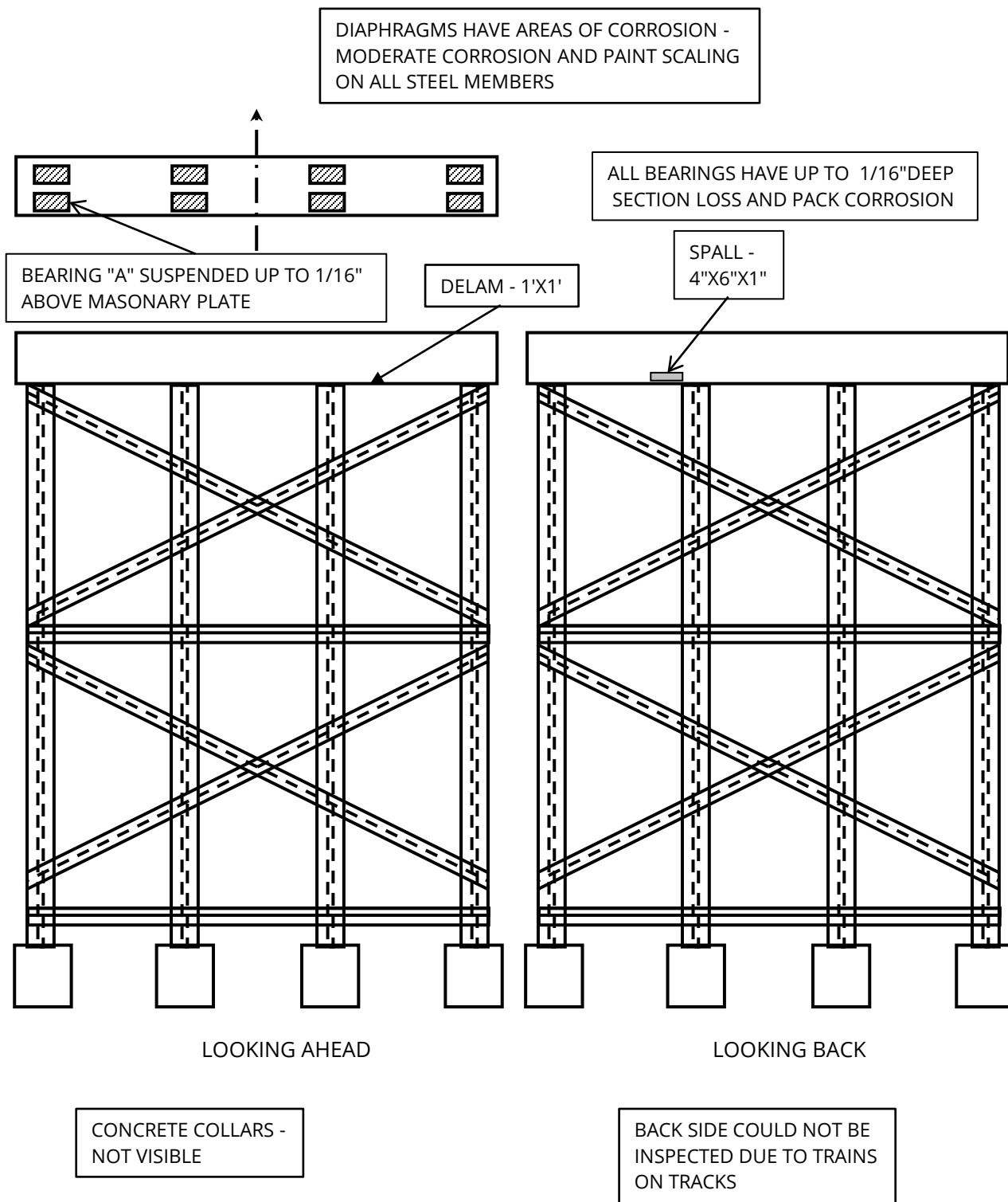


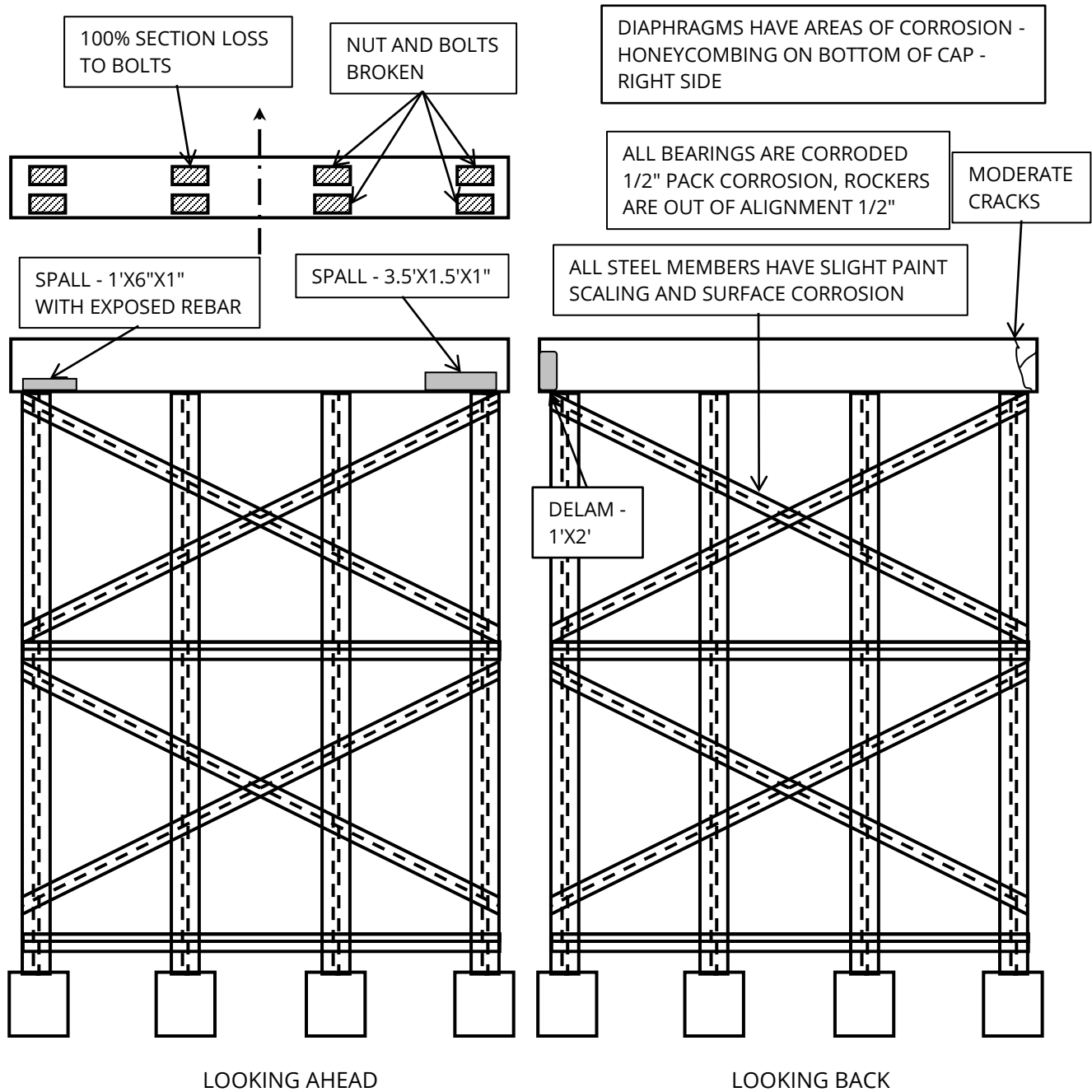






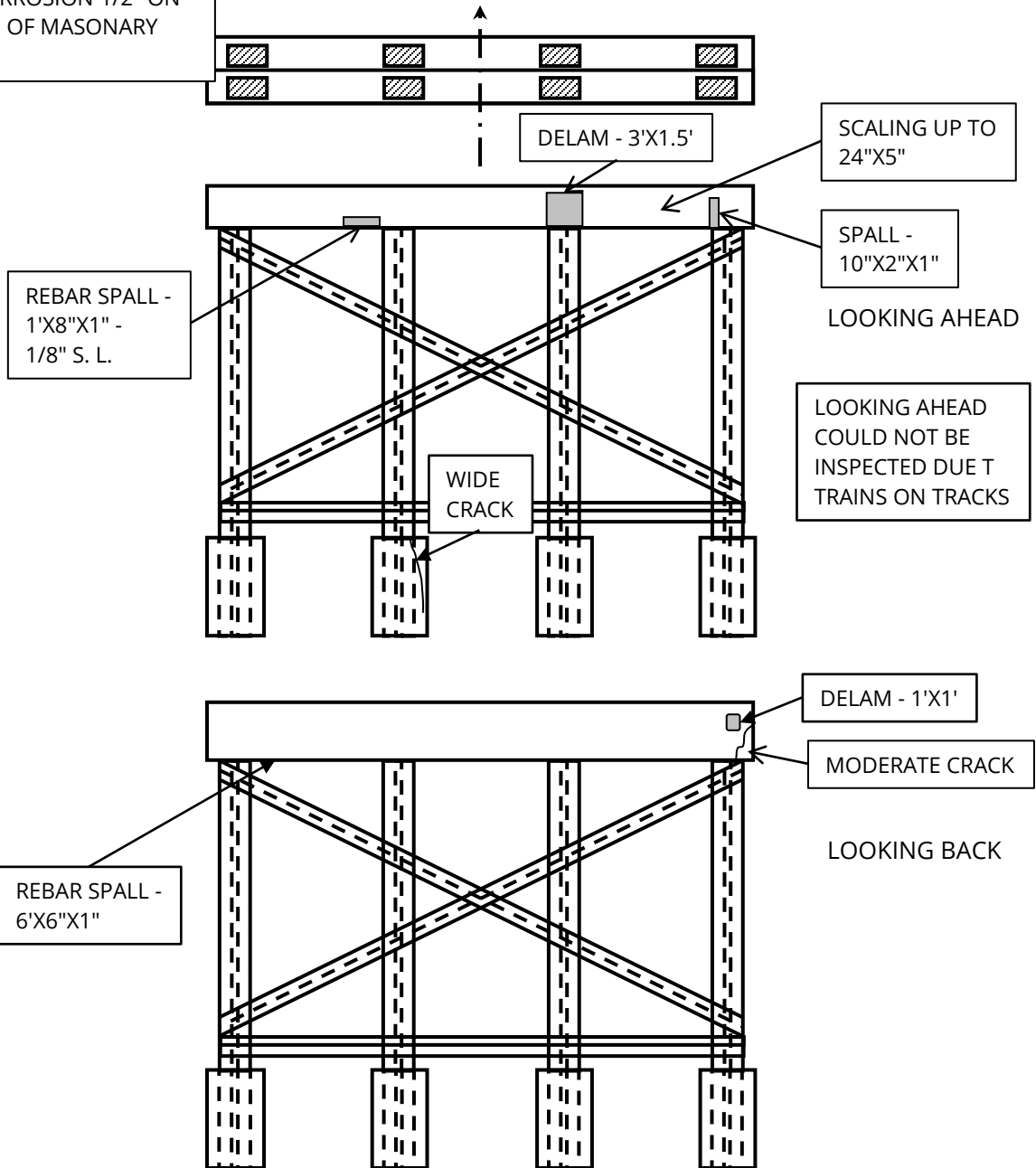


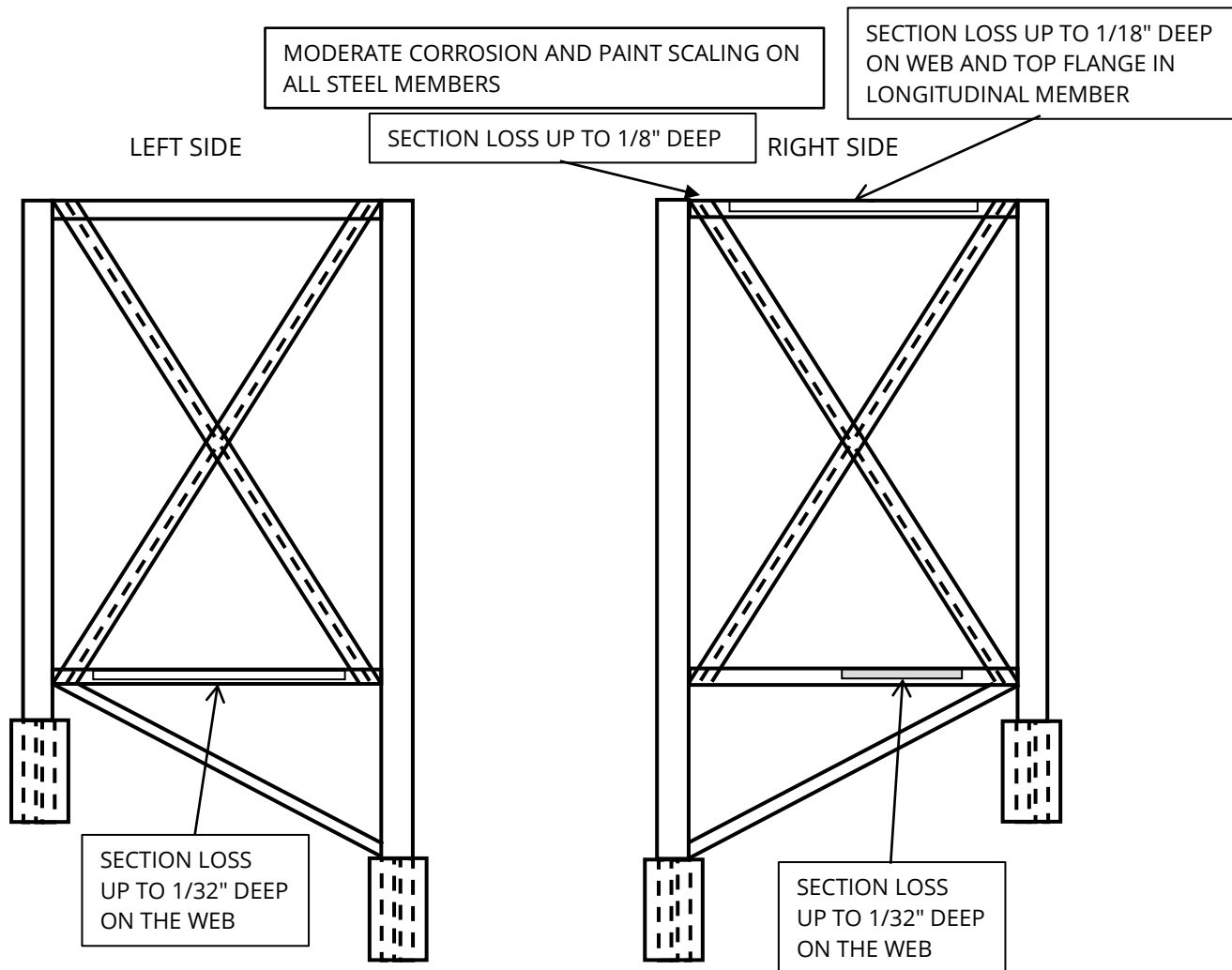


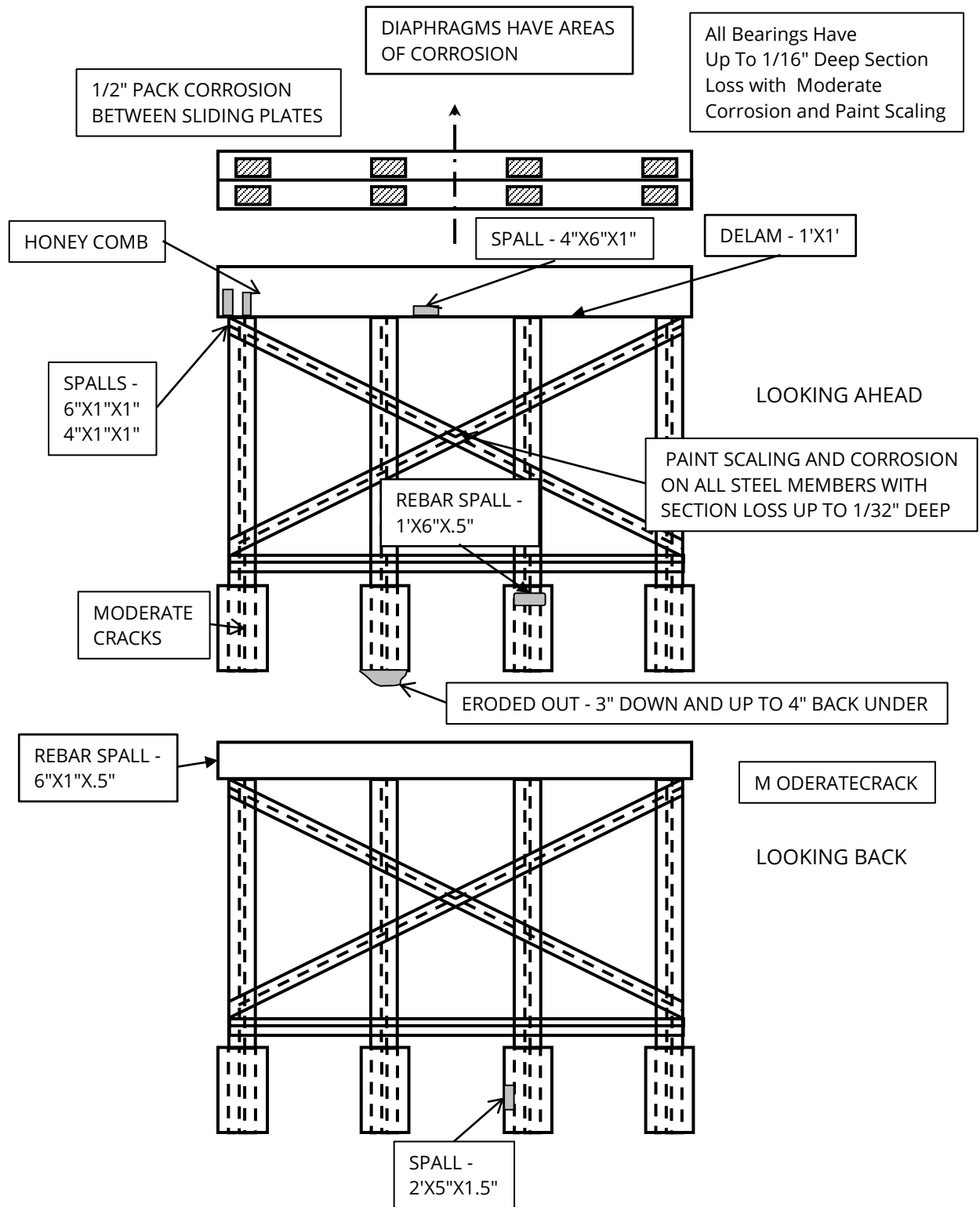


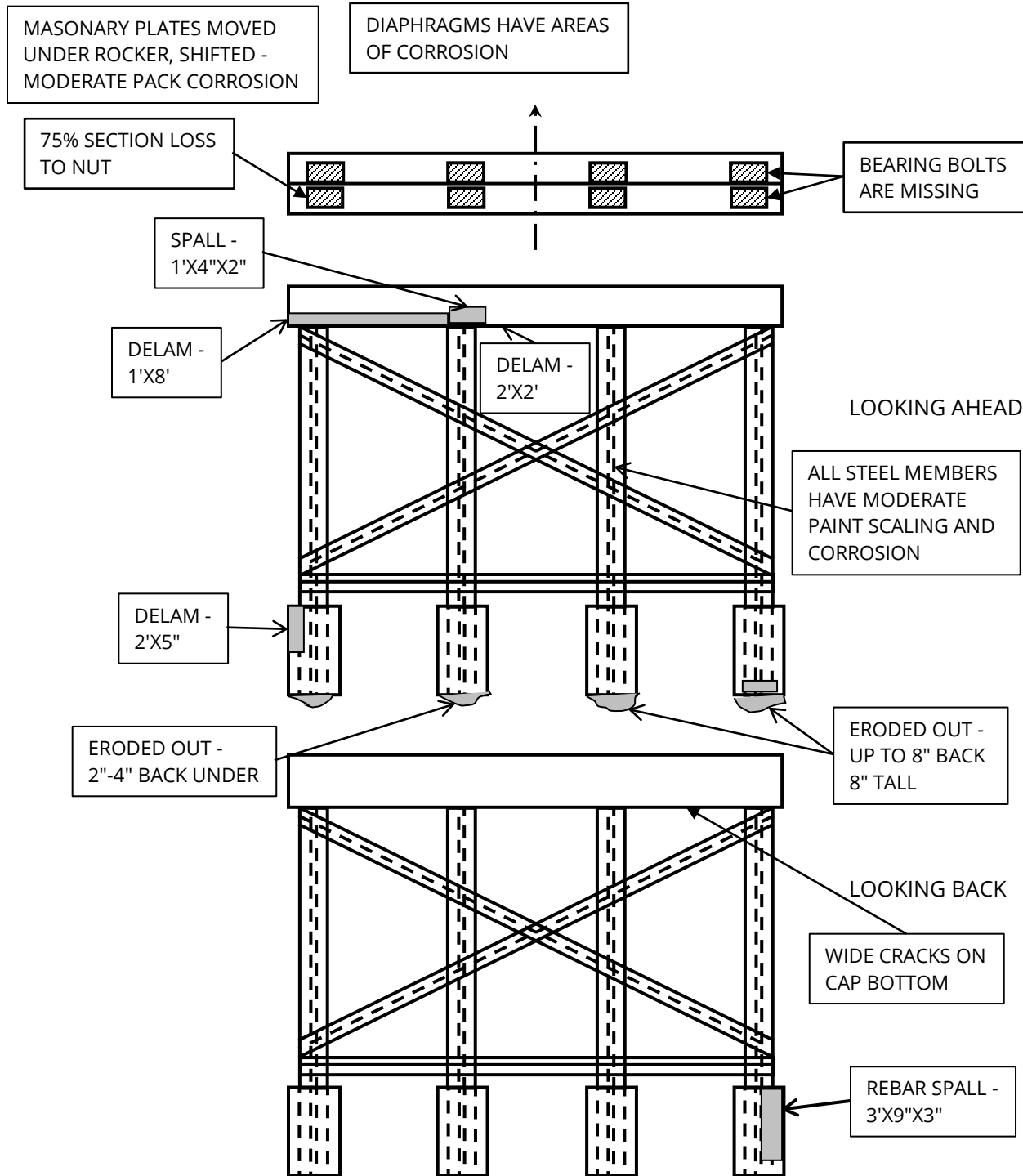
BEARINGS HAVE MODERATE
CORROSION AND PAINT
SCALING WITH 1/16"-1/8"
SECTION LOSS AND HEAVY
PACK CORROSION 1/2" ON
BOTTOM OF MASONRY
PLATES

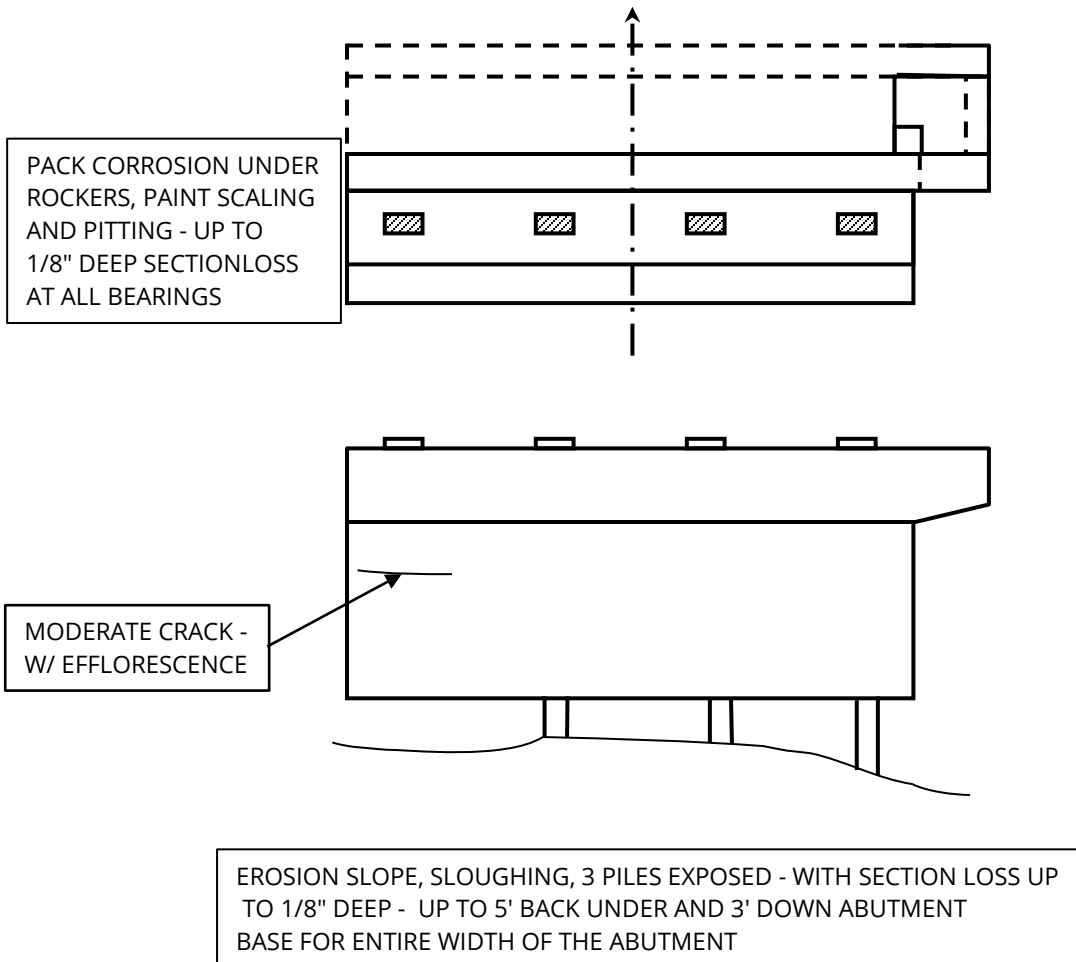
DIAPHRAGMS HAVE AREAS OF CORROSION -
MODERATE CRACKS IN CONCRETE COLLARS -
MODERATE CORROSION AND PAINT SCALING ON
ALL STEEL MEMBERS











Inspector Notes: