

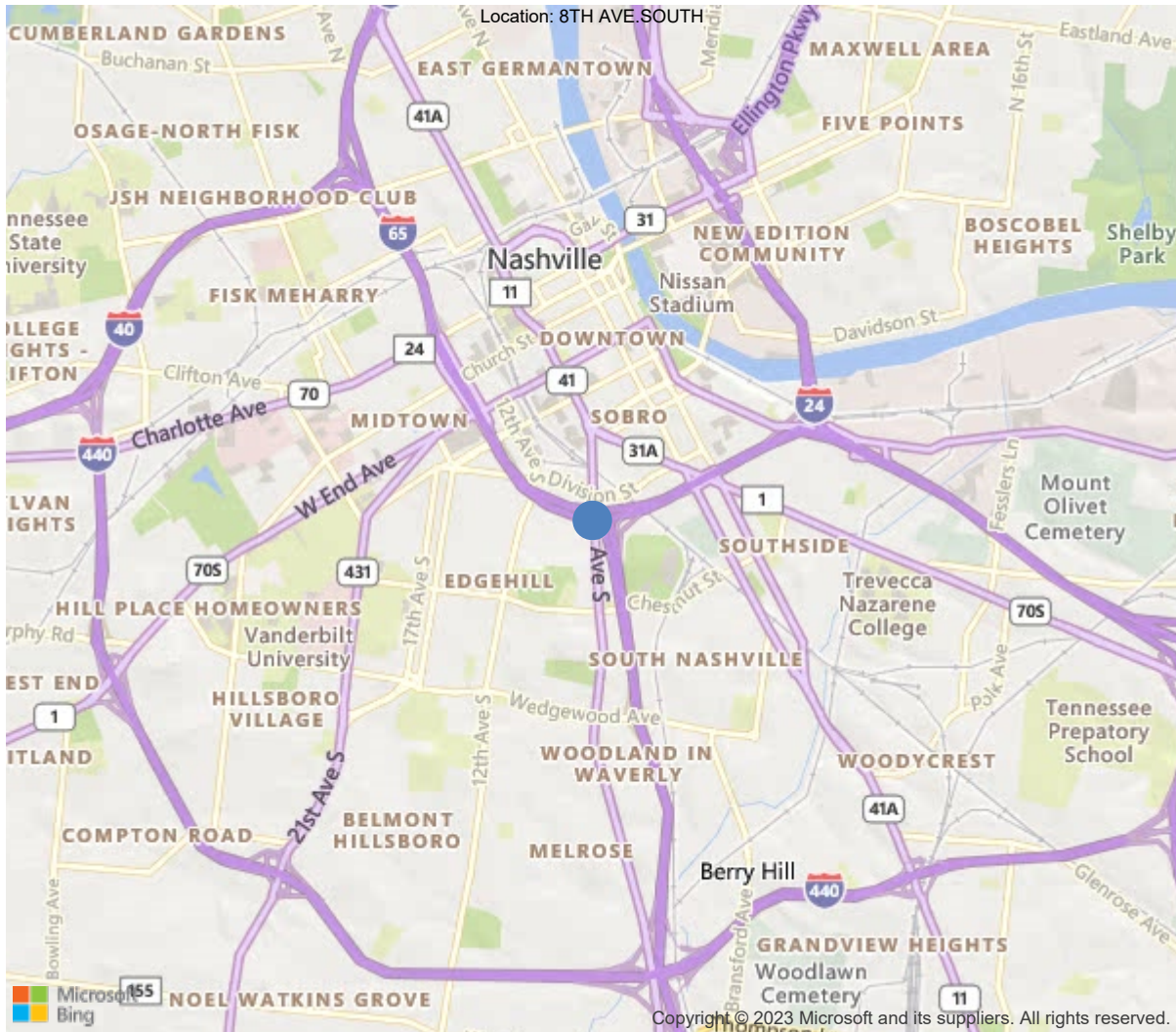


Latitude:36.14810, Longitude:-86.77920

Region 03, 19 - Davidson County

Team Leader: Jimmy Haynes

Inspectors: Ricky Knight, Harley Anderson



I40 RMP / 8TH AVE (SR 6)

36.14810, -86.77920



90 - LAST INSPECTION DATE 12/07/2021

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

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

### 36 - TRAFFIC SAFETY FEATURES

Br. Rail	Trans.	Appr. Rail	Terminal	SPEED LIM.
0	1	1	N	55

41 - STRC OPEN/CLOSED/POSTED A

58 - DECK 5

59 - SUPERSTRUCTURE 5

60 - SUBSTRUCTURE 5

61 - CHANL/CHANL PROTECTION N

62 - CULVERT AND RETAIN WALL N

71 - WATERWAY ADEQUACY N

72 - APPROACH RDWY ALIGNMENT 8

521 - OVERALL CONDITION 2 - Fair

16 - LATITUDE	17 - LONGITUDE
36.148097	-86.779197

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

*Jimmy D. Haynes*  
TEAM LEADER SIGNATURE

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	19I00400317
(5) Inventory Route	1
(2) Highway Agency District	Region 3
(3) County Code	19 - Davidson
(4) Place Code	52006
(6) Features Intersected	8TH AVE (SR 6)
(7) Facility Carried	I40
(9) Location	8TH AVE.SOUTH
(11) Mile Point	18.340 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	19I0040001
(16) Latitude	36.148097
(17) Longitude	-86.779197
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
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	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1970
(106) Year Reconstructed	0
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	133586
(30) Year of ADT	2021
(109) Truck ADT	7 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	82.0 ft
(49) Structure Length	157.2 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	39.7 ft
(52) Deck Width Out to Out	41.7 ft
(32) Approach Roadway Width (W/Shoulders)	38.1 ft
(33) Bridge Median	0 - No median
(34) Skew	60 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	39.7 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	14.50 ft
Ref:	
(55) Min Lat Underclear RT	9.8 ft
Ref:	
(56) Min Lat Underclear LT	99.9 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(111) Pier Protection	
(39) Navigation Vertical Clearance	0.0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	0.0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	11 - Urban Principal Arterial
(100) Defense Highway	1 - The inventory route is on
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	65.70
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	32.40
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	157.2 ft
(94) Bridge Improvement Cost	\$ 982
(95) Roadway Improvement Cost	\$ 99
(96) Total Project Cost	\$ 1474
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	213738
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date	12/05/2023		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
<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 10:00 AM

Weather Conditions P Sunny 44

Vehicles Observed ALL TYPES

## LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl (Yes)

Sub Vibration (No)

Super Horiz./ Vert. Defl (Yes) MOD-HVY VERTICAL DEFLECTION SPAN #1 UNDER HVY LOADS

Super Vibration (No)

## APPROACH

Alignment (Good)

Joints (Not visible) PAVED OVER

Pavement (Fair) 'A' END--POTHOLE--POOR

Embankment (Poor) HVY EROSION W/ UNDERMINING--'B' END RT SIDE

Approach Drains (Good)

## TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Poor) HVY SCALE & SPALLS W/EXP STL

Transitions Rating (Good)

Guardrail Rating (Good)

## SIGNS POSTED ON ROUTE

Paddleboards No

Vertical Clearance (<14'-6") No

Posted Height

Narrow Bridge Signs No

One Lane Bridge Signs No

Other Signs or Plaques

Weight Limit Posted Not Needed

Gross ..... Tons

Single-unit Vehicle Tons

Multi-unit Vehicle Tons

564 Assigned Bridge Name

## DECK

Wearing Surface Type		Asphalt	Wearing Surface Depth	6
Wearing Surface	(Good)	A/C OVERLAY-SPAN #1 & #2 - DEPRESSION AREAS		
Deck - Structural Condition	(Fair)	SP 1- FAIR - HAIRLINE MAP CRACKS W/EFF & LIGHT SPALLS W/EXP STL, FAILING PATCHES; SP 2-- HL MAP CRACKS W/EFF, FAILING PATCHES; OVERHANGS - FAIR - SPALLS, DELAMINATION, AND CRACKS WITH EFFLORESCENCE		
Parapet	(Poor)	HVY SCALE W/POPOUTS & SPALLS W/ EXPOSED STL		
Railing	(Poor)	HVY IMPACT DAMAGE- SPAN #1 RT SIDE AND 'B' END LT SIDE		
Expansion Joints	(Not Visible)	PAVED OVER		

## SUPERSTRUCTURE

Bearing Devices	(Poor)	ABUT #1 BEARING 'A' PIN - SHEARED & BEARINGS 'A'-'E' ROCKED BACK UP TO 2", ABUT BEARINGS - MOD CORROSION; ABUT 1 ALL BRGs--1/4" SEPARATION
Girders	(Fair)	BM 'A' & 'E' SPAN #1 & BM 'E' SPAN #3- POOR- MOD CORR TOP FLANGE; BMs 'B, C, & D' SP 1--VERT MOVEMENT 1/4"--FAIR; SP 2 BM 'E'--MISSING BOLT ON GUSSET PLATE
Diaphragms	(Good)	SP. #2-LGH. CORR.
Superstructure Paint	(Fair)	PEELING & AREAS OF SURFACE CORROSION
Alignment of Members	(Good)	



## ABUTMENTS

<b>Abutment Caps</b>	(Good)	HVY DEBRIS ACCUMULATION, ABUT #2-SPALLS W/EXP. STL, IP SPALL, MAP CRACKS
<b>Abutment Wings</b>	(Fair)	HVY MAP CRACKS W/POPOUTS W/EFF ABUT #1
<b>Abutment Backwall</b>	(Poor)	HVY MAP CRACKS W/POPOUTS W/EFF ABUT #1
<b>Abutment Plumb</b>	(Good)	
<b>Abutment Footing</b>	(Not visible)	
<b>Abutment Piles</b>	(Not Visible)	
<b>Abutment Embankment</b>	(Good)	
<b>Abutment Bearing Surface</b>	(Good)	ABUT 1 RISER 'A'--VERT HC
<b>Abutment Slope Paving</b>	(Good)	
<b>Abutment Rip Rap</b>	(Good)	

## BENTS

<b>Bent Caps</b>	(Good)	BENT #1- H.S.P.O.'S, CRACKS W/EFF
<b>Bent Columns</b>	(Good)	BENT #1 COL'S 'A' & 'B' -IMPACT DMG; BENT 2 COL 'A'--IMPACT DMG
<b>Bent Plumb</b>	(Good)	
<b>Bent Footing</b>	(Not Visible)	
<b>Bent Piles</b>	(Not Visible)	
<b>Bent Bearing Surface</b>	(Good)	
<b>Piles Need Replacement</b>	(No)	

### Inspection Team's Summary

3 span Bridge / W.P.G.  
I-40 Ramp / 8TH AVE (SR 6)

Approach alignment is good. Approach pavement is poor with potholes at 'A' end along paved over joint. The approach embankment is poor at 'B' end right side with heavy erosion with undermining at end of structure. Bridge railing is poor and substandard with heavy scale and spalls with exposed steel. Approach guardrail is good and standard.

The asphalt wearing surface is good. Joint leakage is good. Expansion devices are non-existent being paved over. Bottom deck is fair with light spalls with exposed steel and hairline map cracks with efflorescence in span #1. Partial and full depth repairs were made on the deck in all spans with some repairs failing.

Girders are good. However; girder 'A' span #1 and girder 'E' span #3 are fair with moderate corrosion and paint peeling. Girders 'B', 'C', and 'D' span #1 have vertical movement up to 1/4" under heavy loads. Abutment 1 bearings are poor with a sheared pin at bearing 'A' abutment #1 and moderate-heavy corrosion on all. Paint is fair with areas of peeling.

Abutment caps are good, although heavy debris accumulation was noted on top of caps. The backwall at abutment #1 is poor due to heavy spalling. Wings are fair with map cracking at abutment #1. Bents are good.

Underpass pier protection is non-existent.

### General Inspection Comment

BRIDGE REPLACEMENT PROJECT EARLIEST LETTING DATE IS CY2024.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	6544	6334	200	10	0
1080	Delamination/Spall/Patched Area	SF	10	0	0	10	0
1130	Cracking (RC and Other)	SF	200	0	200	0	0
510	Wearing Surfaces	SF	6221	6201	20	0	0
3230	Effectiveness (Wearing Surface)	SF	20	0	20	0	0
(12) Element record added 2015-11-16.							
(1080-12) Element record added 12/4/2019							
(1130-12) Element record added 12/4/2019							
(510-12) Element record added 2015-11-16.							
(3230-510-12) Element record added 12/4/2019							
107	Steel Opn Girder/Beam	LF	784	634	110	40	0
1000	Corrosion	LF	150	0	110	40	0
515	Steel Protective Coating	SF	7056	0	2672	4009	375
3410	Chalking (Steel Protective Coatings)	LF	6681	0	2672	4009	0
3420	Peeling/Bubbling/Cracking (Steel Protective Coatings)	LF	375	0	0	0	375
(107) Element record added 2015-11-16.							
(1000-107) Element record added 12/4/2019							
(515-107) Element record added 2015-11-16.							
(3410-515-107) Element record added 12/4/2019							
(3420-515-107) Element record added 12/4/2019							
205	Re Conc Column	EA	6	1	5	0	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
1130	Cracking (RC and Other)	EA	3	0	3	0	0
(205) Element record added 2015-11-16.							
(1080-205) Element record added 12/4/2019							
(1130-205) Element record added 12/4/2019							
215	Re Conc Abutment	LF	98	82	12	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	12	0	12	0	0
(215) Element record added 2015-11-16.							
(1080-215) Element record added 12/4/2019							
(1130-215) Element record added 12/4/2019							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
234	Re Conc Pier Cap	LF	79	61	18	0	0
1130	Cracking (RC and Other)	LF	18	0	18	0	0
(234) Element record added 2015-11-16.							
(1130-234) Element record added 12/4/2019							
311	Moveable Bearing	EA	15	10	0	0	5
1000	Corrosion	EA	3	0	0	0	3
1020	Connection	EA	2	0	0	0	2
(311) Element record added 2015-11-16.							
(1000-311) Element record added 12/4/2019							
(1020-311) Element record added 12/4/2019							
313	Fixed Bearing	EA	5	5	0	0	0
(313) Element record added 2015-11-16.							
330	Metal Bridge Railing	LF	312	297	10	0	5
1000	Corrosion	LF	15	0	10	0	5
(330) Element record added 2015-11-16.							
(1000-330) Element record added 12/4/2019							
331	Re Conc Bridge Railing	LF	312	0	294	12	6
1080	Delamination/Spall/Patched Area	LF	18	0	0	12	6
1130	Cracking (RC and Other)	LF	294	0	294	0	0
(331) Element record added 2015-11-16.							
(1080-331) Element record added 12/4/2019							
(1130-331) Element record added 12/4/2019							



## Equipment List

### General Inspection

☐ Pocket knife  
☐ 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  
☐ Yes 6' Pocket Tape  
☐ Yes 25' and 100' Tape  
☐ Calipers  
☐ 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



Bridge number



Clearance left side





Clearance right side



A approach





B approach



B approach pavement potholes





B approach heavy erosion



A approach right erosion





Span 1 tube rail broken



B approach left impact damage





A approach guardrail impact damage



A approach end terminal impact damage





Span 3 map cracks



Span 1 depression with map cracks





VAD



Overhang span 1 right side spall with eff





Span 1 bay D map cracks with eff



Span 1 bay B failing patch with eff





Span 1 bay A failing patch will eff



Span 1 bay A random map cracks with eff





Overhang span 1 left side map cracks with eff



Bottom deck span 1



Overhang span 2 right side scale with eff



Span 2 bay B failing patch with eff





Span 2 bay A failing patch will eff



Overhang span 2 left side scale with exp steel





Overhang span 2 left side spall with exp steel



Overhang span 3 right side delam with eff





Overhang span 3 right side spall with exp steel



Overhang span 3 left side patch





Bottom deck span 3



Bottom deck span 2



Parapet right span 3 heavy scale with exposed steel



Span 2 parapet scale





Span 1 parapet at right wing cracks spalls with exposed steel



Span 1 joint paved over with potholes





Abut 1 bearing E hvy corrosion loose or bent anchorage



Abut 1 bearing D loose anchorage moderate corrosion





Abut 1 bearing C hvy corrosion loose or missing anchorage hvy build up



Abut 1 Bearing B broke pin loose anchorage





Abut 1 all bearings hvy corrosion w/ loose or missing anchorage



Abut 1 all bearings rocked back w/hvy debris build up.





Abut 2 bearings moderate corrosion and debris



Span 1 Girder E top flange corrosion





Span 1 Girder A top flange corrosion with eff



Span 2 Girder E impact scrapes



Span 2 Girder A corrosion



Span 2 Girder E top flange corrosion with eff





Span 3 Girder C corrosion



Span 3 Girder E top flange corrosion with eff



Span 3 Girder D corrosion



Span 3 Girder A top flange corrosion with eff





Span 1 diaphragm A corrosion



Abut 1





Abut 1 map cracks hvy eff



Abut 2 map cracks w/hvy eff





Abut 2 areas of delam w/exp steel



Abut 2 hvy eff





Abut 2 map cracks.



Abut 2





Abut 1 right wing map cracks



Abut 1 left wing open cracks hvy eff





Abut 1 right back wall void w/exp steel exposing underside of wearing surface



Abut 1 right spall w/exp steel





Abut 1 left spill w/exp steel on parapet



Pier 1 column A impact damage.





Pier 1 column B impact damage



Pier 1





Pier 2 all columns Vert. H.c.



Pier 2

### Maintenance Recommendations

525 - Repair List # 2

523 - Repair List Add Date 6/16/1997

524 - Repair List Revise Date 12/7/2021

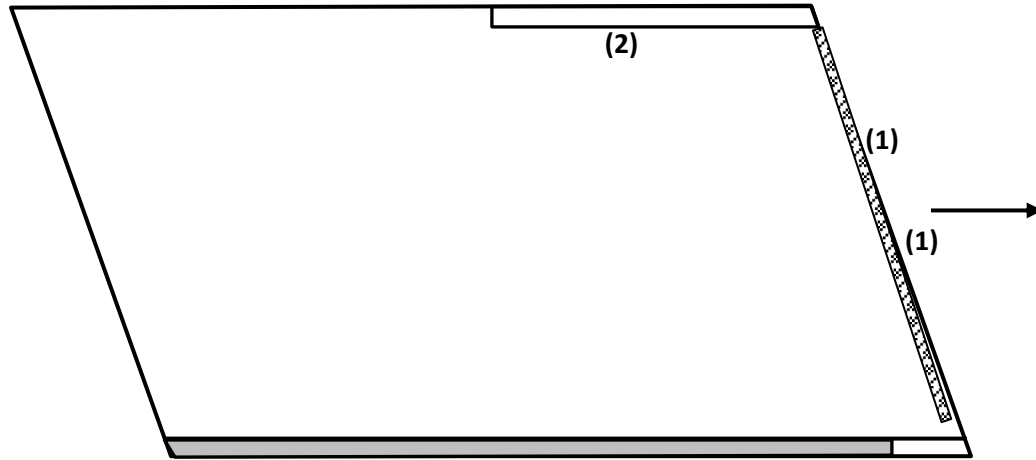
Date Added	Recommendation	Priority
01/05/2016	REPAIR BEARING 'A' AT ABUTMENT #1	1
01/05/2016	CLEAN AND PAINT STRUCTURAL STEEL	
12/04/2017	REPAIR EROSION 'B' END RIGHT SIDE	2
01/05/2016	REPAIR TUBULAR RAIL 'A' END RT SIDE AND 'B' END LT SPAN #3	2
12/07/2021	CLEAN DECK SHOULDERS	
12/04/2017	REPAIR APPROACH PAVEMENT @ 'A' END	2
01/05/2016	REPAIR SCALE/SPALLS ON PARAPET ALL SPANS	2
01/05/2016	REPAIR SPALLS ON BACKWALL ABUTMENT #1	2



# Approach 'A'

Date 12/5/2023  
JH

Bridge Location No. 19 I-40 18.34  
County Route Log Mile

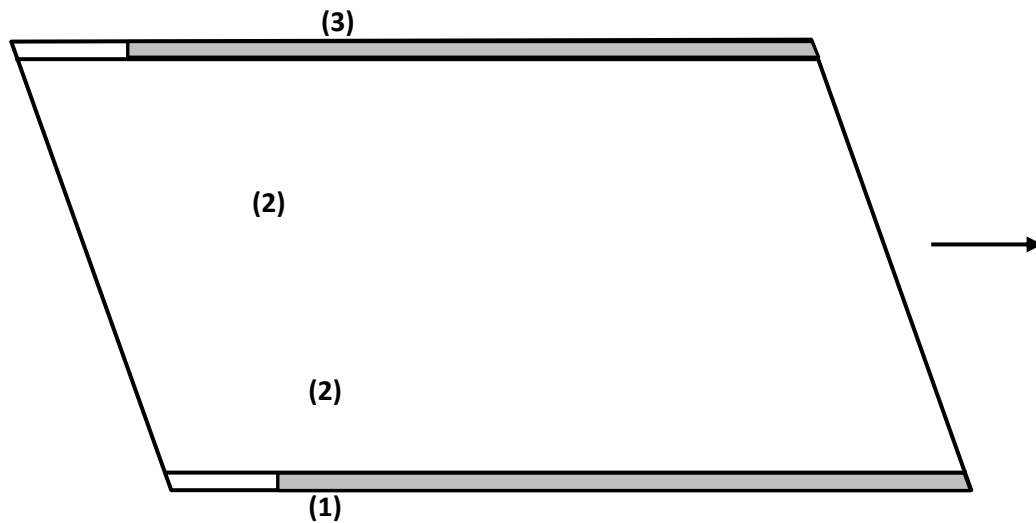


PARAPETS	FAIR	(2) SPALLS W/EXP STL UP TO 1.5'L X 3'W; VERT CRACKS UP TO 1/4" OPEN
G-RAIL	GOOD	RT ONLY; LGT IMPACT DMG; END TERMINAL--MOD IMPACT DMG
PAVEMENT	POOR	(1) POTHOLES FULL WIDTH X 1'W X 2"DP
EMBANKS	GOOD	HVY EROSION 5'L X 5'W X 2'DP

# Approach 'B'

Date 12/5/2023  
JH

Bridge Location No. 19 I-40 18.34  
County Route Log Mile



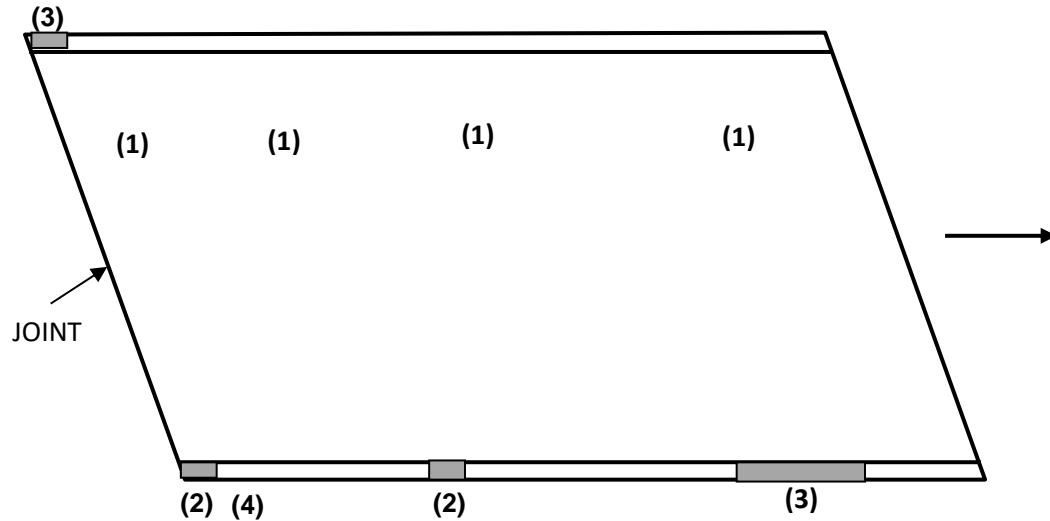
G-RAILS	GOOD	(3) LGT IMPACT DMG
PAVEMENT	GOOD	(2) POTHOLES UP TO 4'L X 2'W X 2"DP
EMBANKS	POOR	(1) HVY EROSION 10' X 3' X 2' X 2-3' UNDER SLAB



# Top of Deck Span No. 1

Date 12/5/2023  
JH

Bridge Location No. 19 I40 18.34  
County Route Log Mile

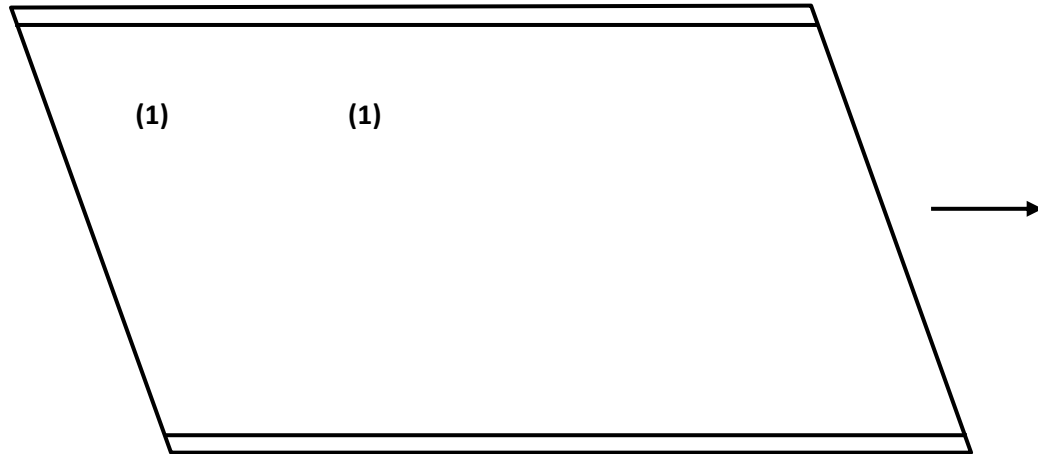


DECK	NV	AC OVERLAY -GOOD; (1) DEPRESSION AREAS
PARAPETS	POOR	(3) HVY SCALE UP TO 10' X FULL WIDTH X 2"DP;
		SPALLS W/EXP. STL. & MAP CRACKS UP TO 1/16" OPEN
JOINT	NV	PAVED OVER W/ POTHOLES
TUBE RAILS	POOR	(2) HVY IMPACT DMG. RT. SD. @ 1ST POST & 4TH POST AND 6TH
		POST LT SIDE; (4) TUBULAR RAIL BROKEN

# Top of Deck Span No. 2

Date 12/5/2023  
JH

Bridge Location No. 19 I40 18.34  
County Route Log Mile



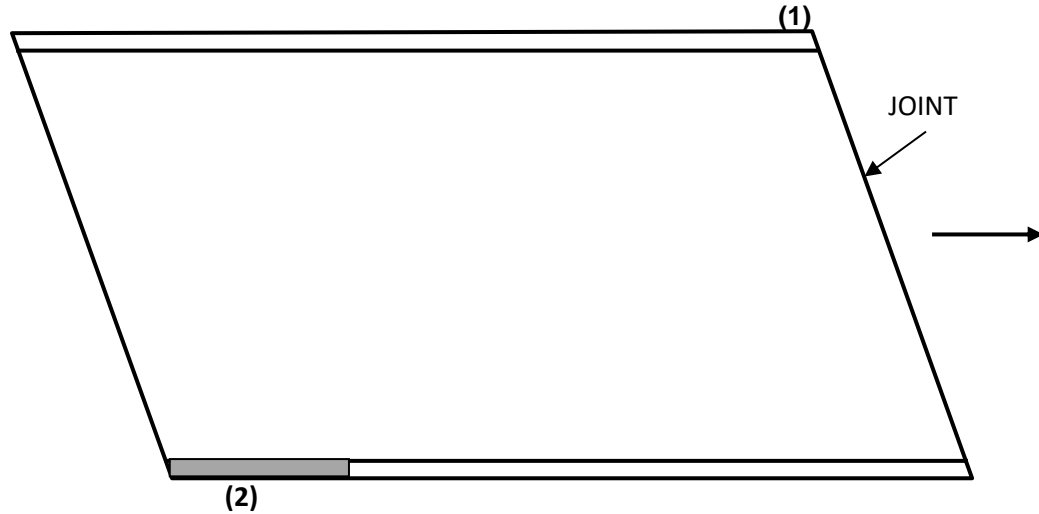
DECK	NV	AC OVERLAY - GOOD; <b>(1) DEPRESSION AREAS</b>
PARAPETS	FAIR	LIGHT SCALE & POP OUTS, RANDOM CRACKS UPTO 1/16" OPEN
TUBE RAILS	FAIR	LGT. IMPACT SCRAPES



# Top of Deck Span No. 3

Date 12/5/2023  
JH

Bridge Location No. 19 I40 18.34  
County Route Log Mile

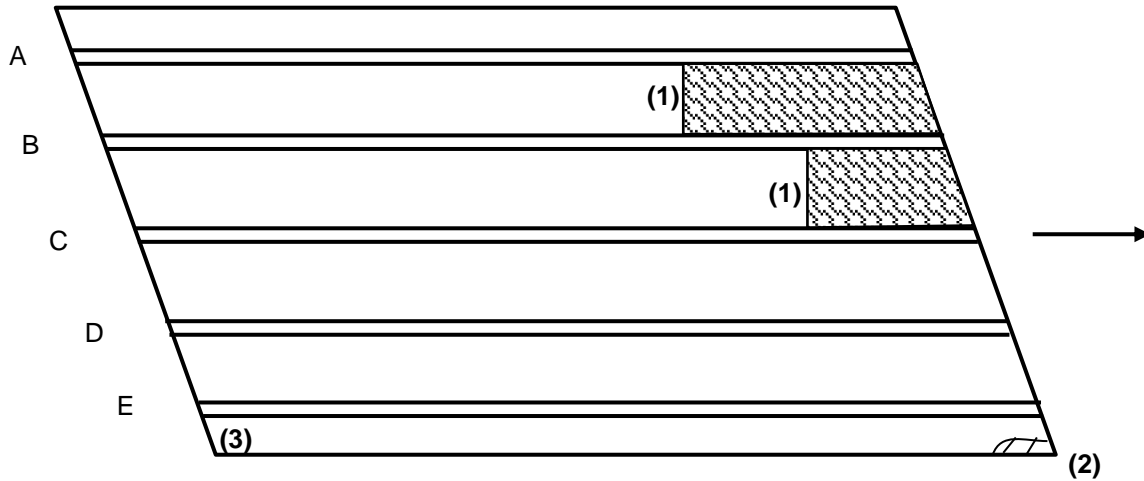


DECK	NV	AC OVERLAY - GOOD
PARAPETS	POOR	<b>(2) MOD SCALE, SPALLS W/ EXP. STL;</b>
		MAP CRACKS UP TO 1/16" OPEN 10'L X FULL WIDTH
JOINT	NV	PAVED OVER
TUBE RAILS	FAIR	<b>(1) MOD. IMPACT DMG. LAST POST LT. SD.</b>

# Bottom of Slab Span No. 1

Date 12/5/2023  
HA

Bridge Location No. 19 I40 18.34  
County Route Log Mile



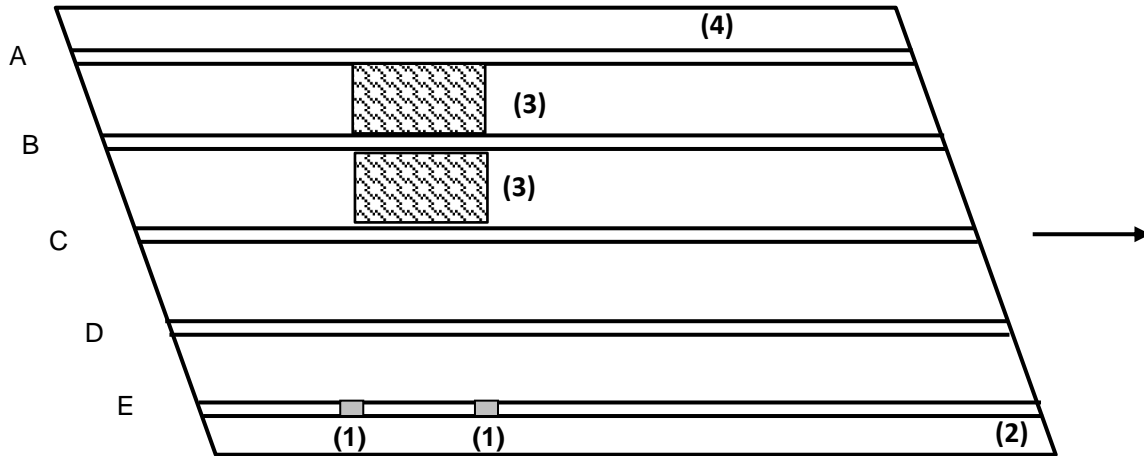
DECK	FAIR	<b>(1) PARTIAL &amp; FULL DEPTH REPAIRS</b>
		DIA X 8" DP BAY 'B'
DIAPHRAGMS	GOOD	LIGHT CORR. ALL BAYS
BEAMS	GOOD	
"A"	FAIR	MOD RUST TOP FLANGE FULL LENGTH W/EFF; HVY PEELING
"E"	FAIR	MOD RUST TOP FLANGE 8'L @ ABUT. #1
'B, D, C'	FAIR	VERT. MOVEMENT UPTO 1/4" UNDER LOADS @ BEARING
OVERHANGS	FAIR	<b>(2) SCALE OVER BENT #1 W/EFF. 10'L X 2'H X 4" DP</b>
		<b>(3) SPALL 2'W X 1'L AT ABUT 1 RT SIDE</b>
PAINT	FAIR	PEELING ON BM'S



# Bottom of Slab Span No. 2

Date 12/5/2023  
HA

Bridge Location No. 19 I40 18.34  
County Route Log Mile

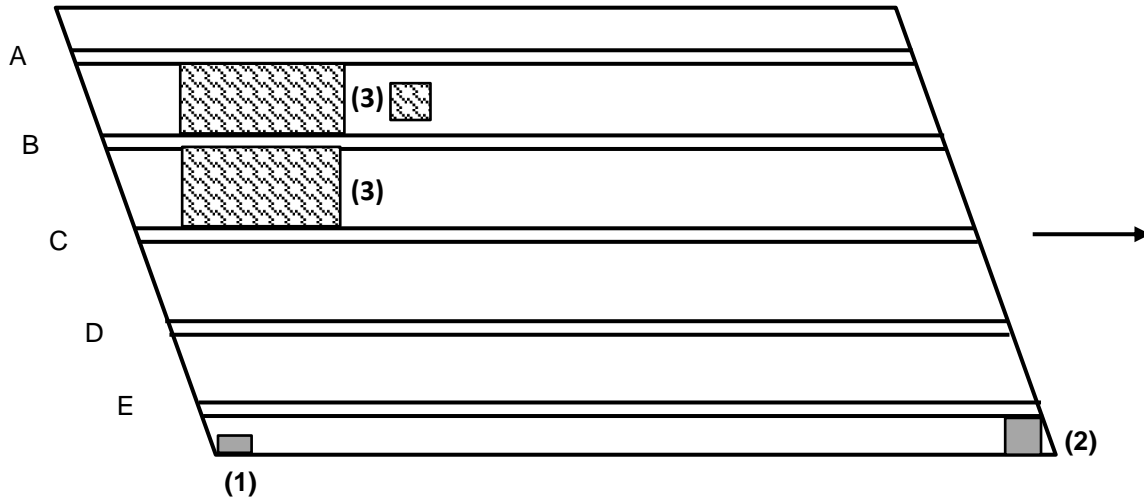


DECK	FAIR	MAP CRACKING W/EFF UP TO 3'L--BAY 'A';
		<b>(3) PARTIAL &amp; FULL DEPTH REPAIRS</b>
DIAPHRAGMS	GOOD	LIGHT CORROSION
BEAMS	GOOD	
"E"	GOOD	<b>(1) LIGHT SCRAPE BEAM 'E' W/RUST;</b>
		<b>(2) LGH CORR. TOP FLANGE 8' L FROM BENT #2,</b>
		MISSING BOLT ON GUSSET PLATE
PAINT	FAIR	FADING, MOD PEELING
OVERHANGS	GOOD	<b>(4) SPALL W/ EXP STL 1'L X 2"W; SCALE ON RT SIDE W/ EFF</b>

# Bottom of Slab Span No. 3

Date 12/5/2023  
HA

Bridge Location No. 19 I40 18.34  
County Route Log Mile



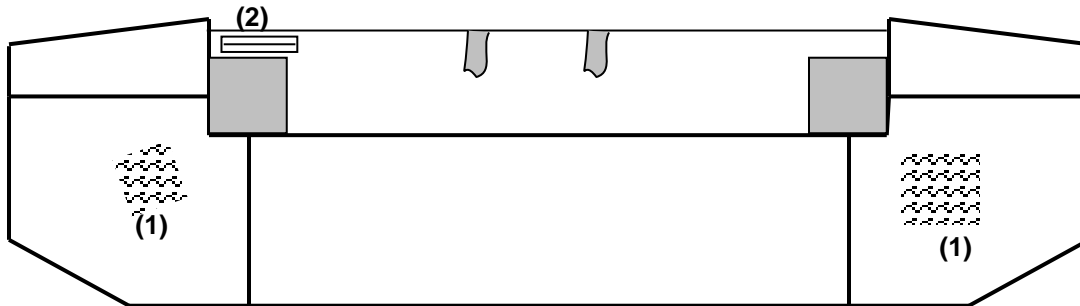
DECK	FAIR	EFF. W/ LEACHING @ BENT #2 TOP FLANGE BM 'E';
		<b>(3) PARTIAL DEPTH REPAIRS</b>
DIAPHRAGMS	GOOD	
BEAMS	GOOD	LIGHT CORR. @ BEAM ENDS @ ABUT.
"E"	POOR	M/H CORR & LEACH @ BENT 2 BM 'E' TOP FLANGE 12' L W/SEC LOSS
"D"		LGT CORR
"C"		LGT CORR
OVERHANGS	FAIR	<b>(1) DELAM OVER BENT #2 - 8' X 2' W/HVY EFF,</b>
		<b>(2) SPALL W/EXP STL 4' X 3' X 4" DP</b>
PAINT	FAIR	MOD PEELING BM'S C,D, & E



# Abutment No. 1

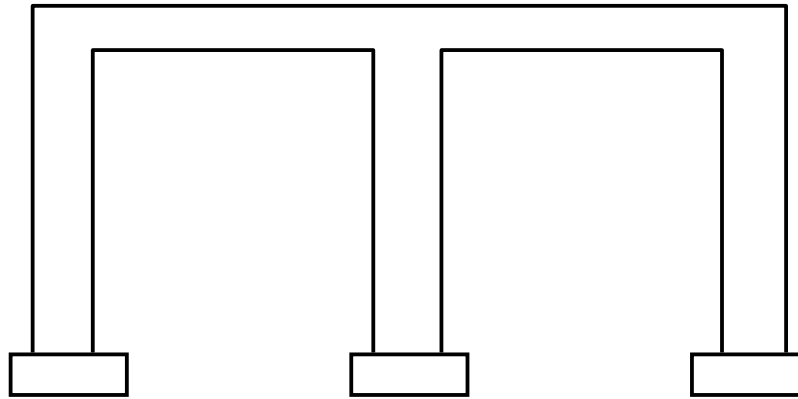
Date 12/5/2023  
RK

Bridge Location No. 19 I40 18.34  
County Route Log Mile

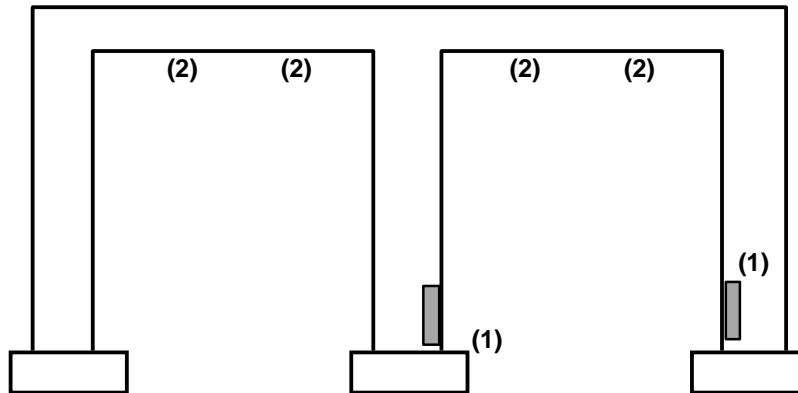


BACKWALL	POOR	(2) TOP OF DELAM AREA SPALL W/ EXP STL 3'H X 2'W X 2'D
		EXPOSING VOID THAT SHOWS UNDERSIDE OF WEARING SURFACE;
		HVY DELAM AREAS; HVY BLD-UP OF CONC
CAP	GOOD	HVY. DEBRIS BLD - UP; VERT. H.C.
WINGS	POOR	(1) HVY MAP CRACKING W/ POP-OUTS & EFF. (LEFT & RIGHT SIDE)
RISERS	GOOD	
'A'	GOOD	VERT. H.C.
BEARINGS	POOR	ALL BEARINGS ARE TILTED BACK 2", HVY CORR., HVY DEBRIS
'A'	POOR	BROKEN PIN
'B, C'	POOR	SEPARATED FROM PLATE 1/4", MISSING BOLTS
"D, E"	POOR	HVY CORR
SLOPE PVT.	GOOD	HVY SOIL BLD-UP

## BENT # 1

Date 12/5/2023  
RKBridge Location No. 19 I40 18.34  
County Route Log Mile

FRONT

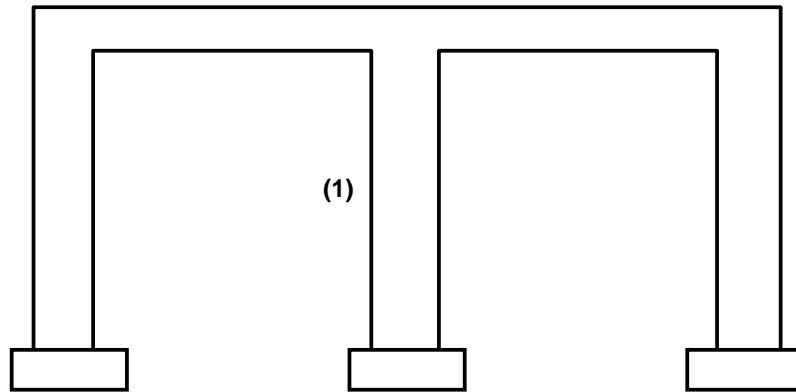


BACK

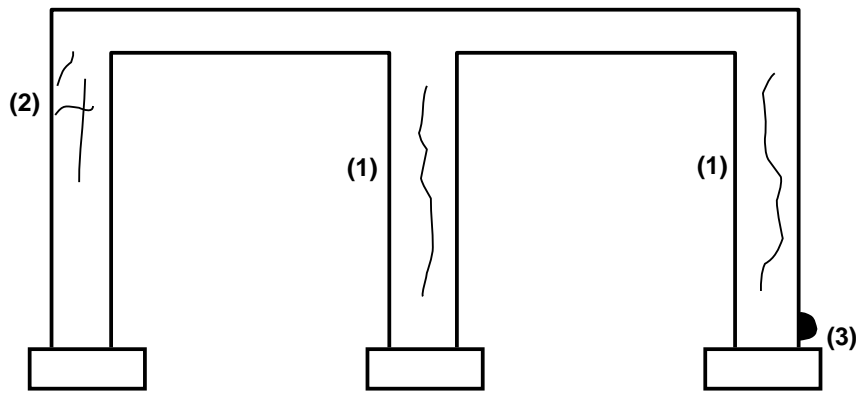
CAP	GOOD	RDM HCs W/ EFF; <b>(2) HIGH STEEL POPOUTS;</b>
		LGT HNYCMB BETWEEN COL. 'B' & 'C'
COLUMNS	GOOD	<b>(1) IMPACT DAMAGE 18" L X 6" W X 1/4" DP</b>
"B"	GOOD	TEXTURE COAT PEELING
'A'	GOOD	SPALL 1.5' X 6" X 1/4" DP
BAY 'B'		LGT HNYCMB
FOOTING	NV	
BEARINGS	GOOD	



## BENT # 2

Date 12/5/2023  
RKBridge Location No. 19 I40 18.34  
County Route Log Mile

FRONT



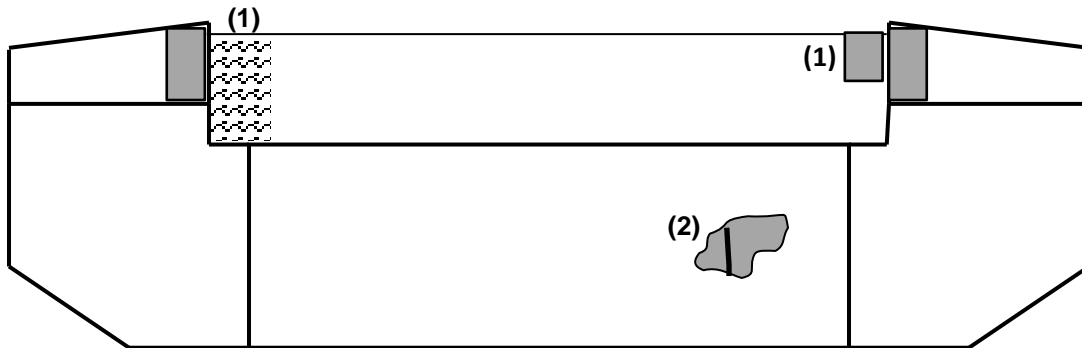
BACK

CAP	GOOD	RANDOM H.C.'S
COLUMNS	GOOD	(1) VERT. H.C.'S; (3) SPALL 7"L X 3"W X 1/2"DP COLUMN 'A';
		(2) MAP CRACKING
"C"	GOOD	TEXTURE COAT PEELING
"A"	GOOD	IMPACT DMG
FOOTING	NV	DIRT BLD-UP @ COLUMN 'A'
BEARINGS	GOOD	

# Abutment No. 2

Date 12/5/2023  
RK

Bridge Location No. 19 I40 18.34  
County Route Log Mile



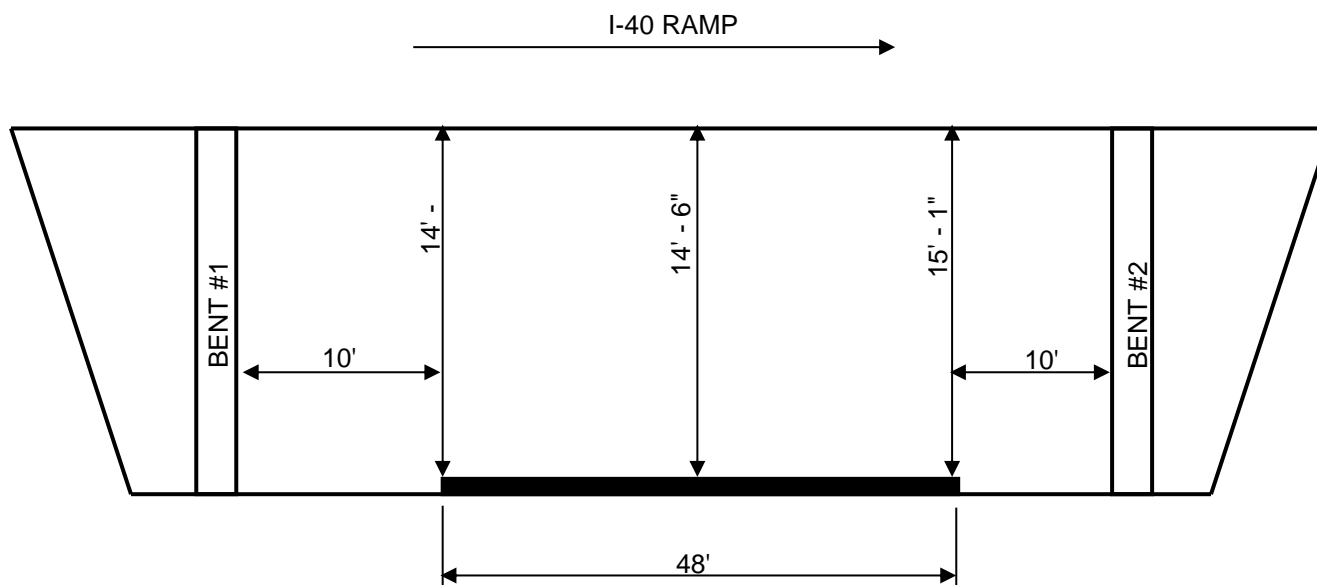
BACKWALL	FAIR	(1) MAP CRACKING W/ EFF. & POPOUTS
CAP	GOOD	(2) SPALLS UPTO 24" L X 16" W, UPTO 1.5" DP W/ EXP. STL;
		RANDOM VERT. H.C.'S W/ EFF; RANDOM MAP CRACKS; IN-PLACE
		SPALL 1' X 6"
WINGS	FAIR	
FOOTINGS	NV	
BEARINGS	GOOD	LIGHT CORROSION



## Horizontal and Vertical Clearances

Date 12/5/2023

Bridge Location No. 19 I40 18.34  
County Route Log Mile



19-6-7.98  
8TH AVE. SR06