

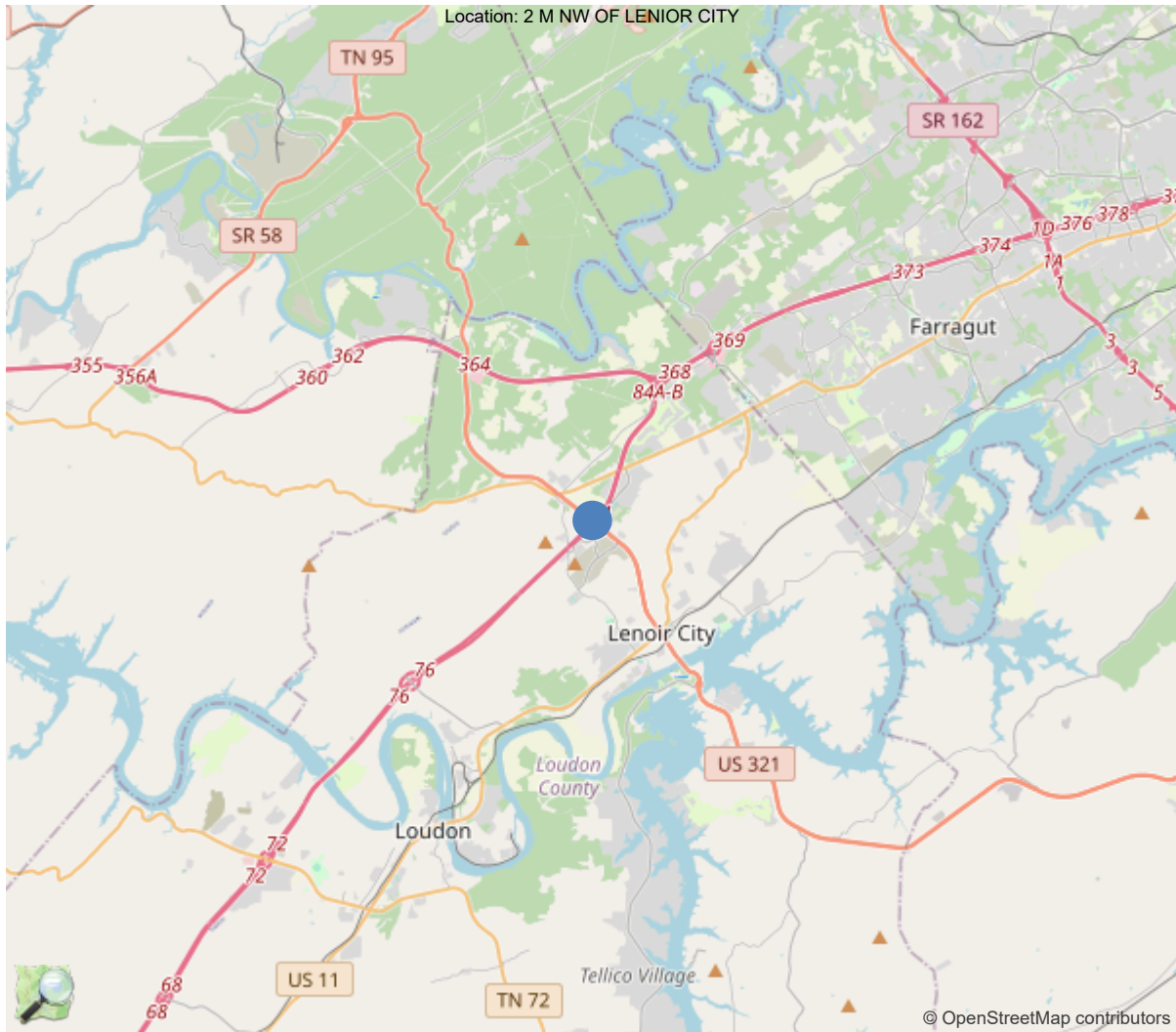


Latitude:35.82873, Longitude:-84.28010

Region 01, 53 - Loudon County

Team Leader: Aaron Blake

Inspectors: Brian Rader, Roger Carico, Alfred Sautner



US-321 Crossing SR 73 RL / I75

35.82873, -84.28010

90 - LAST INSPECTION DATE 09/11/2024

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.
1	0	0	1	40

41 - STRC OPEN/CLOSED/POSTED A

58 - DECK 7

59 - SUPERSTRUCTURE 7

60 - SUBSTRUCTURE 7

61 - CHANL/CHANL PROTECTION N

62 - CULVERT AND RETAIN WALL N

71 - WATERWAY ADEQUACY N

72 - APPROACH RDWY ALIGNMENT 8

521 - OVERALL CONDITION 1 - Good

16 - LATITUDE	17 - LONGITUDE
35.828733	-84.280100

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

Aaron Blake Digitally signed by Aaron Blake
Date: 2024.10.03 16:01:34
-04'00'

TEAM LEADER SIGNATURE

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	53100750035
(5) Inventory Route	1
(2) Highway Agency District	Region 1
(3) County Code	53 - Loudon
(4) Place Code	00000
(6) Features Intersected	SR 73 RL / I75
(7) Facility Carried	FAP 73
(9) Location	2 M NW OF LENIOR CITY
(11) Mile Point	4.680 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	53SR073001
(16) Latitude	35.828733
(17) Longitude	-84.280100
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	24
Material	2 - Concrete continuous
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	4
(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	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	1962
(106) Year Reconstructed	1988
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	6
Under	4
(29) Average Daily Traffic	16277
(30) Year of ADT	2021
(109) Truck ADT	6 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80.1 ft
(49) Structure Length	257.5 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	95.8 ft
(52) Deck Width Out to Out	104.0 ft
(32) Approach Roadway Width (W/Shoulders)	87.9 ft
(33) Bridge Median	2 - Closed median(no
(34) Skew	84 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	47.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.44 ft
Ref:	
(55) Min Lat Underclear RT	11.5 ft
Ref:	
(56) Min Lat Underclear LT	28.2 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	14 - Urban Other Principal Art
(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	7
(59) Superstructure	7
(60) Substructure	7
(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	43.09
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	27.86
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	7
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	26043
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date	09/11/2024		
(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		
* 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.			

PERFORMANCE EVALUATION

Time of Day Inspected 10:55 am

Weather Conditions 75, sunny

Vehicles Observed all types

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl (No)

Sub Vibration (No)

Super Horiz./ Vert. Defl (No)

Super Vibration (Yes) Very light under truck traffic

APPROACH

Alignment (Good) Signaled intersection at both approaches

Slab (Good) Grooved concrete, hairline cracks, few cracks tar sealed

Pavement (Fair) Asphalt overlay , areas at approach slabs with asphalt patches, cracks to 1/8" and areas ready to spall

Embankment (Poor) EROSION DITCHES AT APPROACH 1 LEFT AND RIGHT AND APPROACH 2 LEFT, FEW DITCHES WITH ASPHALT ADDED

Approach Drains (Poor) APPROACH 2 RIGHT - plugged

TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Good) STANDARD

Transitions Rating (Good) SUBSTANDARD

Guardrail Rating (Good) SUBSTANDARD

Guardrail Terminal Rating (Good) SUBSTANDARD AT APPROACH 1 LEFT, NONE AT APPROACH 2 RIGHT
STANDARD AT APPROACH 1 RIGHT AND APPROACH 2 LEFT

SIGNS POSTED ON ROUTE

Paddleboards	Yes	Weight Limit Posted	Not Needed
Vertical Clearance (<14'-6")	No	Gross	Tons
Posted Height		Single-unit Vehicle	Tons
Narrow Bridge Signs	No	Multi-unit Vehicle	Tons
One Lane Bridge Signs	No	564 Assigned Bridge Name	
Other Signs or Plaques	Interstate signs		

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects
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DECK

Wearing Surface Type	Epoxy Overlay	Wearing Surface Depth	0.25
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Wearing Surface	(Good)	Epoxy overlay
Deck - Structural Condition	(Good)	Bottom deck span 3 between beams D/E - Popout; Bottom deck span 2 between beams C/D - In place spall 1' diameter
Median	(Good)	Raised concrete: hairline cracks
Parapet	(Good)	Standard, hairline cracks, rough texture (small voids)
Lighting Standards	(Good)	No light masts, only bolts and wires on bridge rails Utilities between beams B and C and along abutments

SUPERSTRUCTURE

Bearing Devices	(Good)	Moderate corrosion; Heavy corrosion H/I abutment 1
Beams	(Good)	Hairline cracks w/ leaching; Beam L right abutment 2 - Diagonal hairline crack (Typical beam A left & beam L right abutment 1); Beam K right abutment 1 - Diagonal hairline crack
Diaphragms	(Good)	
Superstructure Paint	(Good)	
Alignment of Members	(Good)	

TEXTURE COAT

ABUTMENTS

Abutment Caps	(Good)	MINOR SCALE, HAIRLINE CRACKS, RUST STAINS, LEACHING AT BOTH ABUTMENTS
Abutment Wings	(Good)	HAIRLINE CRACKS, SPALL WITH EXPOSED REBAR WING 2 LEFT
Abutment Backwall	(Fair)	HAIRLINE CRACKING WITH LEACHING, MINOR SCALE, WATERSTAINS
Abutment Plumb	(Good)	
Abutment Footing	(Not visible)	
Abutment Piles	(Not Visible)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	
Abutment Slope Paving	(Good)	CRACK AND SETTLEMENT ABUTMENT 1 LEFT

PIERS

BENTS

Bent Caps	(Good)	
Bent Columns	(Good)	15"H x 8"W x 3"Dp SPALL COLUMN G BENT 3, POPOUTS
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	
Bent Piles	(Not Visible)	
Bent Bearing Surface	(Good)	

Inspection Team's Summary

The subject bridge was inspected on the above date and found to be in GOOD condition.

Approach roadway alignment is good, ramp intersections at both approaches. Approach wearing surface is good, asphalt overlay, area at slab with patches, cracks to 1/8" and areas ready to spall. The approach slabs are fair, grooved concrete, and hairline cracks (some tar sealed). Approach embankments are poor, minor to severe erosion ditches at approach 1 left and right and approach 2 left. Approach rails are good, substandard. Approach rail terminals are good, substandard. Paddleboard decals on approach 1 right and approach 2 left terminals.

Deck wearing surface is good, epoxy overlay. Bridgerails are good, standard, hairline cracks, and rough texture with aggregate voids.

The bottom of the deck is good, few hairline cracks with leaching, popout, and spall in place in span 2. Beams are good, hairline cracks with leaching. Bearings are fair, abutments with moderate corrosion and flaking. Diaphragms are good.

Abutments are good, minor scale, hairline cracks, rust stains, and leaching. Wings are good, hairline cracks with leaching. Bents are good, spall in bent 3 column G (15"x8"x3" deep).

Underpass pier protection is good, substandard. The northbound underpass has new asphalt overlay, clearances need measured but unsafe for inspectors.

A. Blake

General Inspection Comment

Evidence of Biohazards under abutment 2

HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Re Conc Top Flange	SF	26780	18778	8001	1	0
1080	Delamination/Spall/Patched Area	SF	2	0	1	1	0
1130	Cracking (RC and Other)	SF	8000	0	8000	0	0
510	Wearing Surfaces	SF	26780	26780	0	0	0
(16) Element record added 2016-07-28.							
(1080-16) Element record added 2016-07-28.							
(1130-16) Element record added 2016-07-28.							
110	Re Conc Opn Girder/Beam	LF	3087	3087	0	0	0
(110) Element record added 2015-02-13.							
205	Re Conc Column	EA	21	20	0	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
(205) Element record added 2015-02-13.							
(1080-205) Element record added 2016-07-28.							
215	Re Conc Abutment	LF	210	209	1	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
(215) Element record added 2015-02-13.							
(1090-215) Element record added 2016-09-15.							
234	Re Conc Pier Cap	LF	295	295	0	0	0
(234) Element record added 2015-02-13.							
310	Elastomeric Bearing	EA	20	20	0	0	0
(310) Element record added 2016-07-28.							
311	Moveable Bearing	EA	32	0	0	32	0
1000	Corrosion	EA	32	0	0	32	0
(311) Element record added 2015-02-13.							
(1000-311) Element record added 2016-07-28.							
313	Fixed Bearing	EA	8	0	0	8	0
1000	Corrosion	EA	8	0	0	8	0
(313) Element record added 2015-02-13.							
(1000-313) Element record added 2016-07-28.							
321	Re Conc Approach Slab	SF	4896	4773	123	0	0
1130	Cracking (RC and Other)	SF	123	0	123	0	0
(321) Element record added 2015-02-13.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(1130-321) Element record added 2016-07-28.							
331	Re Conc Bridge Railing	LF	545	545	0	0	0
1130	Cracking (RC and Other)	LF	80	80	0	0	0
(331) Element record added 2015-02-13.							

Equipment List

General Inspection

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

Visual Aid

- ☐ Binoculars
- ☐ 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
- ☒ 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
- ☐ Air Meter

Special Purpose Equipment

Reach-All Approval and Comments



I-75 NB - Underpass - Approach forward on log



Back on log - right lane



Approach 2 right lane wearing surface - patches, cracks to 1/8", areas ready to spall



Approach 2 right drain - plugged



Deck 1 right lane - epoxy wearing surface scaled off



View across deck right lane



Approach 1 slab right lane - hairline crack



Approach 1 right lane wearing surface - patches, cracks to 1/8", areas ready to spall



Approach on log



Approach 1 left rail terminal- substandard



Approach 1 left embankment - erosion ditches, some with asphalt added



Approach 1 slab left lane - patched area



View across deck left lane



Deck 3 left rail - hairline cracks, aggregate voids (typical all)



Approach 2 slab left lane - hairline cracks sealed



Approach 2 left lane wearing surface - patches, cracks to 1/8", areas ready to spall



Approach 2 left embankment - erosion ditches with asphalt patch



Back on log - left lane



Elevation right



I-75 NB - Underpass back



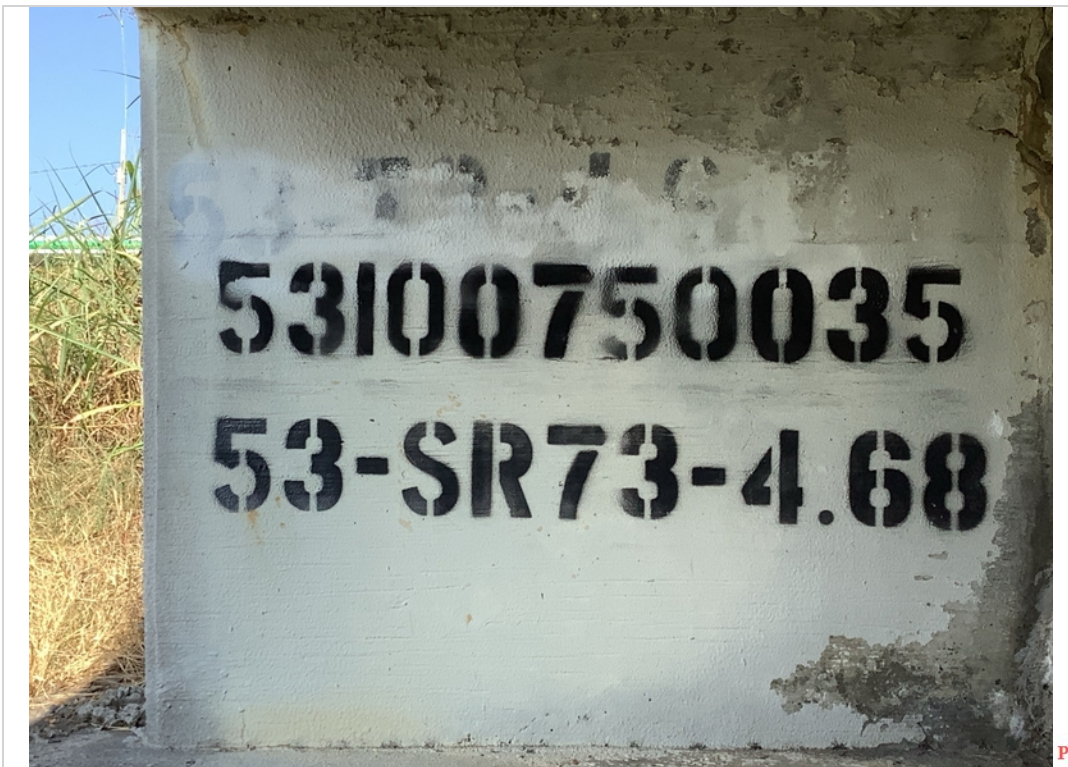
Elevation left



I-75 SB - Underpass back



I-75 SB - Underpass forward



abutment 1 right backwall - bridge number



Bottom deck span 2 between beams C/D - In place spall (1' diameter)



Bottom deck span 3 between beams D/E - Popout



Between beams B/C - Utility



Bearing C abutment 2 - Moderate corrosion (Typical other bearings both abutments)



Span 1 Beam K right at abutment 1 - Diagonal hairline crack



Span 4 Beam L right at abutment 2 - Diagonal hairline crack (Typical beam A left & beam L right abutment 1)



Bent 3 column G front/right - (15"Hx8"Wx3"D)



Bent1 = Column B left - popouts



Abutment 1 back wall between beams K & L - Hairline cracks with leaching



Abutment 1 Bearing I - Heavy corrosion and flaking



Abutment 1 left - concrete slope - Cracking up to 1/4"



Span 2 bottom deck between beams E & F - Hairline cracks with leaching (typical)



Bent 2 left overhang - Hairline cracks with leaching (typical)



Abutment 2 - utilities on both abutments



Abutment 2 cap between beams K & L - Cracking up to 1/16"



Wing 2 right - Hairline cracks with leaching



Abutment 2 - biohazard



I - 75 East - U.P. Bridge rail in front of columns F & G - popouts

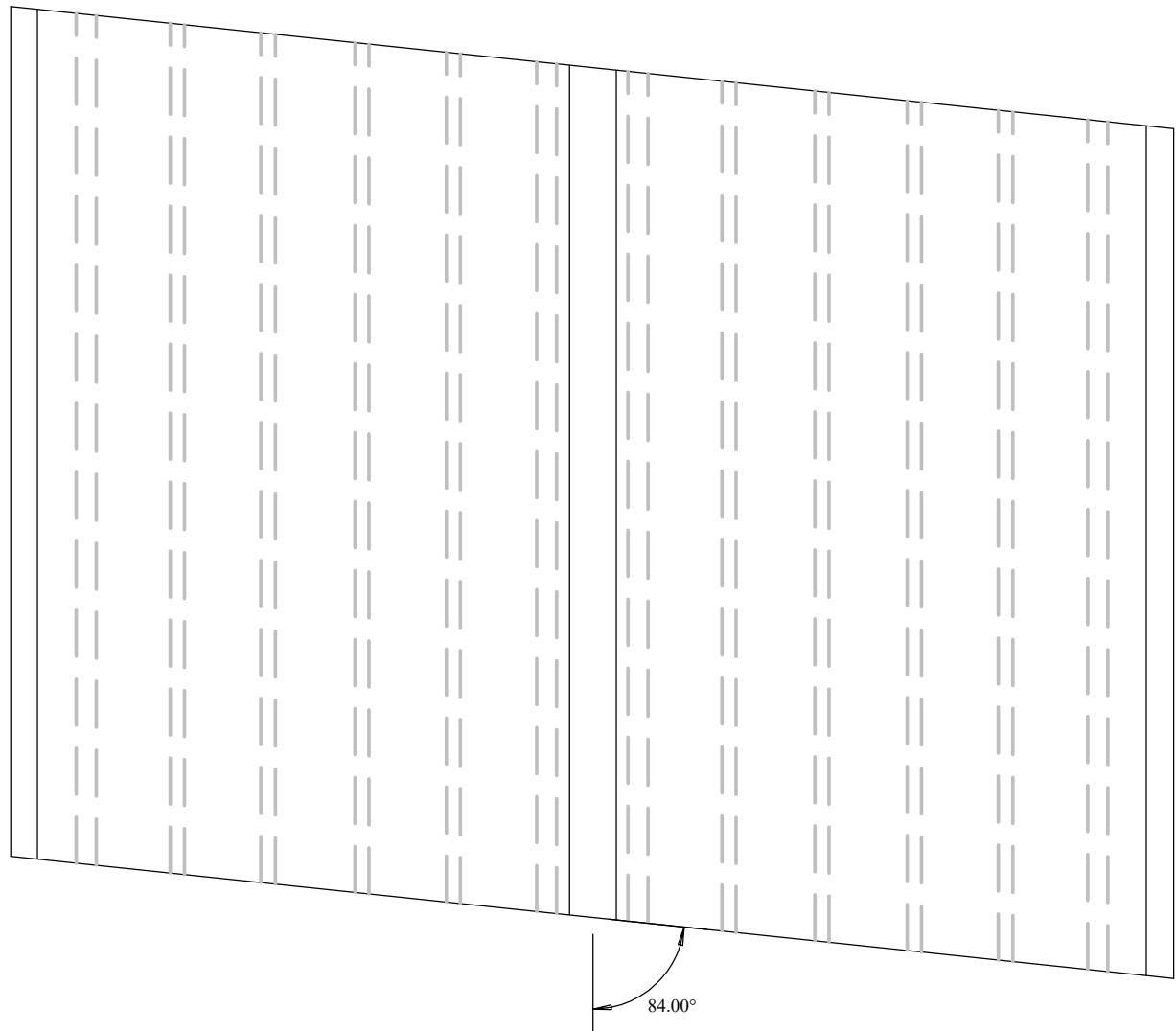
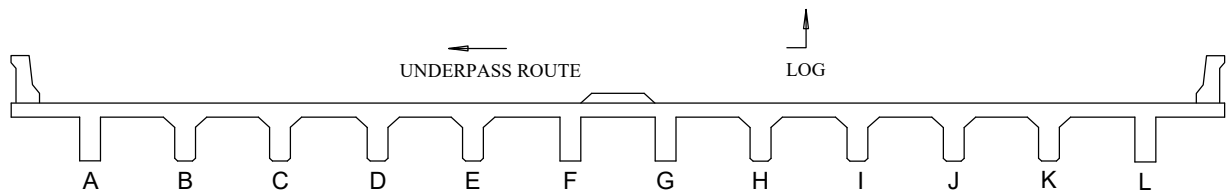


Span 2 beam L - Hairline cracks with leaching (typical)

Maintenance Recommendations

525 - Repair List # 3 523 - Repair List Add Date 10/27/2022 524 - Repair List Revise Date _____

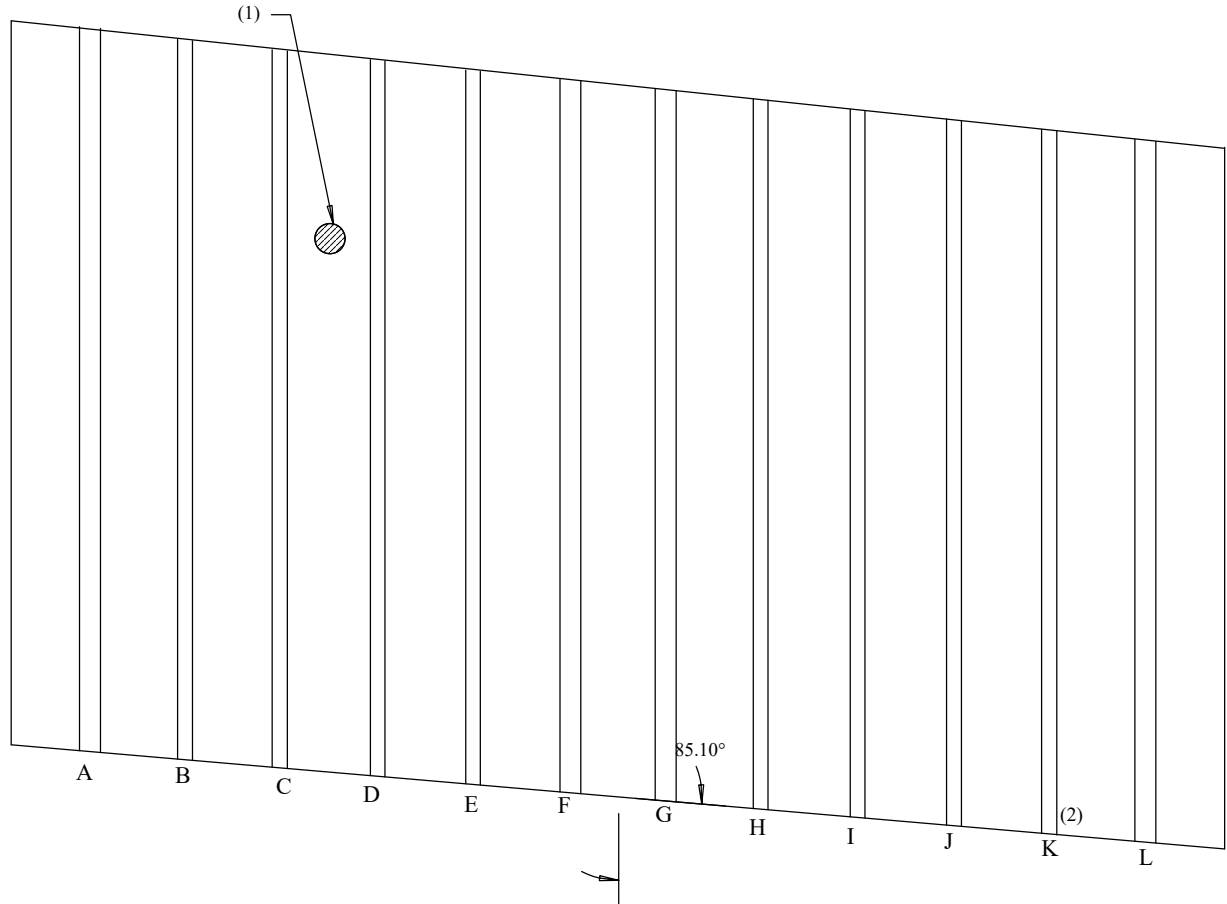
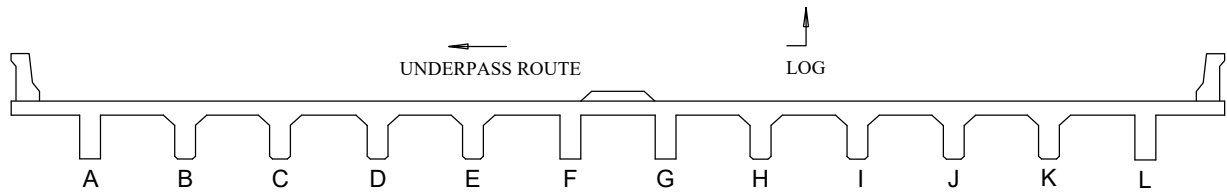
Date Added	Recommendation	Priority
10/01/2008	GUARDRAIL TRANSITIONS ARE SUBSTANDARD	
10/01/2008	APPROACH GUARDRAILS ARE SUBSTANDARD	
10/01/2008	GUARDRAIL TRANSITIONS ARE SUBSTANDARD	
10/01/2008	UNDERPASS SUBSTRUCTURE PROTECTION GUARDRAILS ARE SUBSTANDARD	
08/30/2006	CLEAN APPROACH 2 RIGHT DRAIN	
08/30/2006	APPROACH GUARDRAIL TERMINALS ARE SUBSTANDARD ON I-75 IN MEDIAN S.B.L.	
09/23/2022	REPAIR EROSION AT APPROACH 1 RIGHT AND LEFT EMBANKMENTS	
09/11/2024	CLEAN AND PAINT ABUTMENT BEARINGS	



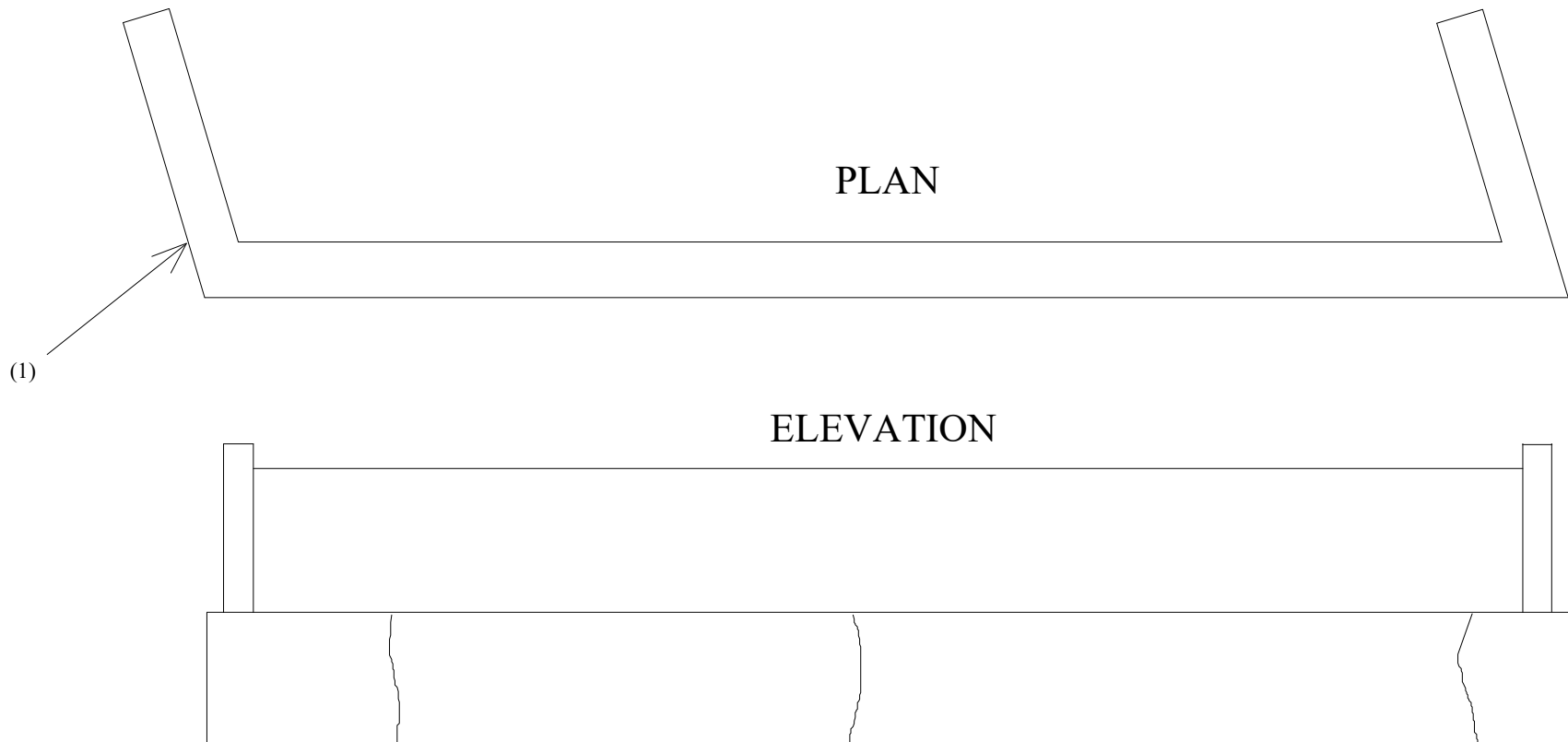
LOC. 53-SR073-4.68 09-11-24 AB TOP DECK SPAN 1-4

WEARING SURFACE	G	EPOXY OVERLAY
BRIDGE RAIL	G	HAIRLINE CRACKS, ROUGH TEXTURE WITH SMALL VOIDS
MEDIAN	G	RAISED CONCRETE, HAIRLINE CRACKS
JOINTS	N/A	
APPROACH SLABS	G	GROOVED CONCRETE, HAIRLINE CRACKS, TAR SEALED CRACKS
		APPROACH 1 - PATCHED AREA 12' x 2'

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LOC. 53-SR073-4.68		09-11-24 AS	BOTTOM DECK SPAN 1-4
BOTTOM DECK	G	(1) SPAN 2: 1' DIAMETER IN-PLACE SPALL	HAIRLINE CRACKS W/LEACHING
		SPAN 3 BETWEEN BEAMS D & E - POPOUT	
BEAMS	G	HAIRLINE CRACKS WITH LEACHING, (2) ABUTMENT 1 BEAM K - DIAGONAL CRACK	
		ABUTMENT 2 BEAM L RIGHT - DIAGONAL HAIRLINE CRACK	
		ABUTMENT 1 BEAM A LEFT - DIAGONAL HAIRLINE CRACK	
		ABUTMENT 1 BEAM L RIGHT - DIAGONAL HAIRLINE CRACK	
BEARINGS	F	ABUTMENT 1 H & I - HEAVY CORROSION, MODERATE CORROSION	
DIAPHRAMS	G		



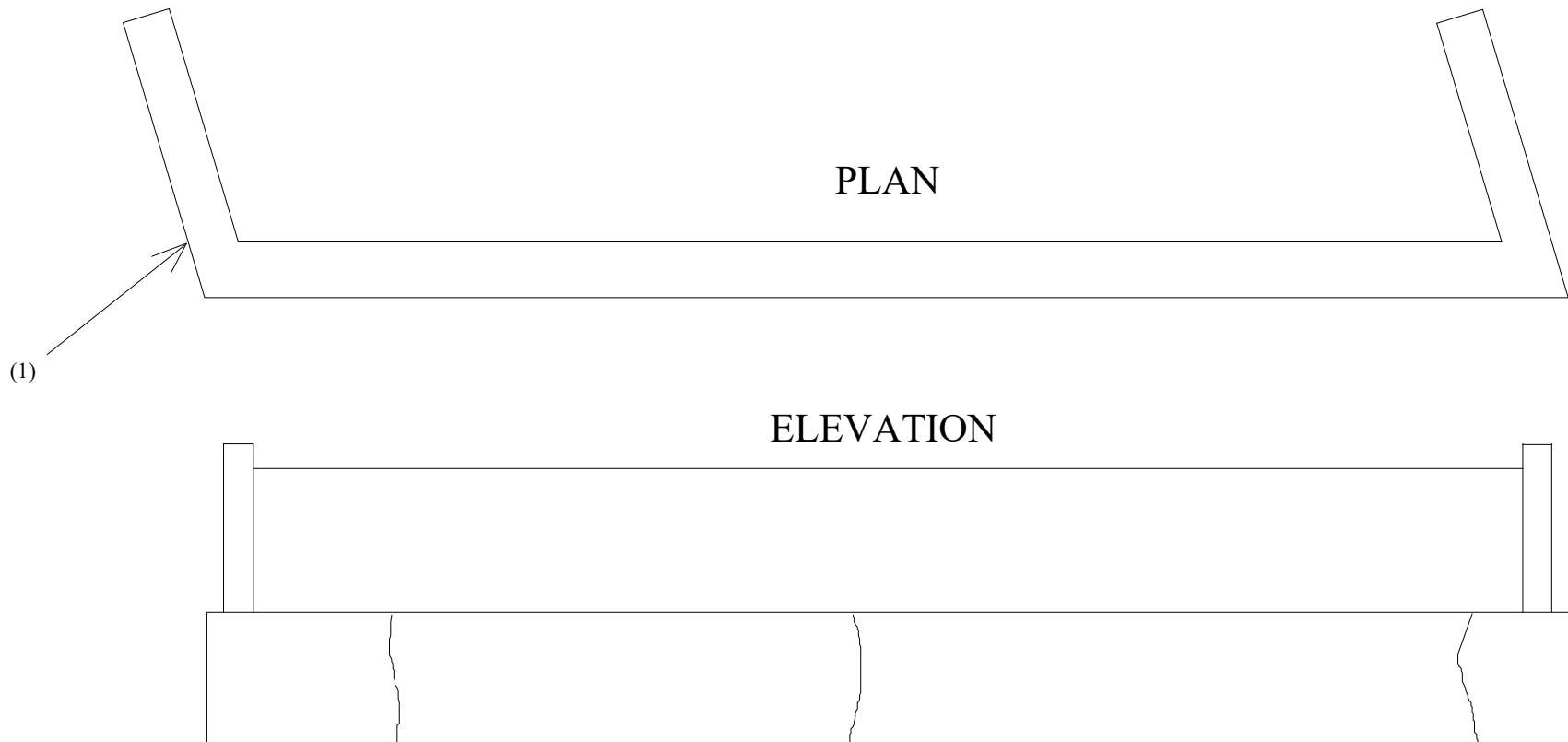
LOC. 53-SR073-4.68

09-11-24 BR

ABUTMENT 1

CAP	G	CRACK UP TO 1/16" - BETWEEN BM'S A & B, E & F, G & H, K & L
		MINOR SCALE, HAIRLINE CRACKS WITH LEACHING
BACKWALL	F	CRACKS AT WIDENING JOINTS - BETWEEN BM'S A & B, E & F, G & H, K & L
		MINOR SCALE, HAIRLINE CRACKS WITH LEACHING
WINGS	G	
EMBANKMENT	G	(1) ABUTMENT 1 LEFT - MINOR SETTLEMENT WITH VOID UP TO 5'

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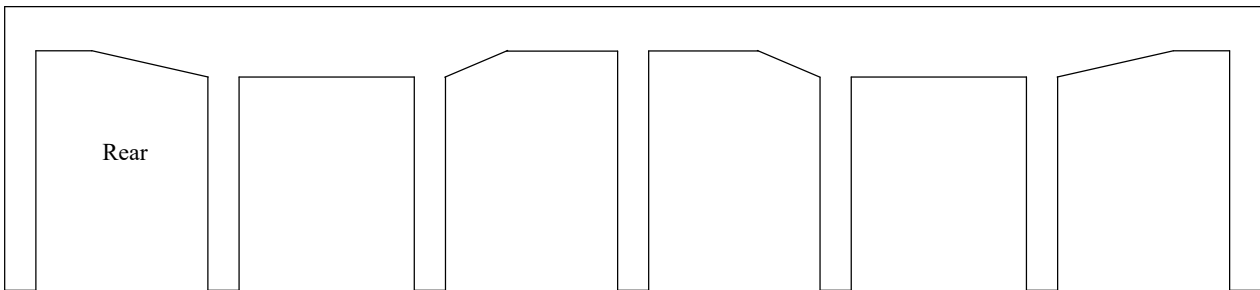
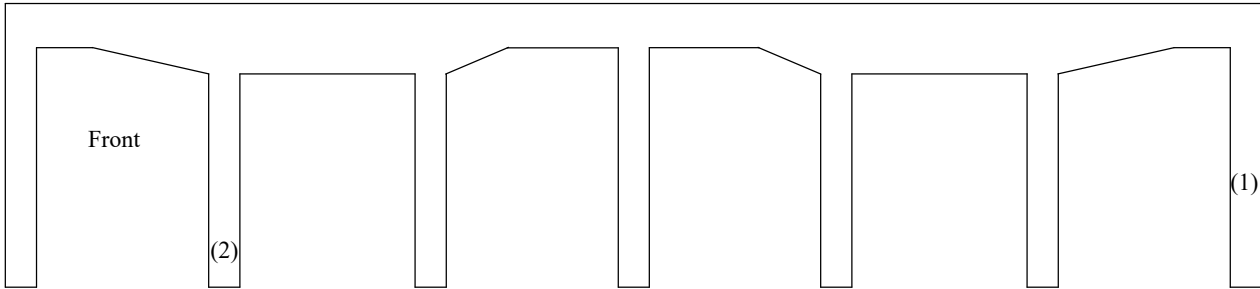
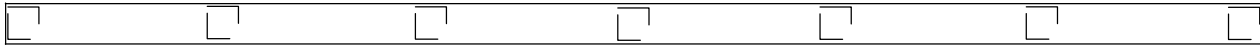
LOC. 53-SR073-4.68

09-11-24 BR

ABUTMENT 2

CAP	G	CRACK UP TO 1/16" - BETWEEN BM'S A & B, E & F, G & H, K & L
		MINOR SCALE, HAIRLINE CRACKS WITH LEACHING
BACKWALL	F	CRACKS AT WIDENING JOINTS - BETWEEN BM'S A & B, E & F, G & H, K & L
		MINOR SCALE, HAIRLINE CRACKS WITH LEACHING
WINGS	G	WING 2 LEFT - SPALL WITH EXPOSED REBAR (1' X 3" X 1/2" DEEP)
EMBANKMENT	G	

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Bridge No. 53-SR073-4.68

09-11-24 BR

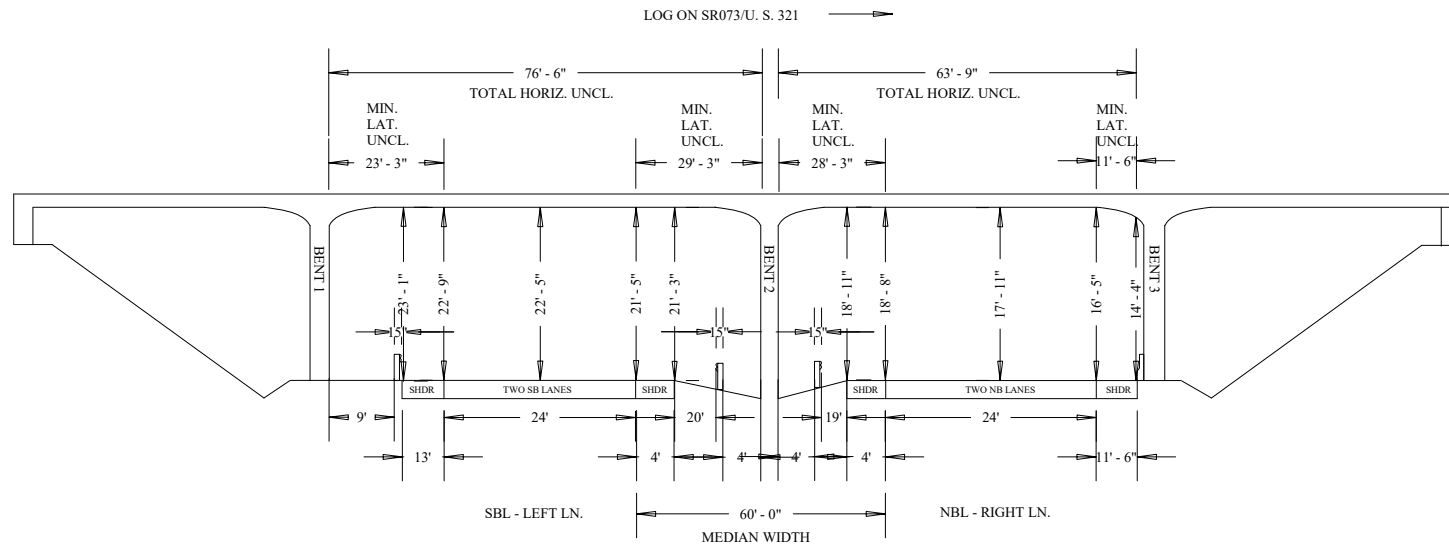
Bent No. 1-3

Cap	G	VERTICAL HAIRLINE CRACKS
Columns	G	(1) BENT 3, COLUMN 'G' - MINOR 3" DEEP SPALL (15"H x 8"W x 3"DEEP)
		(2) BENT 1 COLUMN B - POP-OUT
Bearing Area	G	

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LOC. NO. = 53-SR073-04.68

OVERHEAD ROAD NAME = SR073/U. S. 321



UNDERPASS LOC. NO. = 53-I0075-14.97

09-11-24

UNDERPASS ROAD NAME = I-75 NORTH/SOUTH

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