Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Latitude:36.15567, Longitude:-82.59055

Region 01, 90 - Washington County

Team Leader: Leon LaSalle

Inspectors: Adam Wallen, Jesse Dunn, Tom Williams

TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

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BAILEY BRIDGE RD. Crossing NOLICHUCKY RIVER

36.15567, -82.59055

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

Region: 01, **County:** 90 - Washington

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

90 - LAST INSPECTION DATE	07/02/2024
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	0	1	1	45

41 - STRC OPEN/CLOSED/POSTED	P
58 - DECK	5
59 - SUPERSTRUCTURE	5
60 - SUBSTRUCTURE	5
61 - CHANL/CHANL PROTECTION	7
62 - CULVERT AND RETAIN WALL	N
71 - WATERWAY ADEQUACY	7
72 - APPROACH RDWY ALIGNMENT	8
521 - OVERALL CONDITION	2 - Fair

16 - LATITUDE	17 - LONGITUDE
36.155667	-82.590550

Leon LaSalle Digitally signed by Leon LaSalle Date: 2024.07.02 14:19:53 -04'00'

TEAM LEADER SIGNATURE

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

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County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

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IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	90S23860001
(5) Inventory Route	1
(2) Highway Agency District	Region 1
(3) County Code	90 - Washington
(4) Place Code	00000
(6) Features Intersected	NOLICHUCKY RIVER
(7) Facility Carried	FAS 353
(9) Location	.5 M NE JCT SR107&SR353
(11) Mile Point	0.450 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	36.155667
(17) Longitude	-82.590550
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	9
(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	1958
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1355
(30) Year of ADT	2021
(109) Truck ADT	5 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	53.0 ft
(49) Structure Length	354.5 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	24.0 ft
(52) Deck Width Out to Out	28.5 ft
(32) Approach Roadway Width (W/Shoulders)	28.0 ft
(33) Bridge Median	0 - No median
(34) Skew	90 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	0.00 ft
Ref:	
(55) Min Lat Underclear RT	0.0 ft
Ref:	
(56) Min Lat Underclear LT	0.0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(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	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - 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	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	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	13.93
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	11.02
(70) Bridge Posting	4 - 00.1 - 09.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	3
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(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	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	33 - Widening of existing brid
(76) Length of Structure Improvement	354.3 ft
(94) Bridge Improvement Cost	$ 621
(95) Roadway Improvement Cost	$ 63
(96) Total Project Cost	$ 932
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	2168
(115) Year of Future ADT	2042

INSPECTIONS *

(90) Inspection Date			10/23/2023
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	08/15/2021
C: Other Special Inspection	Yes	12	10/23/2023

* 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.

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PERFORMANCE EVALUATION

Time of Day Inspected: 0730
Weather Conditions: 68° Clear
Vehicles Observed: All Types

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl	(No)	
Sub Vibration	(No)	
Super Horiz./ Vert. Defl	(No)	
Super Vibration	(No)	

APPROACH

Alignment	(Good)	
Pavement	(Good)	
Embankment	(Good)	

TRAFFIC SAFETY FEATURES

Bridge Railing Rating	(Fair)	Concrete patches, minor scale, high steel pop-outs
Transitions Rating	(Good)	
Guardrail Rating	(Good)	
Guardrail Terminal Rating	(Good)	

SIGNS POSTED ON ROUTE

Paddleboards	Yes	Weight Limit Posted	Yes
Vertical Clearance (<14'-6")		Gross	Tons
Posted Height		Single-unit Vehicle	10 Tons
Narrow Bridge Signs		Multi-unit Vehicle	18 Tons
One Lane Bridge Signs		564 Assigned Bridge Name	JOEL L. BAILEY BRIDGE (1961)
Other Signs or Plaques	"Nolichucky River"		

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects

TN TDOT Department of Transportation

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DECK

Wearing Surface Type	Asphalt	**Wearing Surface Depth**	4

Wearing Surface	(Good)	
Deck - Structural Condition	(Good)	Previous deficiencies have been repaired in spans 1-9 with the following exceptions: Span #9: Heavy spalling right side overhang and in-place spalling Span #5: In place spall/delamination and high steel popout span #5 left overhang Span #1: In place spall/delamination in left overhang
Curbs	(Good)	Minor scale, minor spall outside edge span #1, high steel pop-outs spans #3 & #8
Parapet	(Fair)	Repaired bridge rail right side approach #1
Railing	(Good)	Concrete patches, minor scale, high steel pop-outs, minor spall right side span #5
Deck Drains	(Good)	
Expansion Joints	(Poor)	All are paved over expansion joints

SUPERSTRUCTURE

Bearing Devices	(Fair)	Heavy corrosion, flaking, pitting & section loss spans #3 - #6
Girders	(Good)	Cracking and spalls have been repaired in all beams and spans with the following exceptions: Hairline to 1/8” longitudinal crack beam “A” at midspan span #6
Diaphragms	(Good)	Hairline cracks
Alignment of Members	(Good)	

TEXTURE COAT

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ABUTMENTS

Abutment Caps	(Good)	Previous deficiencies have been repaired
Abutment Wings	(Good)	Hairline cracks, minor scale
Abutment Backwall	(Good)	Previous deficiencies have been repaired
Abutment Plumb	(Good)	
Abutment Piles	(Fair)	2 piles exposed at abutment #2 left side
Abutment Embankment	(Good)	Previous erosion and settlement deficiencies has been repaired
Abutment Bearing Surface	(Good)	Hairline 1/16" cracks under girders "A-C" at abutment #1
Abutment Rip Rap	(Fair)	Some missing at both abutments

PIERS

Pier Caps	(Good)	
Pier Columns I Walls	(Good)	Minor water abrasion pier #3, moderate water abrasion pier #4
Pier Plumb	(Good)	
Pier Footing	(Not Visible)	
Pier Bearing Surface	(Good)	

BENTS

Bent Caps	(Good)	Previous deficiencies have been repaired
Bent Columns	(Good)	Previous deficiencies have been repaired
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	
Bent Bearing Surface	(Good)	

Inspection Team's Summary

The subject C.D.G. bridge over Nolichucky River was inspected and found to be generally in FAIR condition.

The approach alignment is good. The approach rail is good. The bridge railing is good with patched areas, minor scale, minor spall, high steel pop-outs and is sub-standard. The damaged end-post and approach rail at approach #1 has been repaired. There are paddleboards, two “Nolichucky River” and "12 Ton two axle, 21 Ton three axle" weight limit signs present.

The wearing surface is good. The expansion joints are poor and have all been paved over. The underside deck is fair with hairline cracks and map cracks throughout. Previous deficiencies in deck have been repaired in spans 1 through 9, except span #1 and #9 have heavy spalling, span #5 has an in place spalling and high steel pop out. The girders are fair with cracking and spalls having been repaired in all spans except, beam “A” in span #6 has 1/8” longitudinal crack at mid span. Dead load deflection in span #6 was measured at 1.5”.

The abutments are good with previous deficiencies repaired. The piers are good with water abrasion and water stains. The bents are fair with minor scale, and water stains.

The channel opening appears adequate.

General Inspection Comment

Bridge has been repaired July 2024

HQ notes to TL

TN TDOT Department of Transportation

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	10129	10129	0	0	0
510	Wearing Surfaces	SF	10129	10129	0	0	0
(12) Element record added 2016-07-21.							
(510-12) Element record added 2016-07-21.							
110	Re Conc Opn Girder/Beam	LF	4639	4634	0	0	5
1080	Delamination/Spall/Patched Area	LF	5	0	0	0	5
(110) Element record added 2016-07-21.							
(1080-110) Element record added 11/18/2019							
205	Re Conc Column	EA	6	6	0	0	0
(205) Element record added 2016-07-21.							
210	Re Conc Pier Wall	LF	112	112	0	0	0
(210) Element record added 2016-07-21.							
215	Re Conc Abutment	LF	72	72	0	0	0
(215) Element record added 2016-07-21.							
234	Re Conc Pier Cap	LF	180	180	0	0	0
(234) Element record added 2016-07-21.							
302	Compressn Joint Seal	LF	259	0	0	259	0
9999	Unknown	LF	259	0	0	259	0
(302) Element record added 2016-07-21.							
311	Moveable Bearing	EA	72	0	72	0	0
1000	Corrosion	EA	72	0	72	0	0
(311) Element record added 2016-07-21.							
(1000-311) Element record added 11/18/2019							
330	Metal Bridge Railing	LF	554	554	0	0	0
(330) Element record added 2016-07-21.							
331	Re Conc Bridge Railing	LF	712	712	0	0	0
(331) Element record added 2016-07-21.							

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STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	Nolichucky River
Type of bed material	Bedrock
Has channel shifted?	No
Condition of rip-rap	Good — Est. % failed — %
Overall condition of channel	Good
Underwater Inspection Req?	Yes
Why UW required?	Water too deep for TDOT inspectors

Channel and bank stability conditions

Steep bank cond - Failure US	
Steep bank cond - Failure DS	
Bank Vegetation:	
Low Growth	Yes
Large Timber	Yes
Clear Banks	
Dead Trees - US	
Dead Trees - DS	Yes
Moderate Bank Erosion	
Sediment or Gravel Accumulation	No
Channel Altered or Straightened	No
Stable Conditions:	
Live Growth	Yes
Bedrock	Yes
Boulders	Yes
FlatSlopes (<=2:1)	

Waterway adequacy and debris characteristics

Bridge deck elevations:	
Level with Approach Roadway	
Higher than Approach Roadway	
Road Appr >2' Above Natural Ground	Yes
Abutment Encroaches into Channel	
Large Scour Under Bridge	
Indications Flood Overtop Bridge	No
Debris / Drift - Present	Yes
Debris / Drift - Likely to Accumulate	Yes

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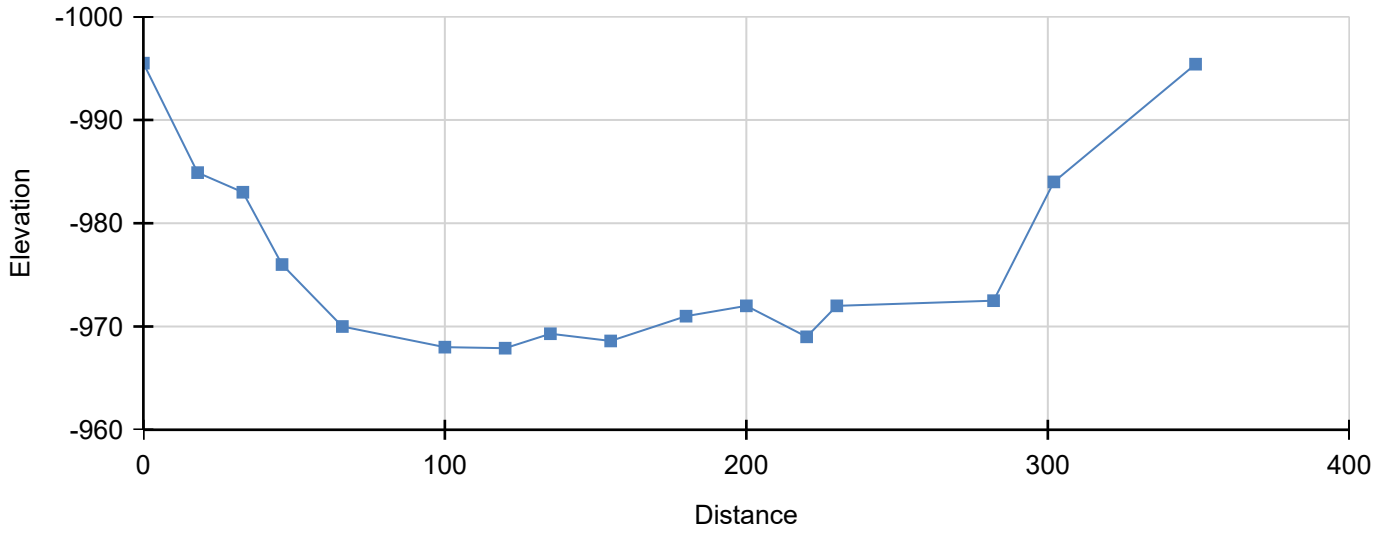
Channel Profile Upstream

Benchmark height 1000.00 Benchmark location Top of curb

Comment

Station	Distance	HI	Upstream
0.1	0	1000	-995.5
0.2	18	1000	-984.9
0.3	33	1000	-983
0.4	46	1000	-976
0.5	66	1000	-970
0.6	100	1000	-968
0.7	120	1000	-967.9
0.8	135	1000	-969.3
0.9	155	1000	-968.6
1.0	180	1000	-971
1.1	200	1000	-972
1.2	220	1000	-969
1.3	230	1000	-972
1.4	282	1000	-972.5
1.5	302	1000	-984
1.6	349	1000	-995.4



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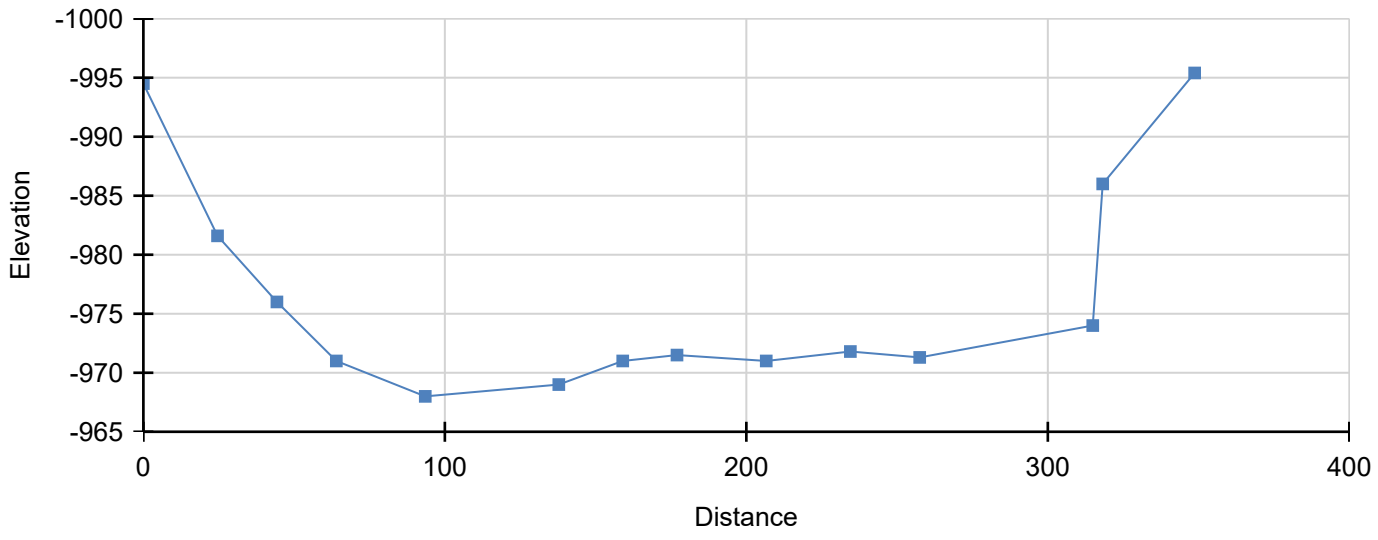
Channel Profile Downstream

Benchmark height 1000.00 Benchmark location Top of curb

Comment

Station	Distance	HI	Downstream
0.1	0	1000	-994.5
0.2	24.6	1000	-981.6
0.3	44.3	1000	-976
0.4	64	1000	-971
0.5	93.5	1000	-968
0.6	137.8	1000	-969
0.7	159	1000	-971
0.8	177	1000	-971.5
0.9	206.6	1000	-971
1.0	234.5	1000	-971.8
1.1	257.5	1000	-971.3
1.2	314.9	1000	-974
1.3	318.2	1000	-986
1.4	348.7	1000	-995.4



Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
	A1			3
	B1			5
	P1			23
	P2			24
	P3			22
	P4			22
	P5			23
	B2			14
	B3			12
	A2			3

Last Exposure Upstream _____

Last Exposure Downstream _____

Top of cap to top of water _____

Upstream Distance _____

Upstream Depth _____

Thru structure _____

Downstream Distance _____

Downstream Depth _____

Rip-Rap _____

@ Abutment _____

@ Bents _____

@ Piers _____

Upstream _____

Downstream _____

Thru Structure _____

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Equipment List

General Inspection

Yes Pocket knife
Yes Sounding/chipping hammer
_____ Chain drag
Yes Range pole
Yes 25' rod - depth and clearance

Visual Aid

_____ Binoculars
Yes Flashlight
_____ Magnifying glass
_____ Hand mirror

Cleaning

_____ Wisk broom
Yes Wire brush
Yes Flat bladed screwdriver
_____ Hand shovel
_____ Penetrating oil (WD-40, etc.)

Tools For Access

_____ Ladders
_____ Rope
_____ Waders
Yes Machete or bush axe

Comment

Reach-All Approval and Comments

Tools For Measuring

Yes Masonry/Wood Ruler
_____ 6’ Pocket Tape
Yes 25’ and 100’ Tape
_____ Calipers
_____ Thermometer
Yes Carpenter’s Level
_____ String and Weighted line (plumb bob)

Special Purpose Equipment

Yes Reach All
_____ Bucket Truck
Yes Traffic control
_____ Boat
_____ Sonar depth finder
_____ Increment borer
Yes Survey equipment
Yes Safety Harness
_____ Climbing equipment
_____ Dye penetrant
_____ Drone
_____ Air Meter

Special Purpose Equipment

Forward on log with weight posting

Back on log with weight posting obscured by vegetation

Bridge #

Elevation left

Elevation right at inlet

Downstream

Upstream

Repaired bottom of superstructure span #1, typical all

Pier typical

Bent typical

Abutment typical

Span #5: In place spall/delamination and high steel popout span #5 left overhang

In place spall/delamination in left overhang span #1

Repairs to spalling around drains all spans

Span #9: In-place spalling right side overhang

Span #9: Heavy spalling right side overhang

Heavy corrosion, flaking, pitting & section loss bearings spans #3 - #6

Crack repairs to beam "A" span #7

Crack repairs to beams "B, C, & D" span #6

Repairs to beam "A" span #6

Repairs to beam "D" span #6

Hairline to 1/8" longitudinal crack beam "A" at midspan span #6

Crack repairs to beam "A" span #4

Crack repairs to beams in span #4

Patches on beam "D" span #4

Repairs to beam "B" span #8, typical all

Repairs to beam "A" span #9

Repairs to vertical and transverse hairline to 1/8" cracks in all spans

Abutment caps have been repaired with new concrete

Previous cracks in abutment #2 backwall have been repaired

Shot rock added to abutment #2 bank

Previous settlement at abutment #2 has been repaired with a concrete cap

Previous void at abutment #1 has been repaired with a concrete cap, rip rap added to bank

Bent caps have been repaired with new concrete

Patch on pier #5

Spall and delamination repairs pier #3

Spall repairs pier #2

Cracking and spalls in bent columns have been repaired

1.5" dead load deflection span #6

4" asphalt depth

New wearing surface

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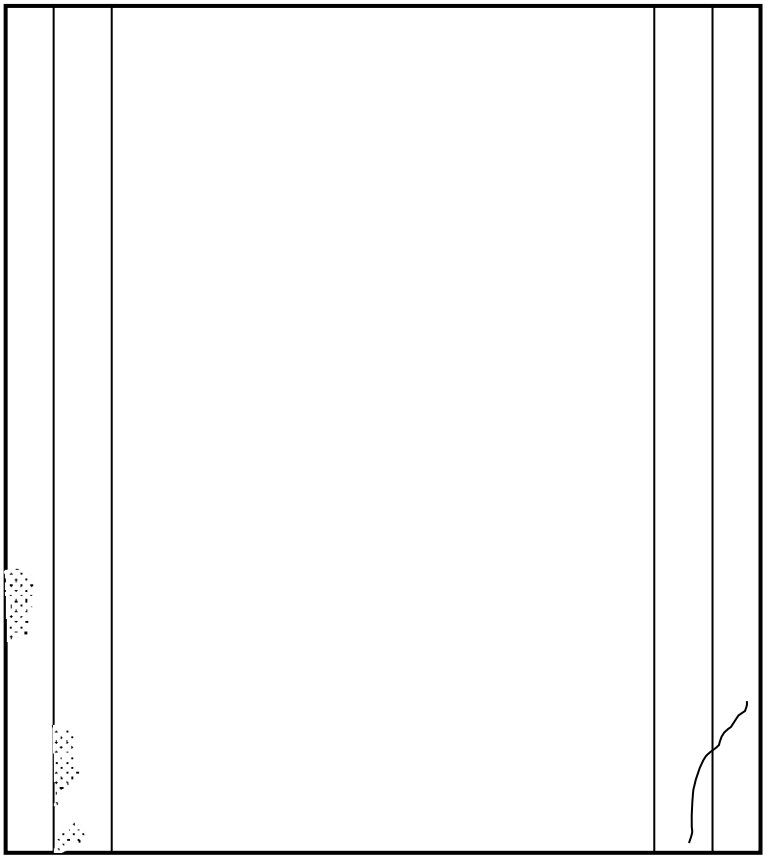
Maintenance Recommendations

525 - Repair List # 1 523 - Repair List Add Date 11/18/2019 524 - Repair List Revise Date 10/26/2022

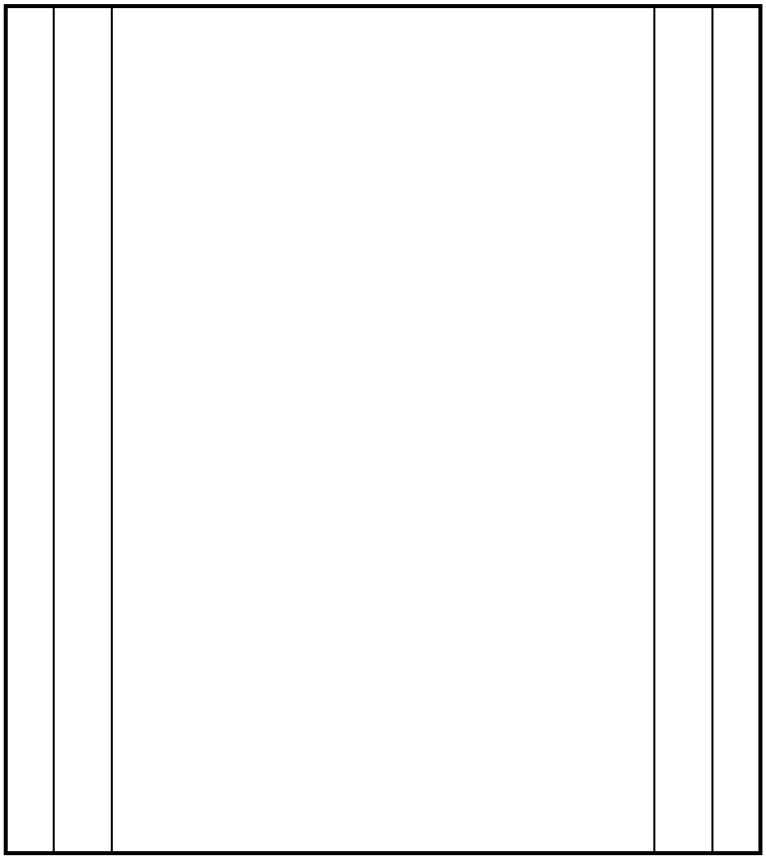
Date Added	Recommendation	Priority
01/24/2006	BRIDGERAILS ARE SUBSTANDARD	
01/26/2006	CLEAN & PAINT BEARING - ALL	
10/26/2022	REINSTALL WEIGHT POSTING SIGNS AT BOTH APPROACHES	4

Bridge #:	90-SR353-00.45
Fed #:	90S23860001
Span #:	1 of 9
Date:	7/02/24



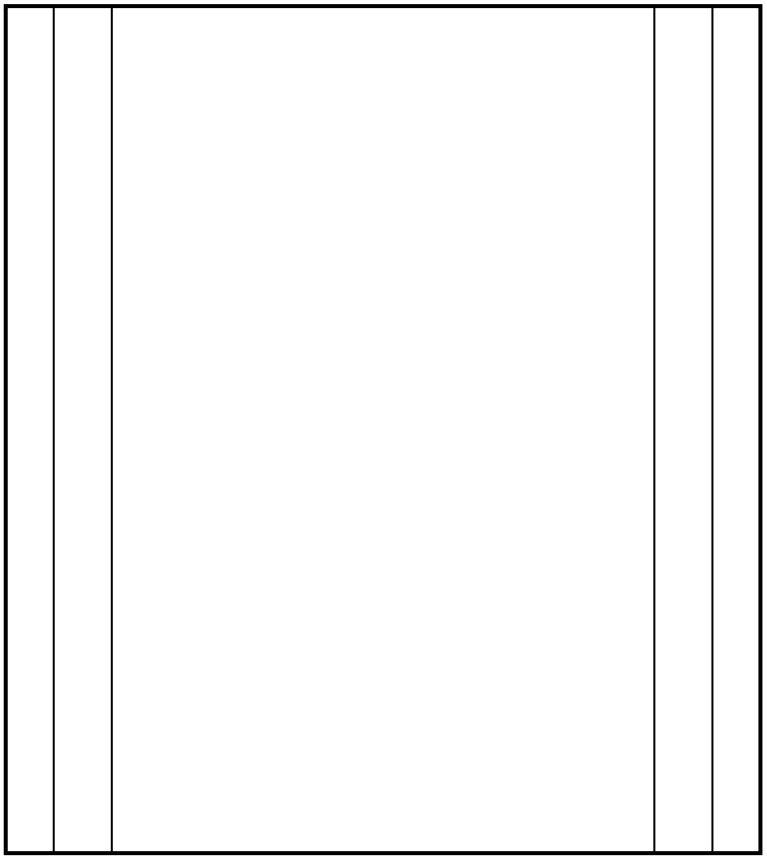
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Concrete patches
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor spall @ outside edge

Bridge #:	90-SR353-00.45
Span #:	2 of 9
Date:	7/02/24



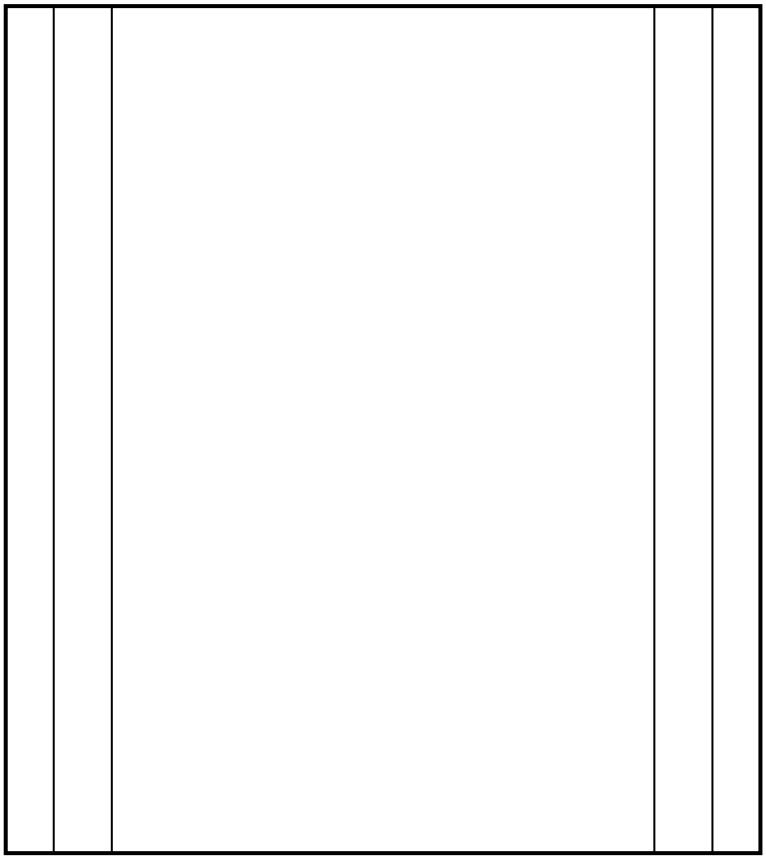
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	3 of 9
Date:	7/02/24



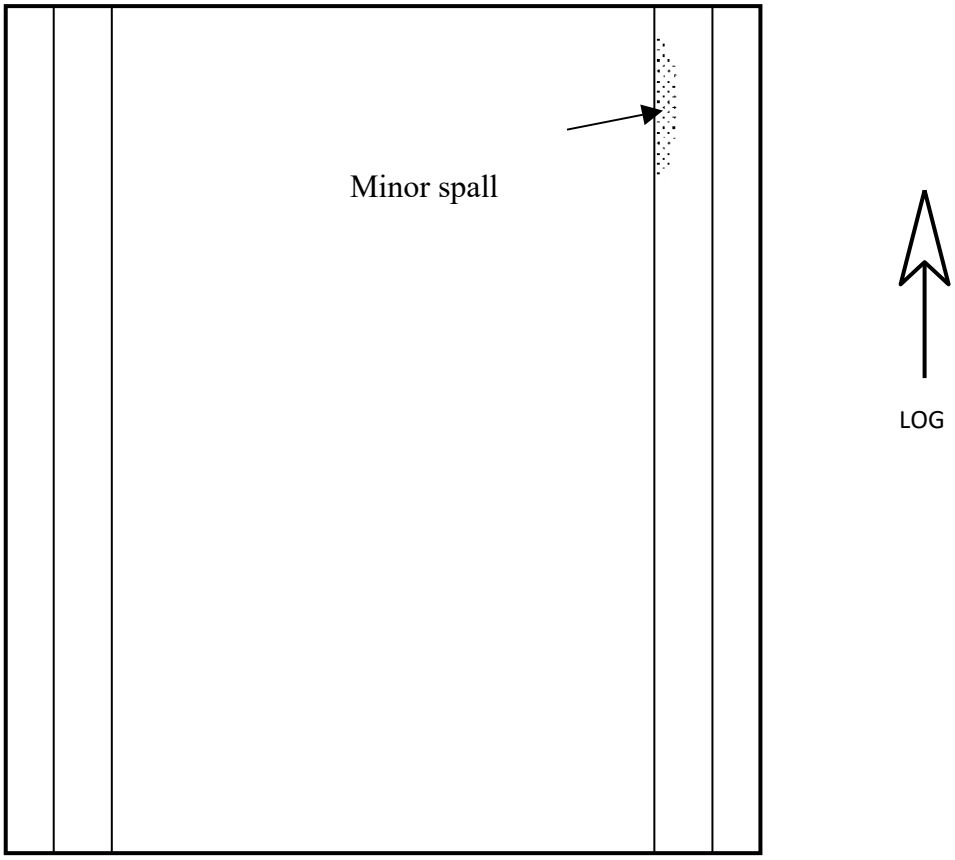
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale, high steel pop-outs

Bridge #:	90-SR353-00.45
Span #:	4 of 9
Date:	7/02/24



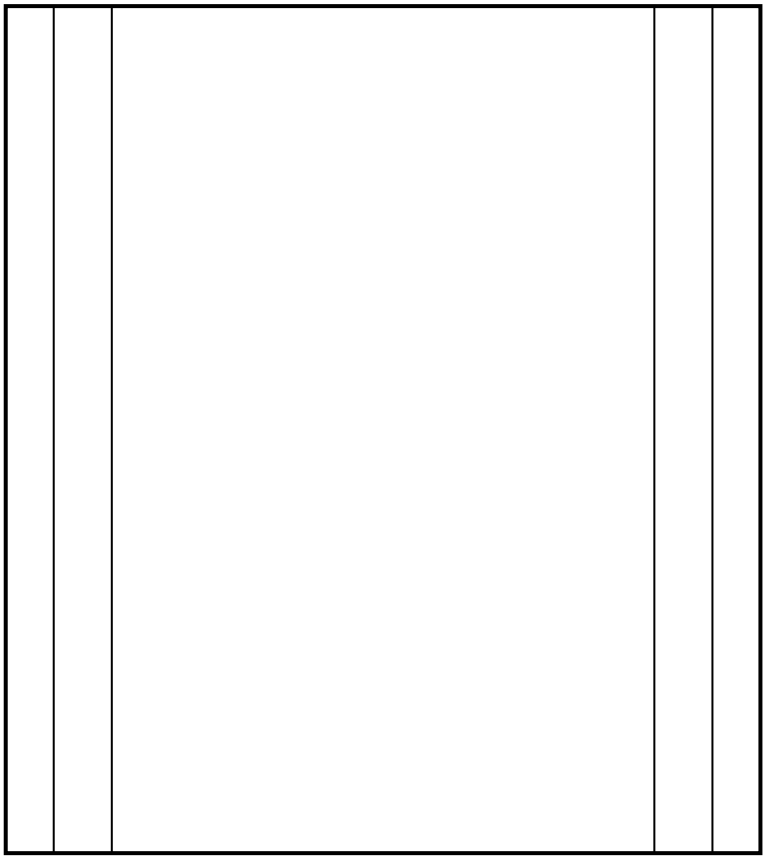
Element	Rating	Comments
Top Deck	G	
Bridge Rail	F	Minor scale, high steel pop-outs
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	5 of 9
Date:	7/02/24



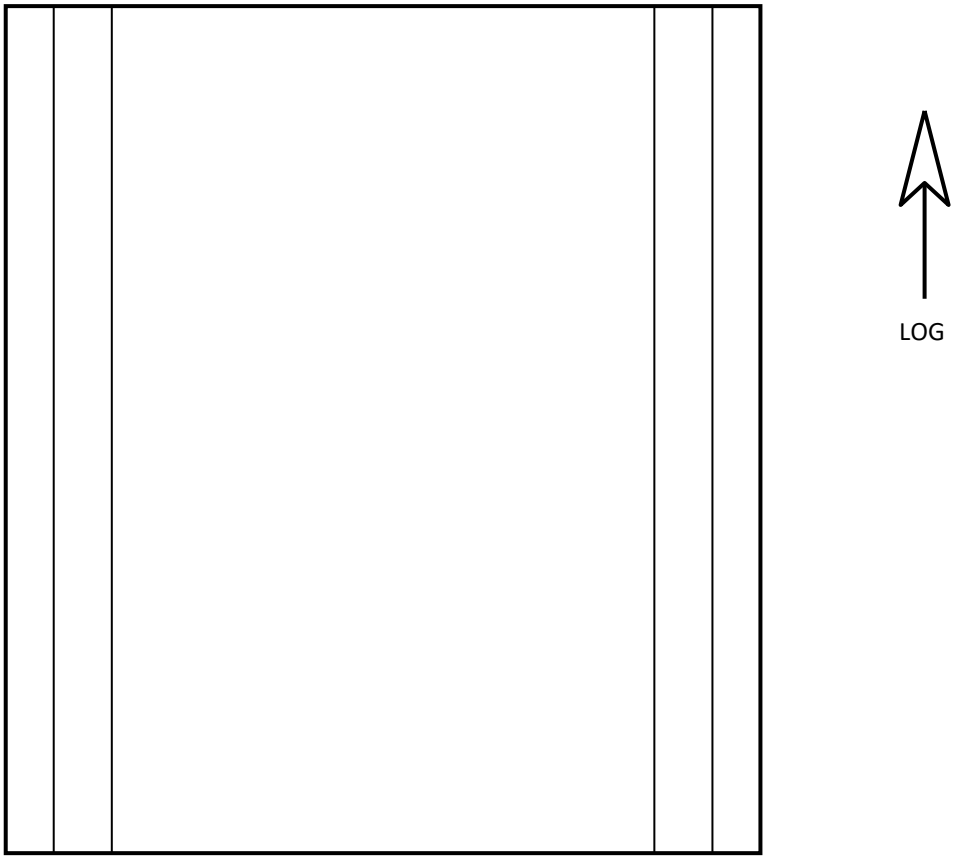
Element	Rating	Comments
Top Deck	G	
Bridge Rail	F	Minor scale, high steel pop-outs, minor spall
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	6 of 9
Date:	7/02/24



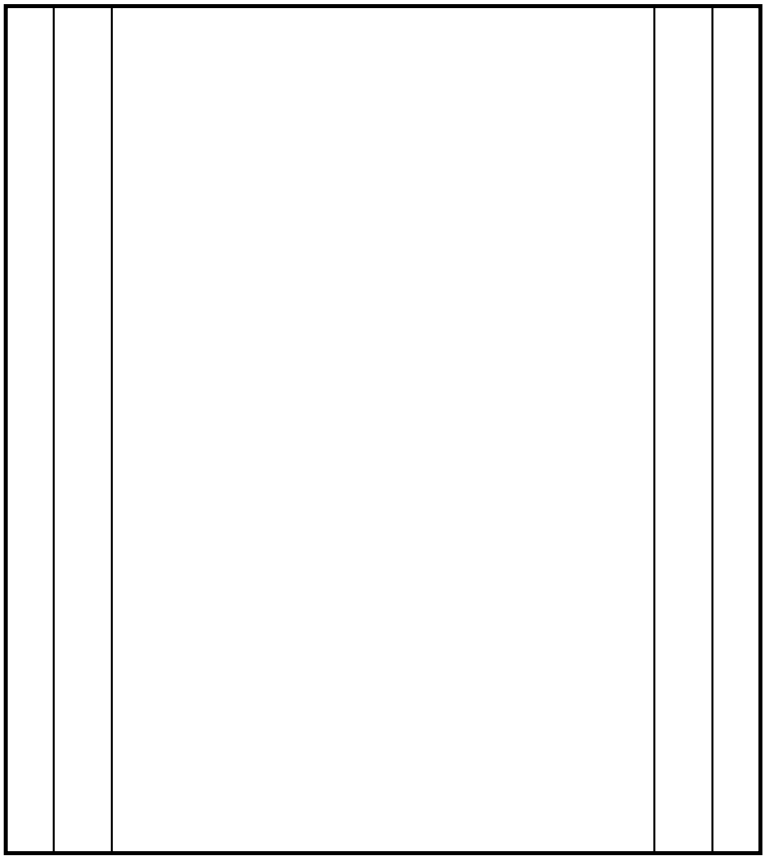
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	7 of 9
Date:	7/02/24



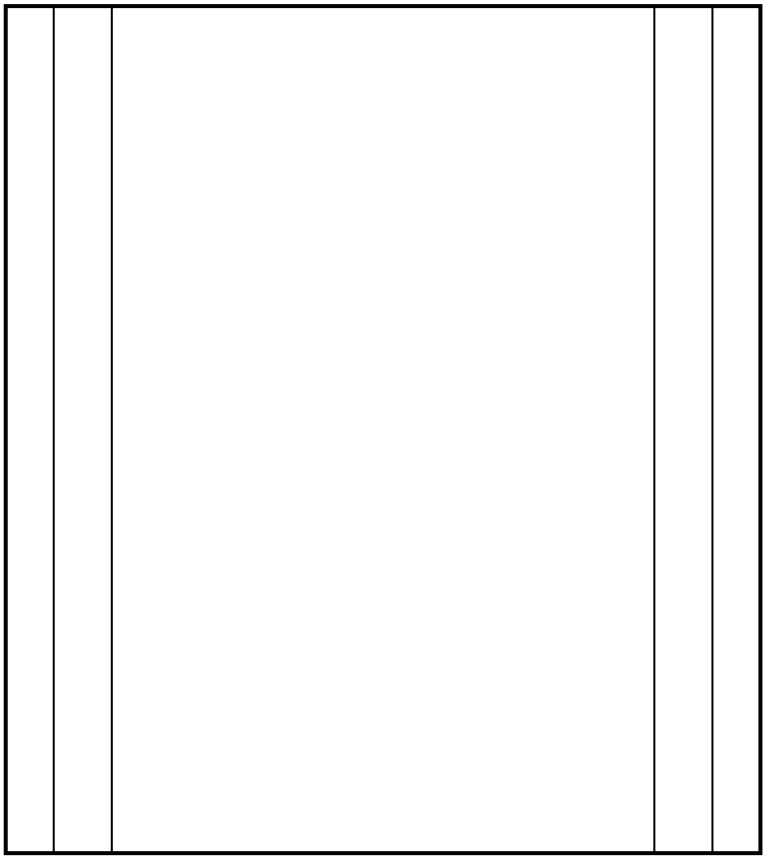
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale, high steel pop-outs
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	8 of 9
Date:	7/02/24



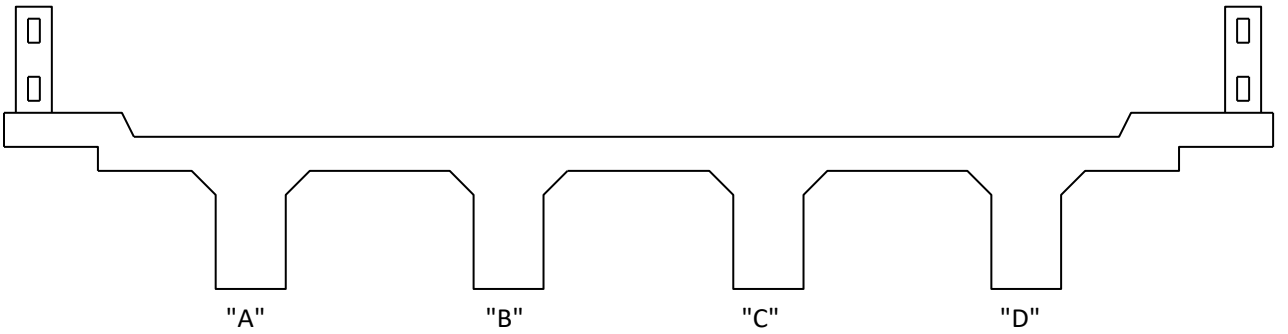
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale, high steel pop-outs

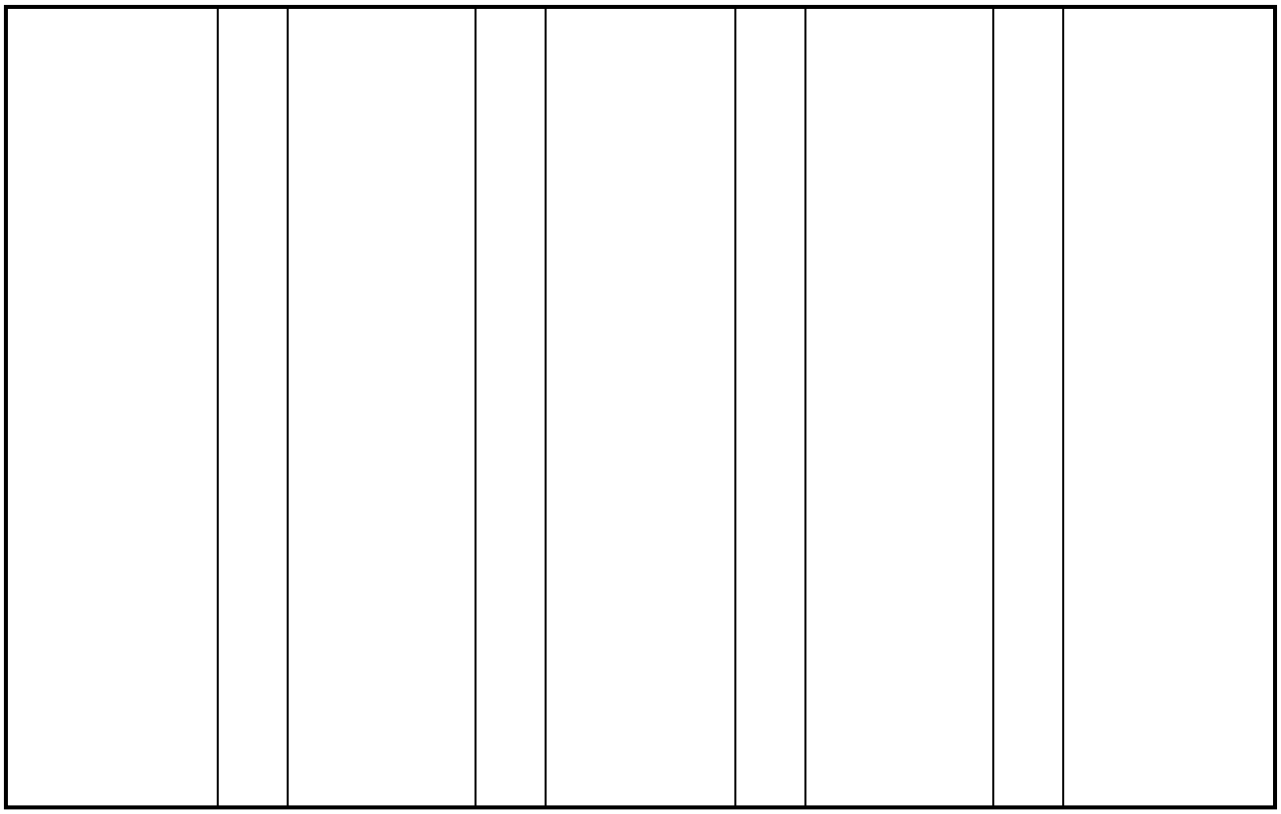
Bridge #:	90-SR353-00.45
Span #:	9 of 9
Date:	7/02/24



Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

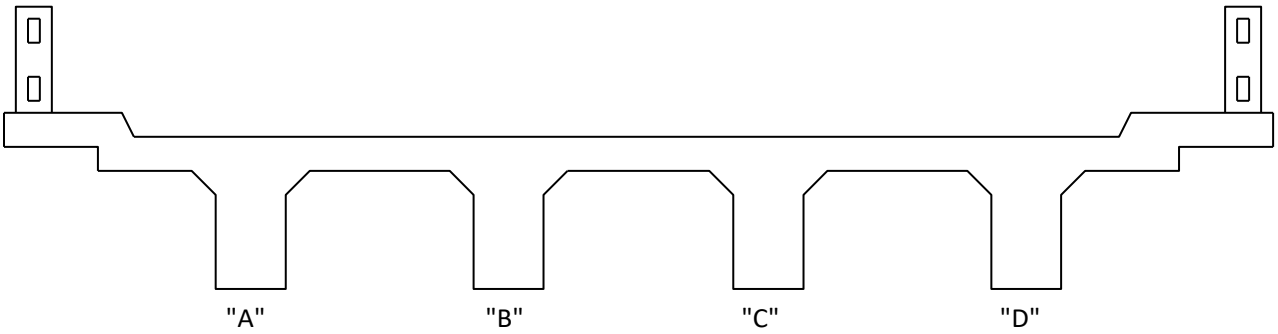
Bridge #:	90-SR353-00.45
Span #:	1 of 9
Date:	7/02/24

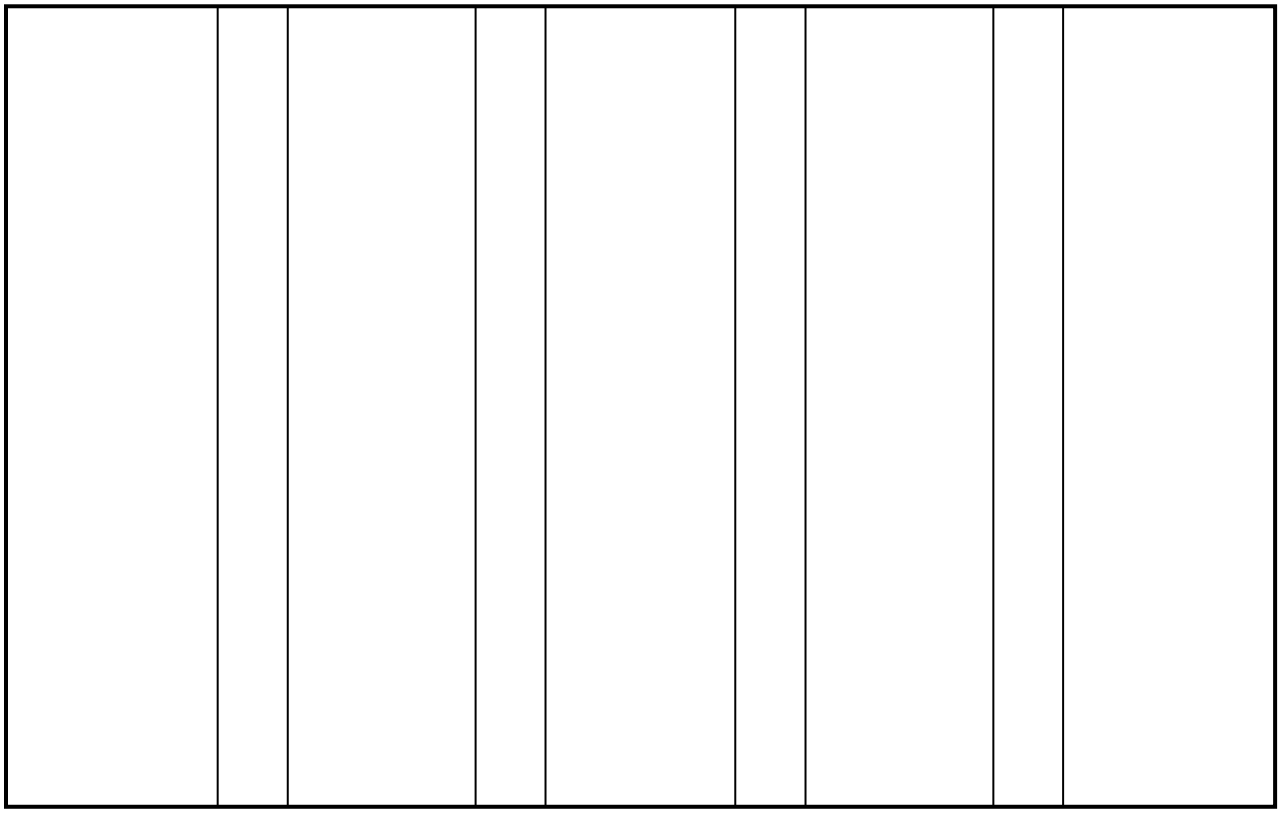




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

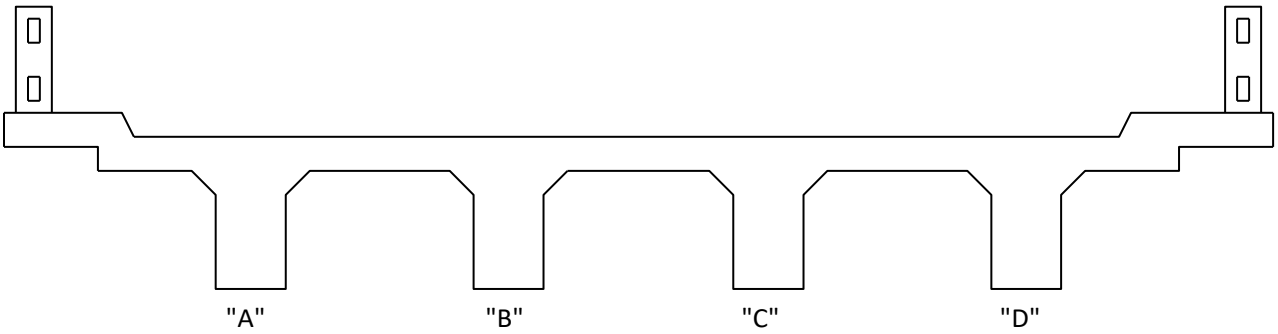
Bridge #:	90-SR353-00.45
Span #:	2 of 9
Date:	7/02/24

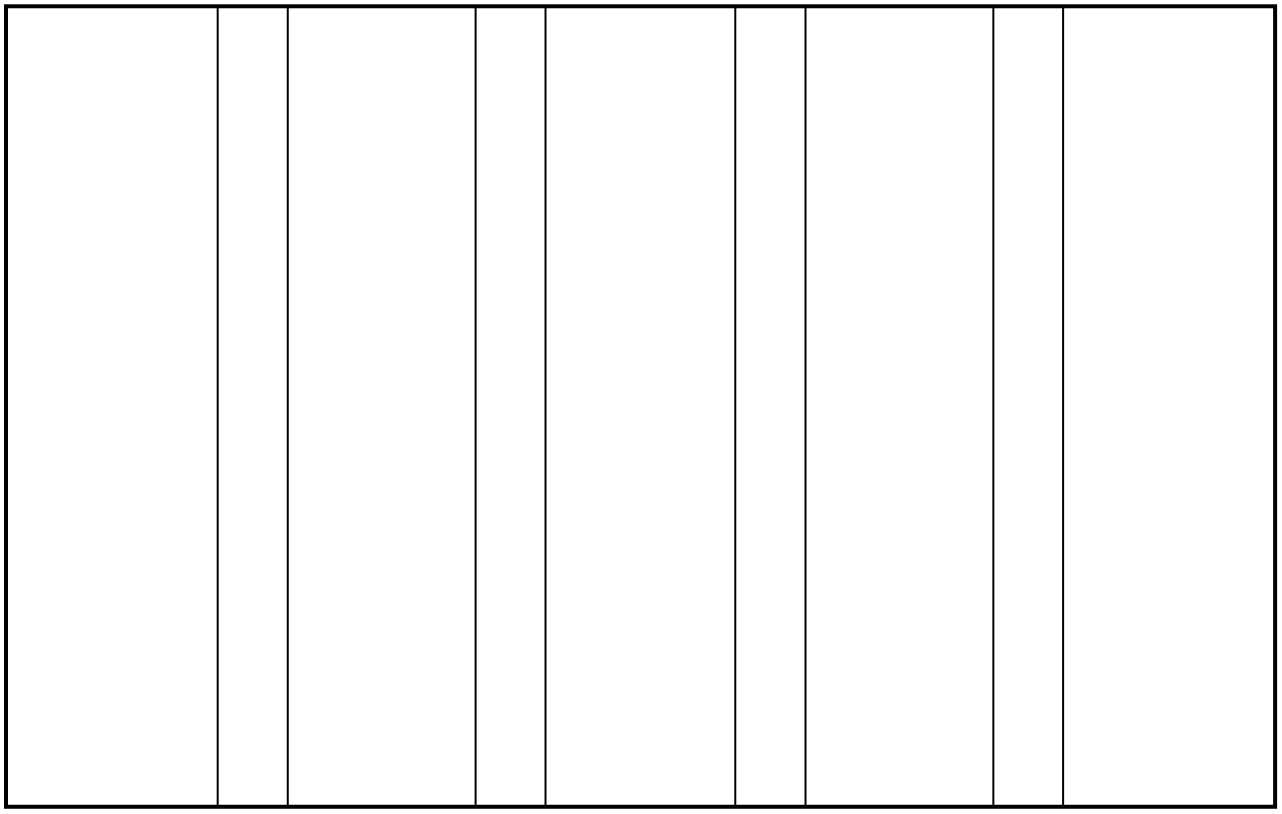




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

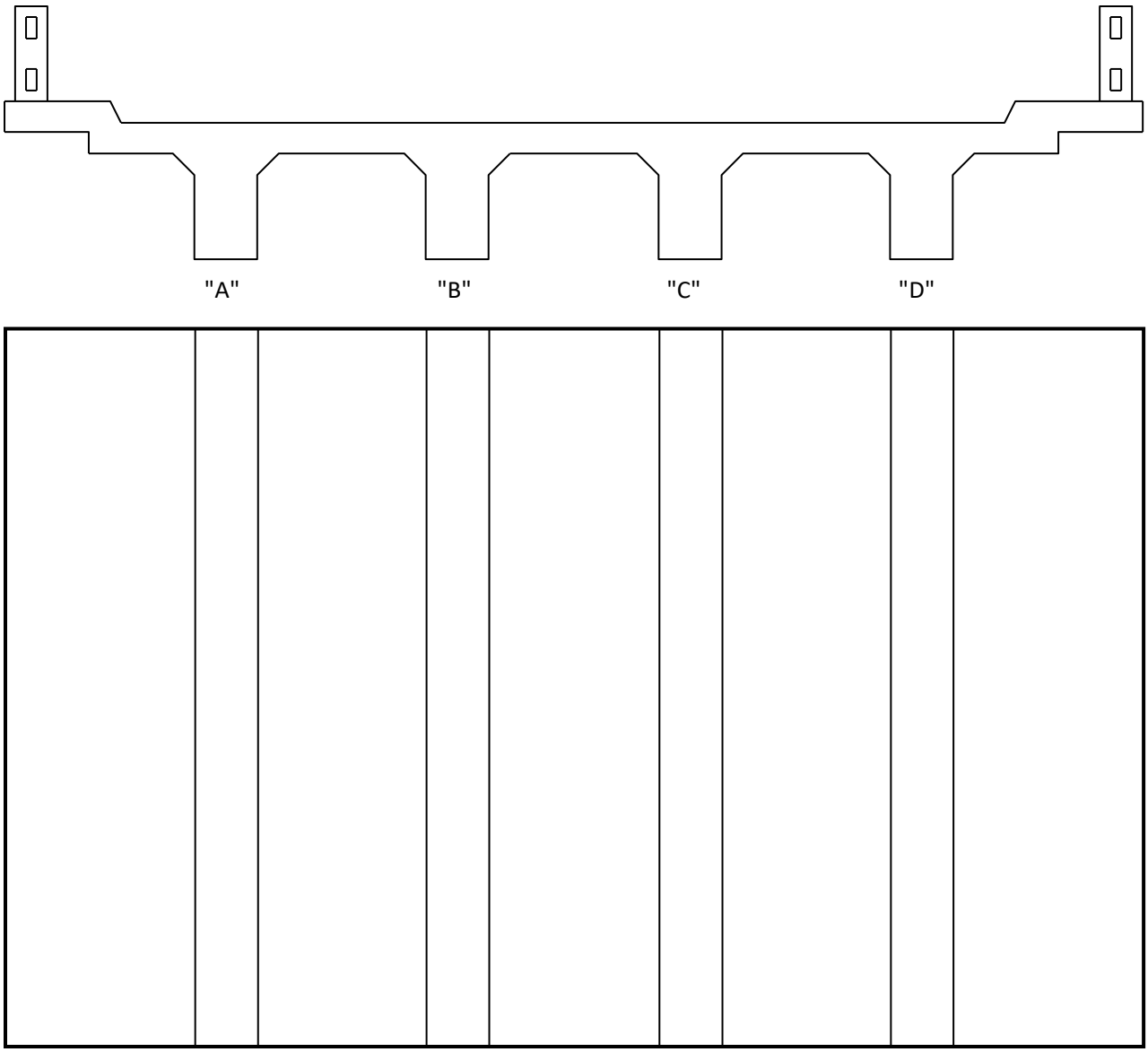
Bridge #:	90-SR353-00.45
Span #:	3 of 9
Date:	7/02/24





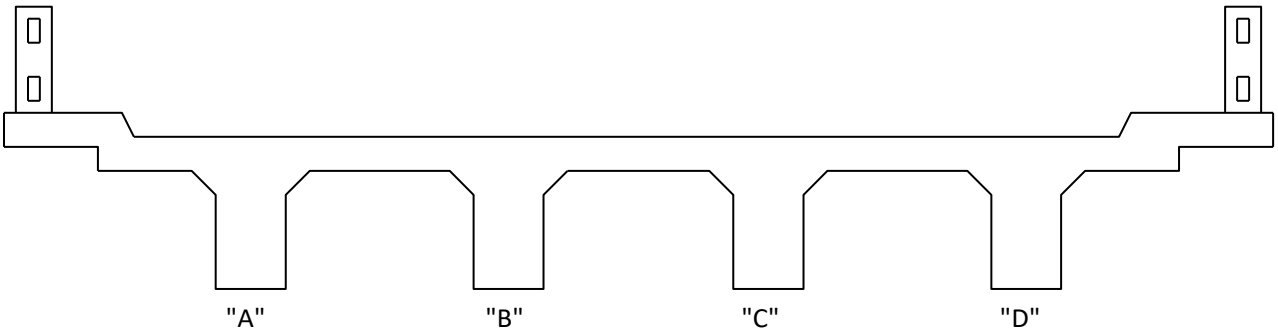
Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

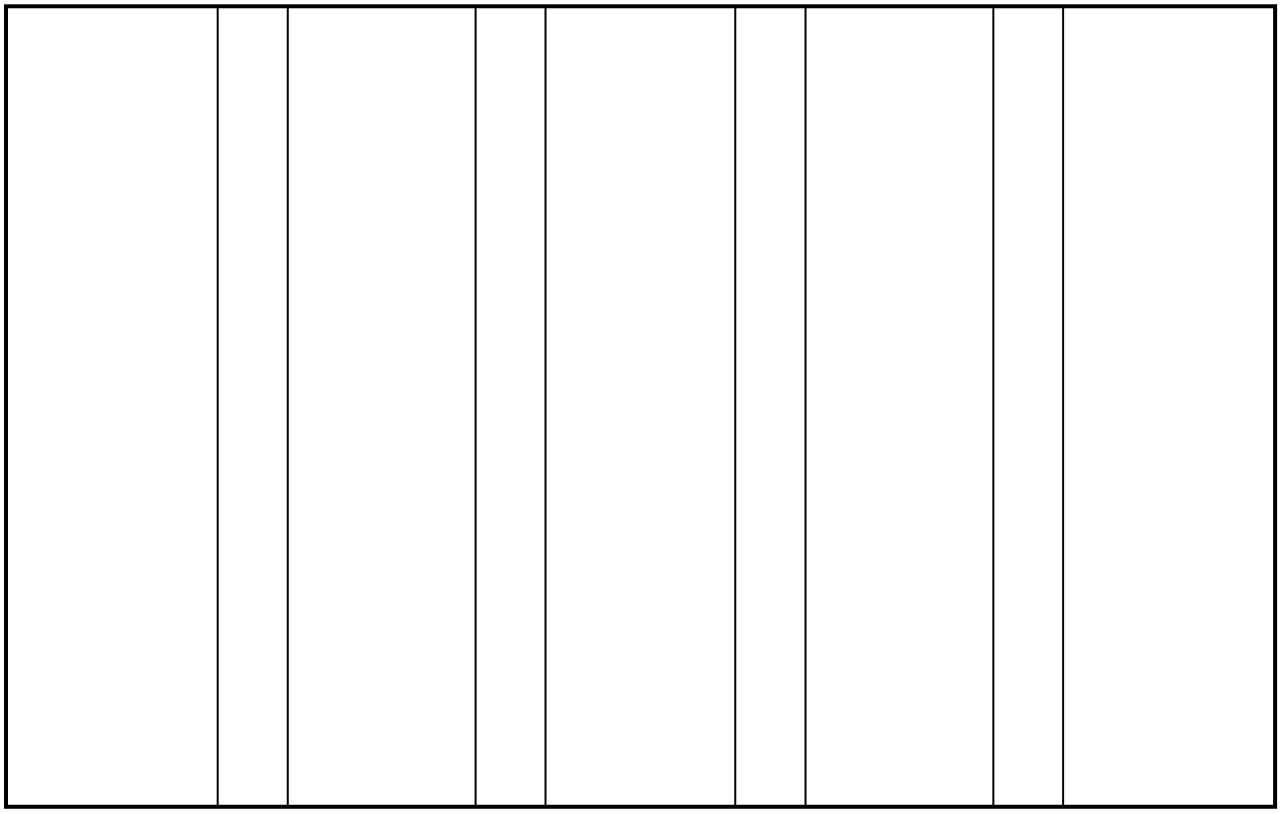
Bridge #:	90-SR353-00.45
Span #:	4 of 9
Date:	7/02/24



Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

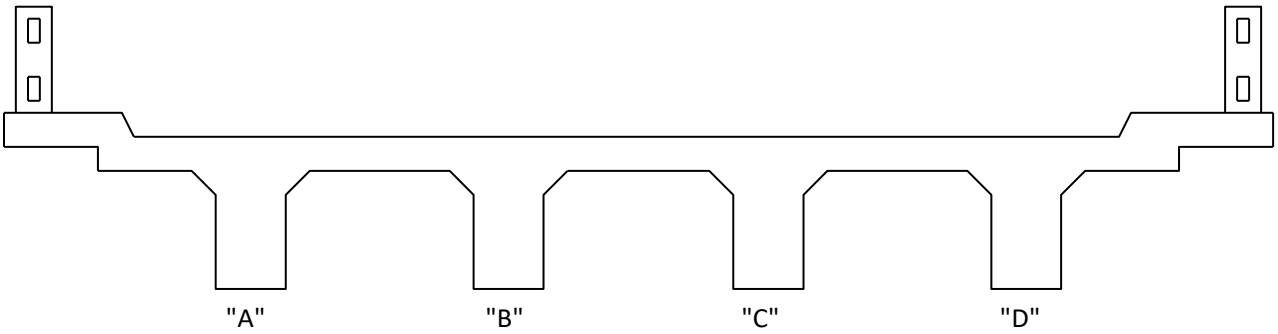
Bridge #:	90-SR353-00.45
Span #:	5 of 9
Date:	7/02/24

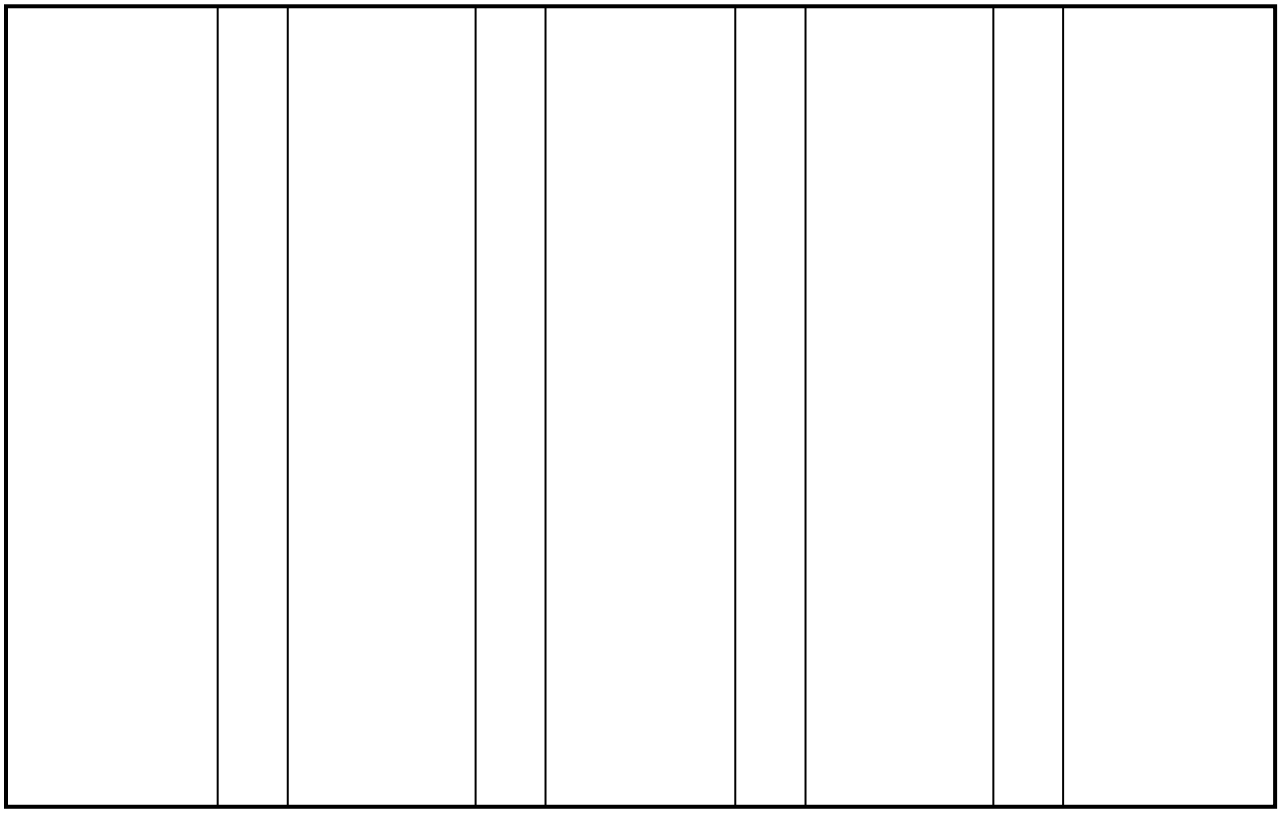




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

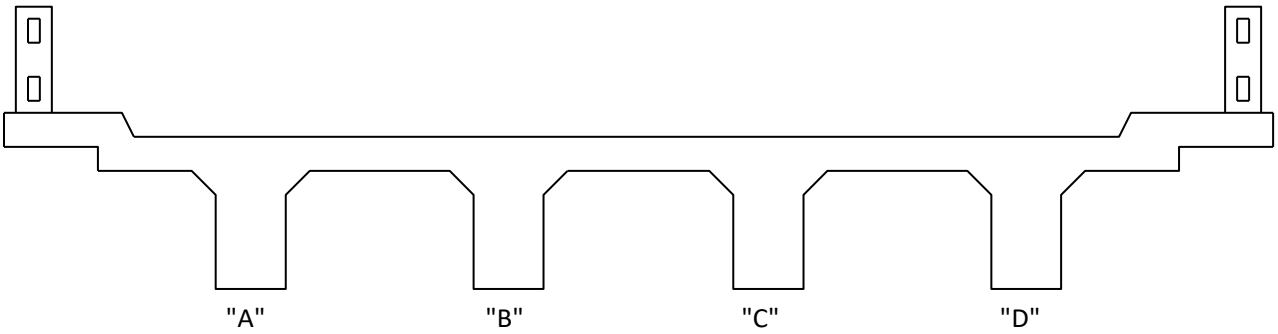
Bridge #:	90-SR353-00.45
Span #:	6 of 9
Date:	7/02/24

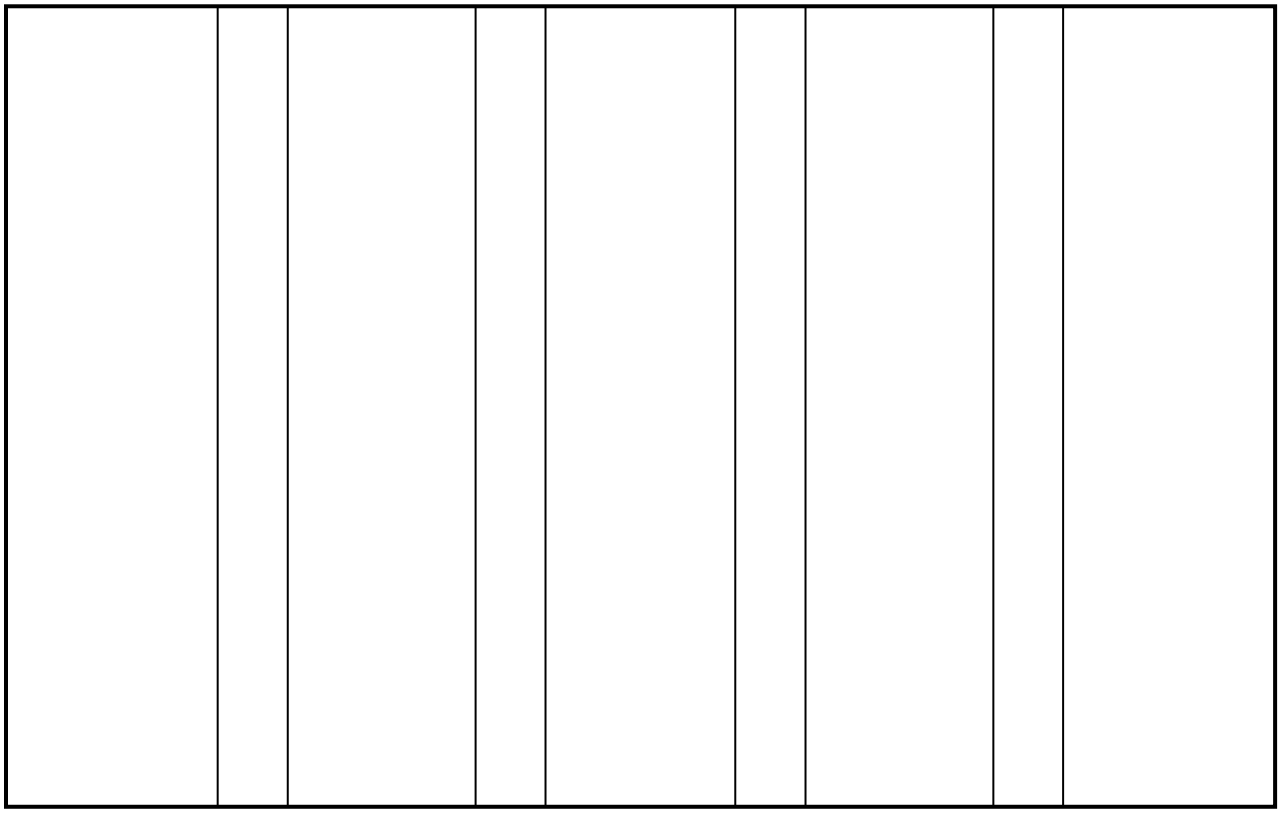




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

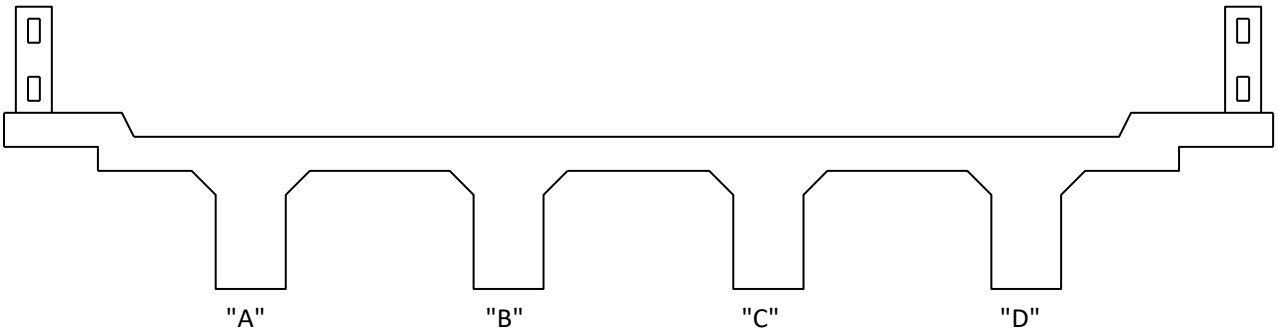
Bridge #:	90-SR353-00.45
Span #:	7 of 9
Date:	7/02/24

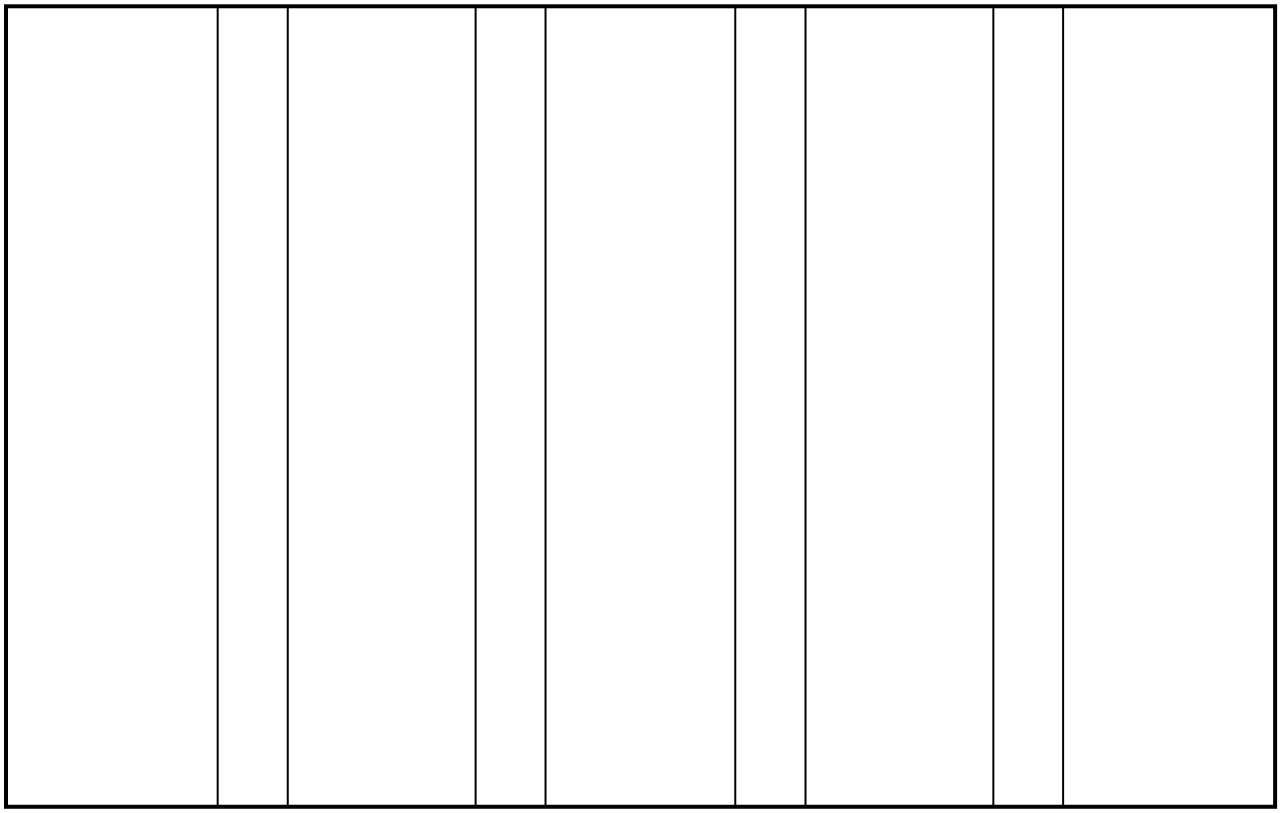




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

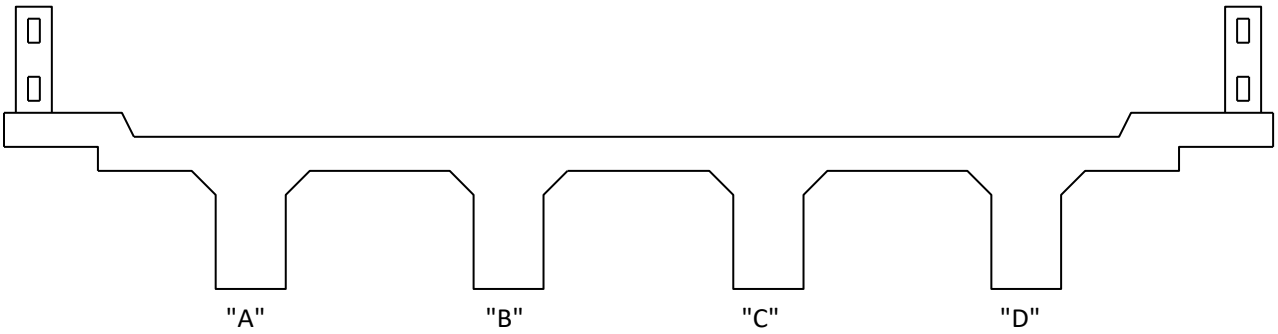
Bridge #:	90-SR353-00.45
Span #:	8 of 9
Date:	7/02/24

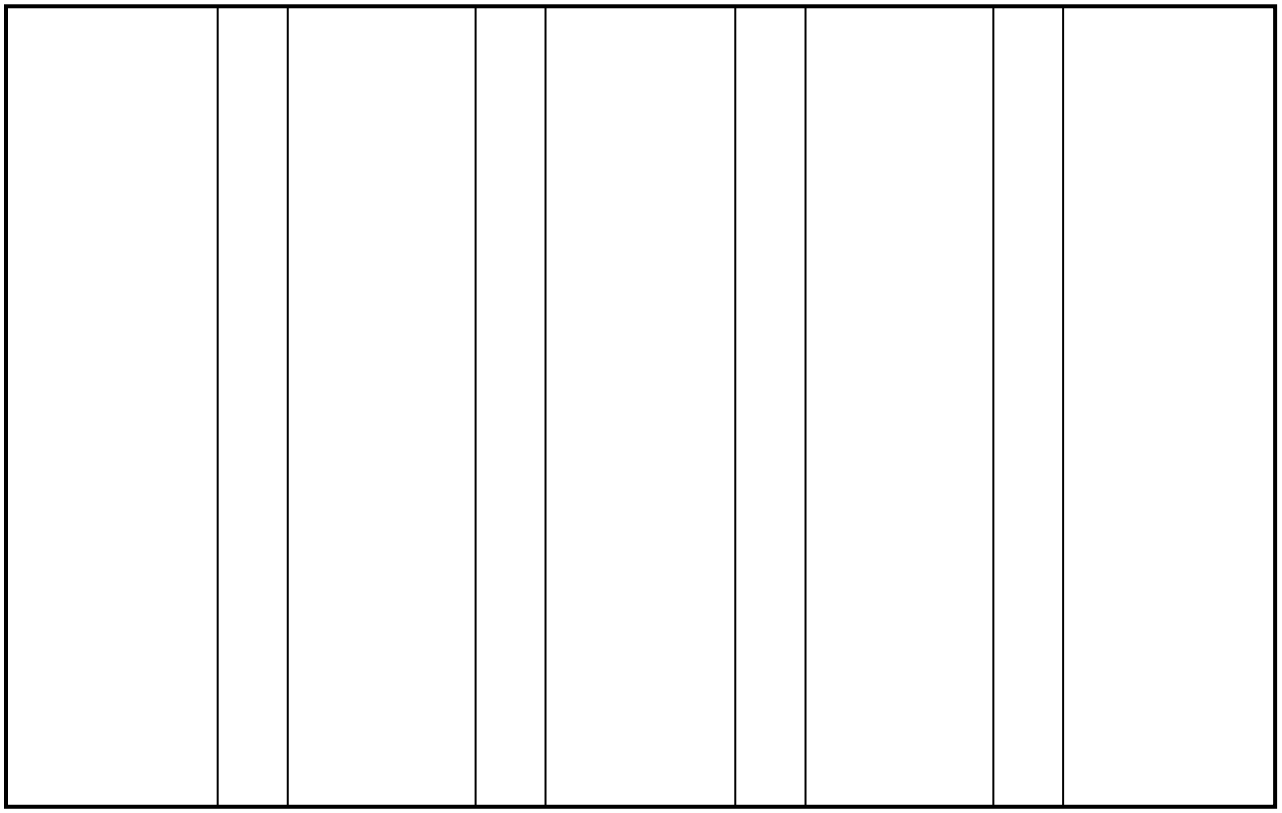




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

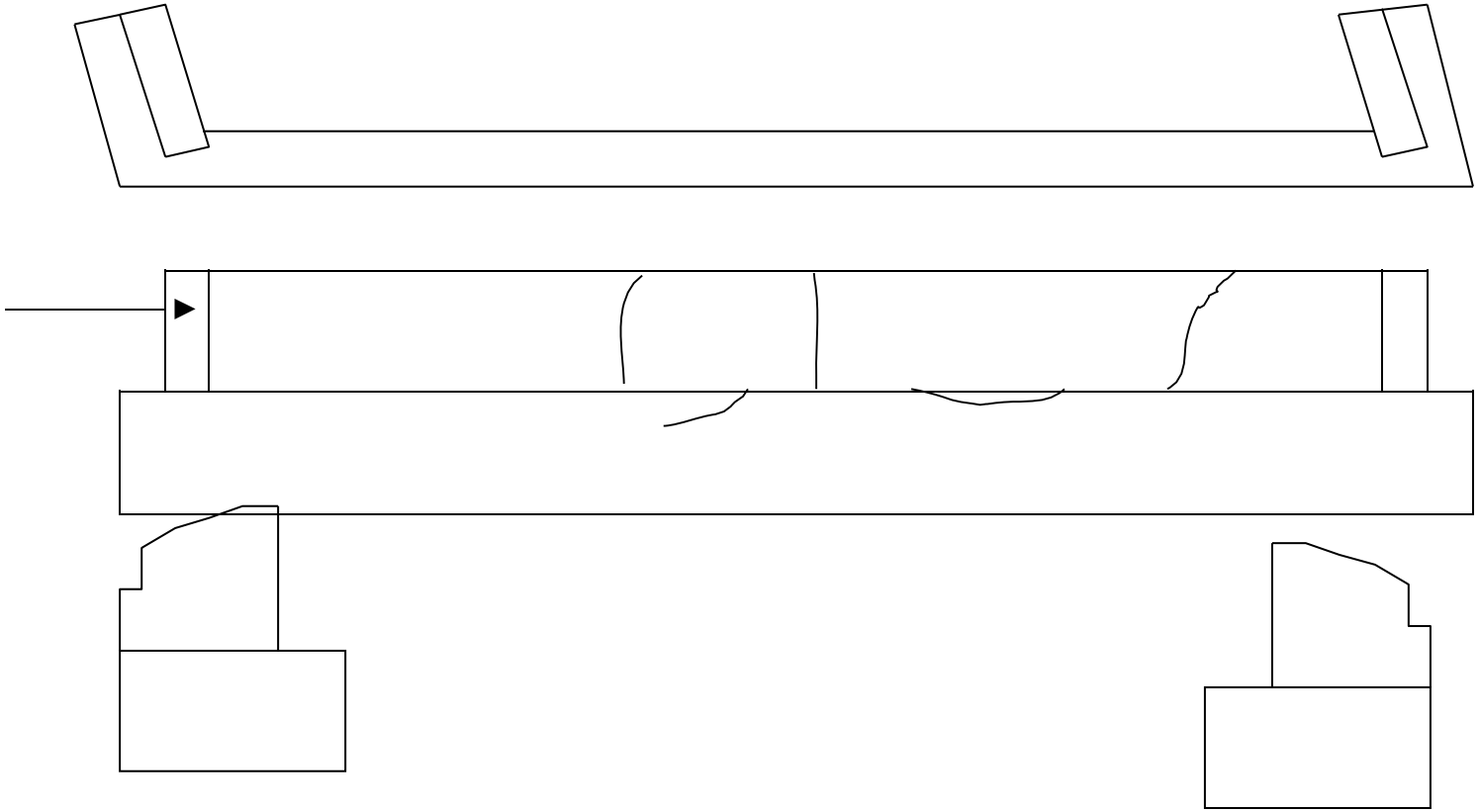
Bridge #:	90-SR353-00.45
Span #:	9 of 9
Date:	7/02/24





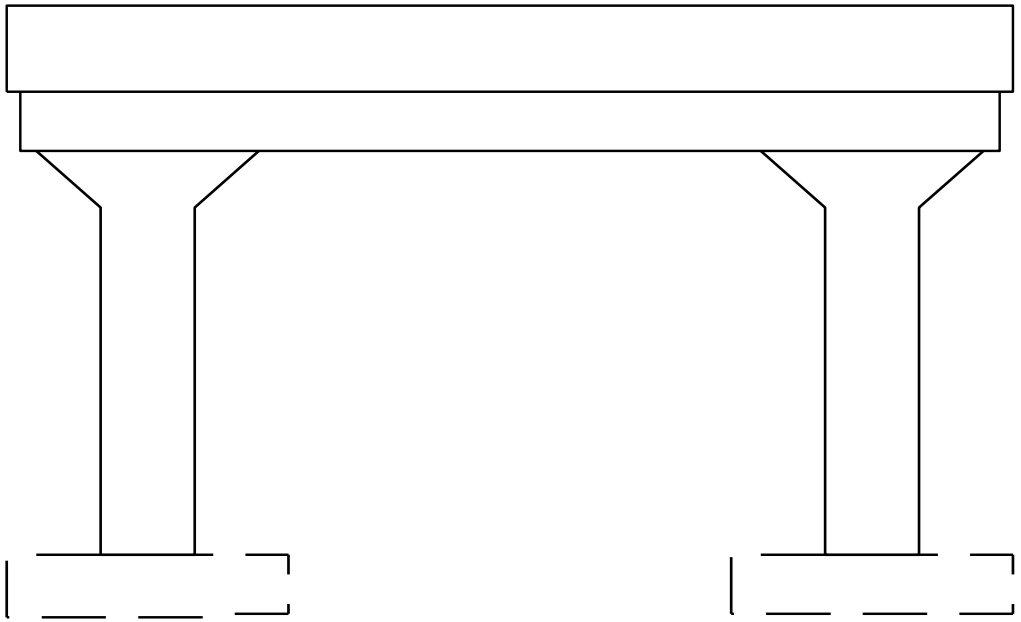
Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

Bridge #:	90-SR353-00.45
Abutment #:	1
Date:	7/02/24



Element	Rating	Comments
Backwall	G	
Cap	G	
Wings	G	
Bearing Area	G	
Plumb	G	
Embankment	G	
Piles	N/V	
Rip Rap	G	

Bridge #:	90-SR353-00.45
Bent #:	1 of 3
Date:	7/02/24



Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	1 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	2 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	Heavy water stains
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	3 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	
Footing	G	Where visible
Bearing Area	G	
Plumb	G	

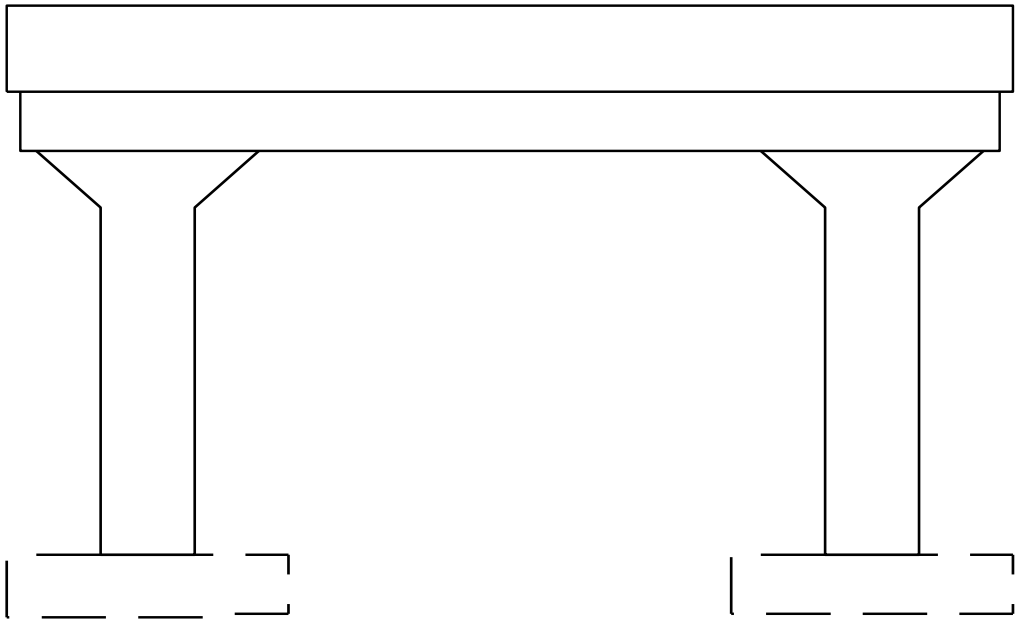
Bridge #:	90-SR353-00.45
Pier #:	4 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	Moderate water abrasion
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	5 of 5
Date:	7/02/24

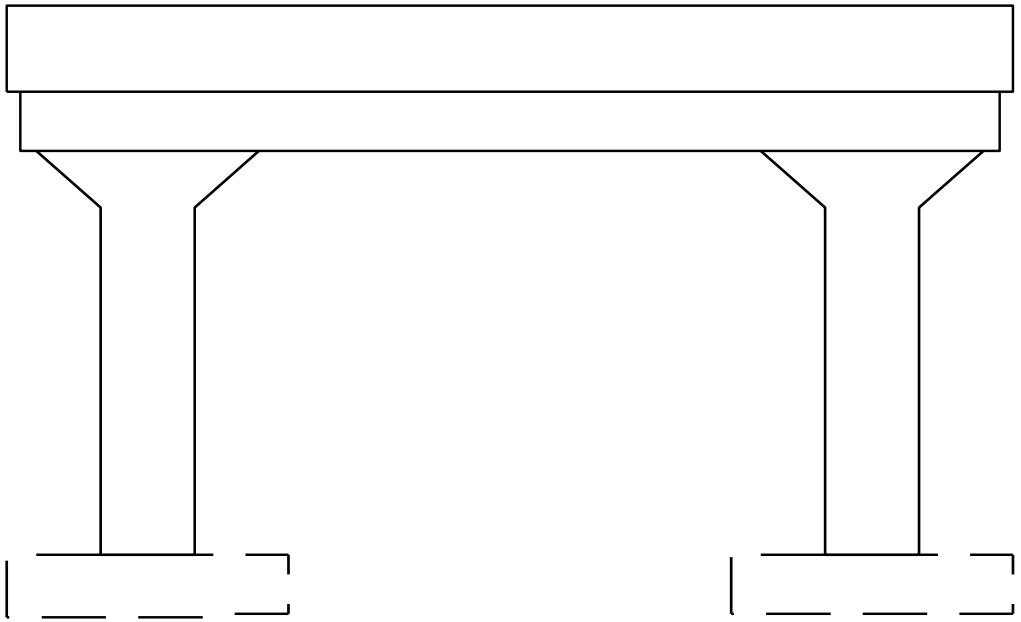
Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Bent #:	2 of 3
Date:	7/02/24



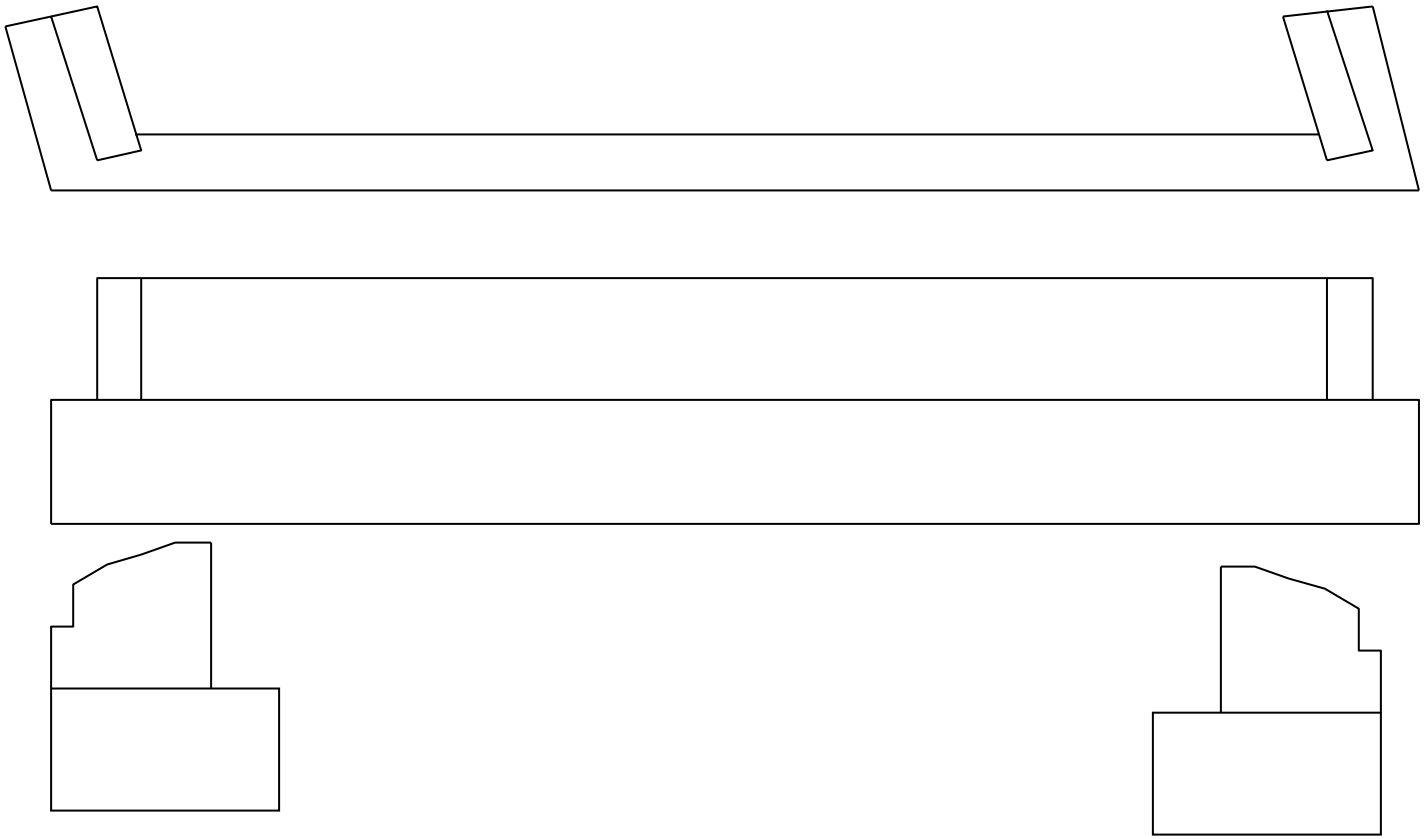
Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Bent #:	3 of 3
Date:	7/02/24



Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Abutment #:	2
Date:	7/02/24



Element	Rating	Comments
Backwall	G	
Cap	G	
Wings	G	
Bearing Area	G	
Plumb	G	
Embankment	G	
Piles	G	
Rip Rap	G	