

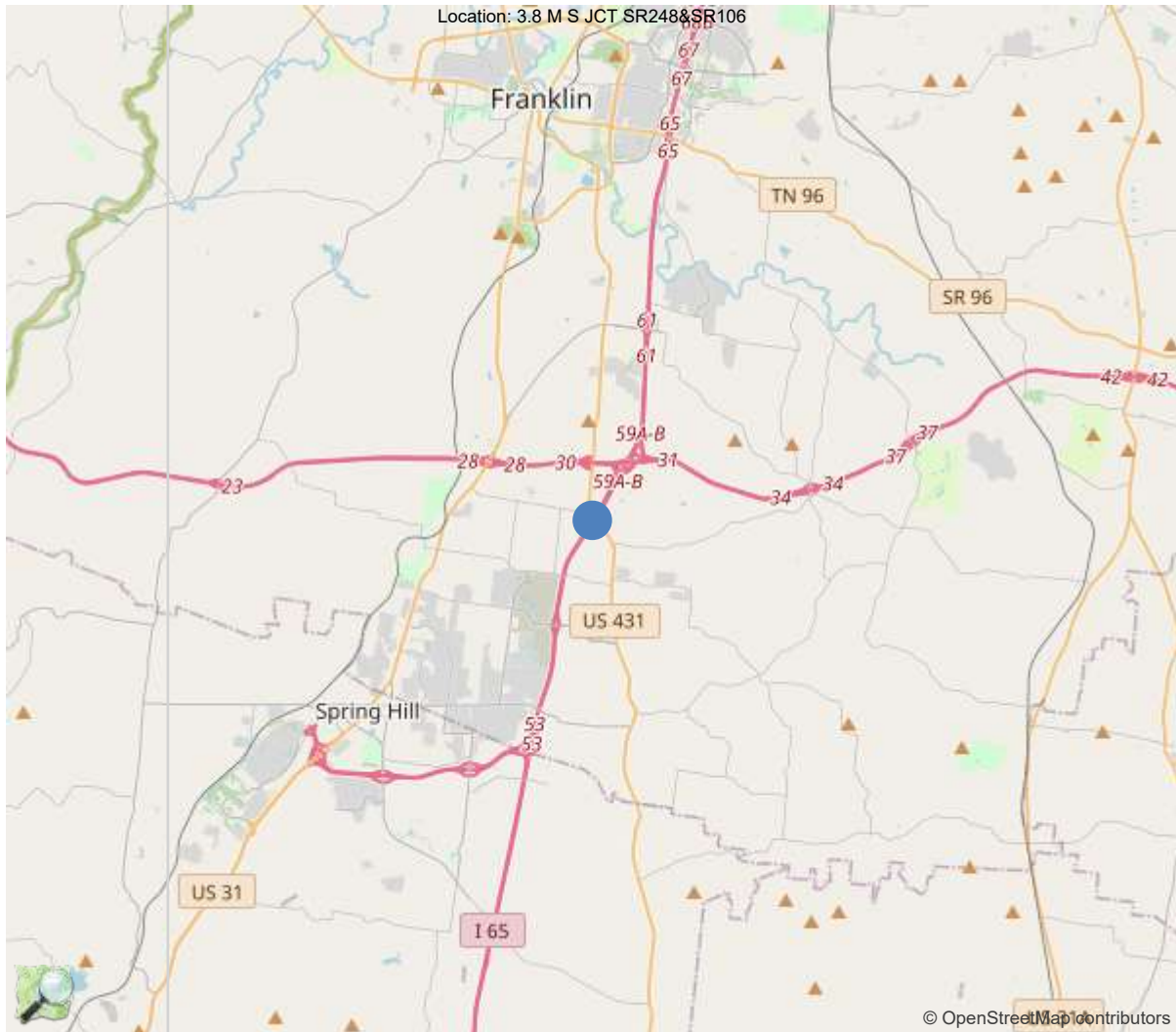


Latitude:35.80482, Longitude:-86.85082

Region 03, 94 - Williamson County

Team Leader: Korbin Hinson

Inspectors: Sean Bonner



I-65 Crossing I65 / SR106 & HARPETH RV

35.80482, -86.85082

90 - LAST INSPECTION DATE 02/14/2025

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

520 - MIN. V.C. OVER DECK (EXCLUDES SHOULDERS) 99.990 FT.

36 - TRAFFIC SAFETY FEATURES

Br. Rail	Trans.	Appr. Rail	Terminal	SPEED LIM.
0	0	0	0	70

41 - STRC OPEN/CLOSED/POSTED A

58 - DECK 5

59 - SUPERSTRUCTURE 7

60 - SUBSTRUCTURE 4

61 - CHANL/CHANL PROTECTION 6

62 - CULVERT AND RETAIN WALL N

71 - WATERWAY ADEQUACY 6

72 - APPROACH RDWY ALIGNMENT 8

521 - OVERALL CONDITION 3 - Poor

16 - LATITUDE 17 - LONGITUDE

35.804817 -86.850817



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

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	94I00650005
(5) Inventory Route	1
(2) Highway Agency District	Region 3
(3) County Code	94 - Williamson
(4) Place Code	00000
(6) Features Intersected	I65 / SR106 & HARPETH RV
(7) Facility Carried	I65
(9) Location	3.8 M S JCT SR248&SR106
(11) Mile Point	4.790 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	94I0065001
(16) Latitude	35.804817
(17) Longitude	-86.850817
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	52
Material	5 - Prestressed concrete *
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	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	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1963
(106) Year Reconstructed	1979
(42) Type of Service	16
On	1 - Highway
Under	6 - Highway-waterway
(28) Lane	
On	2
Under	2
(29) Average Daily Traffic	94031
(30) Year of ADT	2021
(109) Truck ADT	7 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	52.8 ft
(49) Structure Length	193.9 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	40.4 ft
(52) Deck Width Out to Out	44.0 ft
(32) Approach Roadway Width (W/Shoulders)	40.4 ft
(33) Bridge Median	1 - Open median
(34) Skew	70 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	40.4 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	19.17 ft
Ref:	
(55) Min Lat Underclear RT	8.1 ft
Ref:	
(56) Min Lat Underclear LT	99.9 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	1
(26) Functional Class	11 - Urban Principal Arterial
(100) Defense Highway	1 - The inventory route is on
(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	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	7
(60) Substructure	4
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	6 - MS 18+Mod / HS 20+Mod
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	31.75
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	18.14
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	4
(68) Deck Geometry	8
(69) Clearances, Vertical/Horizontal	6
(71) Waterway Adequacy	6
(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	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	228.0 ft
(94) Bridge Improvement Cost	\$ 1966
(95) Roadway Improvement Cost	\$ 197
(96) Total Project Cost	\$ 2950
(97) Year of Improvement Cost Estimate	2021
(114) Future ADT	134918
(115) Year of Future ADT	2041

INSPECTIONS *			
(90) Inspection Date	02/14/2025		
(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 8:30 AM

Weather Conditions Sunny and 28 Degrees

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 (Fair)

Approach 1 asphalt exhibits isolated wide cracks and an isolated moderate pothole.

Embankment (Fair)

Approach 1 right embankment exhibits an area of moderate erosion measuring 11' x 6' x 9"D along the approach roadway.

Approach Drains (Fair)

Approach 2 right concrete embankment drain is clear of debris and exhibits isolated moderate cracks and an isolated moderate spill.

TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Fair)

The parapet height is substandard. Both parapets in all spans exhibit widespread light scaling with exposed aggregate and widespread vertical hairline cracks spaced at 1'-6" on average. Isolated moderate spalls are present on the left and right parapet in Span 1 and on the right parapet in Span 4. Span 3 left parapet exhibits an isolated unsound patch.

Transitions Rating (Good)

Both Approach 1 and 2 transitions are substandard with metal blockouts.

Guardrail Rating (Fair)

Approach 1 and 2 guardrail is substandard with metal blockouts. Approach 1 right guardrail exhibits 3 moderately distorted posts.

Guardrail Terminal Rating (Good)

Approach 1 right guardrail terminal not present. Approach 1 left guardrail terminal is standard.

SIGNS POSTED ON ROUTE

Paddleboards Needed

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

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects
	Approach 1 right side	WEST HARPETH RIVER	

DECK

Wearing Surface Type		Asphalt	Wearing Surface Depth	3
Wearing Surface	(Fair)	An asphalt overlay is present on top of the bridge deck. The right shoulder in all spans exhibits widespread coarse and loose aggregate. The left shoulder in all spans has widespread light vegetation growth. The beginning of Span 2 has an isolated moderate pothole. The end of Span 4 exhibits some wide cracks in the asphalt.		
Deck - Structural Condition	(Fair)	Span 1 Bay A exhibits widespread major delamination, and Bays B and D have isolated minor delaminations. Span 2 exhibits an isolated spall with exposed rebar in Bay C, and Bays A and D have isolated concrete patches with the timber formwork still in place. The Span 3 left and right overhang exhibit hairline cracks at the beginning and end of the span. The Span 3 left overhang exhibits some spalls with exposed rebar and an isolated area of water staining. Span 3 Bays A and D have some minor delaminations. The Span 4 left overhang exhibits some hairline cracks with efflorescence at the end of the span, and Bay D has an isolated spall with exposed rebar.		
Parapet	(Fair)	The parapet height is substandard. Both parapets in all spans exhibit widespread light scaling with exposed aggregate and widespread vertical hairline cracks spaced at 1'-6" on average. Isolated moderate spalls are present on the left and right parapet in Span 1 and on the right parapet in Span 4. Span 3 left parapet exhibits an isolated unsound patch.		
Deck Drains	(Poor)	The deck drains are paved over.		

SUPERSTRUCTURE

Bearing Devices	(Good)	Elastomeric bearing pads.
Girders	(Good)	Beams in Spans 1, 2, and 4 exhibit widespread texture coat failure. Span 1 Beam E has 2 concrete patches on the right face of the beam. Span 3 Beams D, E, and F exhibit light collision scrapes on the bottom flange near midspan. Span 4 Beam E at Bent 3 exhibits an unsound patch on the right web and bottom flange.
Diaphragms	(Fair)	Intermediate diaphragms in all spans are Good. Diaphragms over Bent 1 exhibit some wide cracks and some spalls with exposed rebar. Diaphragms over Bent 2 exhibit some wide cracks, widespread delamination, and isolated spalls with exposed rebar. Diaphragms over Bent 3 exhibit widespread delamination and some spalls with exposed rebar.
Alignment of Members	(Good)	

TEXTURE COAT

ABUTMENTS

Abutment Caps	(Poor)	Abutment 1 cap exhibits widespread delamination, some moderate spalls in the top of cap, an isolated wide crack near the widening joint, and isolated honeycombing with exposed rebar. Riser block C at Abutment 1 has a wide crack. Abutment 2 cap exhibits widespread delamination and some wide cracks.
Abutment Wings	(Fair)	Abutment 1 and 2 left and right wingwalls both exhibit an isolated wide vertical crack. Abutment 1 right wing has an isolated spall that exposes the fiberboard placed between the wingwall and backwall. Abutment 2 right wingwall has an isolated minor spall.
Abutment Backwall	(Fair)	Abutment 1 and 2 backwalls both exhibit some moderate spalls, an isolated delamination with efflorescence, and isolated hairline cracks with efflorescence.
Abutment Plumb	(Good)	
Abutment Piles	(Fair)	Abutment 1 exhibits 1 exposed pile with surface corrosion due to undermining. No section loss is present in the pile.
Abutment Embankment	(Poor)	Abutment 1 slope exhibits widespread minor erosion of the soil with no rip-rap present. Abutment 1 cap has widespread undermining up to 2'D underneath the cap with 1 exposed pile.
Abutment Slope Paving	(Fair)	Abutment 2 slope paving exhibits some wide cracks and moderate spalls.
Abutment Rip Rap	(NA)	No rip-rap present on Abutment 1 slope.

PIERS

BENTS

Bent Caps	(Fair)	Bent 1 cap exhibits some moderate to wide cracks, some spalls with exposed rebar, and some moderate delamination. Bent 2 cap has some moderate delamination and isolated hairline to wide cracks. Bent 3 cap exhibits widespread moderate delamination of the original and patched concrete.
Bent Columns	(Fair)	Bent 1 Column A exhibits an isolated spall with exposed rebar and Column B has some moderate delamination. Bent 2 Column A has an isolated delamination and isolated spall with exposed rebar, and Column B has an isolated delamination. Bent 3 Column A exhibits an isolated delamination and spall with exposed rebar, and Column B has some unsound patches with delamination.
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	

Inspection Team's Summary

Bridge 94I00650005 is a 4-span bridge on a 70 degree skew composed of a cast-in-place concrete deck supported by prestressed AASHTO Type II beams. The bridge has a total length of 193'-10.25", an out-to-out width of 44'-0", a roadway width of 40'-5", and carries 2 lanes of traffic. The maximum span length is 52'-10.125". On February 14, 2025 a Michael Baker inspection team performed a 1-day Routine Inspection on the bridge. Korbin Hinson and Sean Bonner inspected the top of deck, superstructure, and substructure from the ground. The weather conditions were sunny and 28 degrees.

The approach roadway was in overall Fair condition. The alignment at both Approach 1 and 2 was Good. The approach asphalt was Fair. Approach 1 asphalt exhibits isolated wide cracks and an isolated moderate pothole. The approach embankments were fair due to Approach 1 right embankment exhibiting an area of moderate erosion measuring 11' x 6' x 9"D along the approach roadway. Approach 2 right concrete embankment drain is clear of debris and exhibits isolated moderate cracks and an isolated moderate spall resulting in a Fair rating. The approach guardrail and transitions are substandard due to metal blockouts. The transitions and terminals were rated Good with no noted defects. Approach 1 right guardrail does not have a terminal and the paddleboard sign is missing. The approach guardrail was rated fair due to Approach 1 right guardrail exhibiting 3 moderately distorted posts.

The deck was in overall Fair condition. An asphalt overlay is present on top of the deck and was in Fair condition. The right shoulder in all spans exhibits widespread coarse and loose aggregate. The left shoulder in all spans has widespread light vegetation growth. The beginning of Span 2 has an isolated moderate pothole. The end of Span 4 exhibits some wide cracks in the asphalt. The bottom of deck was rated Fair. Span 1 Bay A exhibits widespread major delamination, and Bays B and D have isolated minor delaminations. Span 2 exhibits an isolated spall with exposed rebar in Bay C, and Bays A and D have isolated concrete patches with the timber formwork still in place. The Span 3 left and right overhang exhibit hairline cracks at the beginning and end of the span. The Span 3 left overhang exhibits some spalls with exposed rebar and an isolated area of water staining. Span 3 Bays A and D have some minor delaminations. The Span 4 left overhang exhibits some hairline cracks with efflorescence at the end of the span, and Bay D has an isolated spall with exposed rebar. The parapet height is substandard and was rated Fair. Both parapets in all spans exhibit widespread light scaling with exposed aggregate and widespread vertical hairline cracks spaced at 1'-6" on average. Isolated moderate spalls are present on the left and right parapet in Span 1 and on the right parapet in Span 4. Span 3 left parapet exhibits an isolated unsound patch. The deck drains are rated Poor due to being paved over.

The superstructure was in overall Good condition. Beams in Spans 1, 2, and 4 exhibit widespread texture coat failure. Span 1 Beam E has 2 concrete patches on the right face of the beam. Span 3 Beams D, E, and F exhibit light collision scrapes on the bottom flange near midspan. Span 4 Beam E at Bent 3 exhibits an unsound patch on the right web and bottom flange. Intermediate diaphragms in all spans are Good. Diaphragms over the bents are in Fair condition. Diaphragms over Bent 1 exhibit some wide cracks and some spalls with exposed rebar. Diaphragms over Bent 2 exhibit some wide cracks, widespread delamination, and

isolated spalls with exposed rebar. Diaphragms over Bent 3 exhibit widespread delamination and some spalls with exposed rebar. The elastomeric bearing pads are in Good condition.

The substructure was in overall Poor condition. The abutment caps are Poor. Abutment 1 cap exhibits widespread delamination, some moderate spalls in the top of cap, an isolated wide crack near the widening joint, and isolated honeycombing with exposed rebar. Riser Block C at Abutment 1 has a wide crack. Abutment 2 cap exhibits widespread delamination and some wide cracks. Abutment 1 and 2 left and right wingwalls both exhibit an isolated wide vertical crack. Abutment 1 right wing has an isolated spall that exposes the fiberboard placed between the wingwall and backwall. Abutment 2 right wingwall has an isolated minor spall. Abutment 1 and 2 backwalls both exhibit some moderate spalls, an isolated delamination with efflorescence, and isolated hairline cracks with efflorescence. The abutment embankment was rated Poor. Abutment 1 slope exhibits widespread minor erosion of the soil with no rip-rap present. Abutment 1 cap has widespread undermining up to 2'D underneath the cap with 1 exposed pile. The exposed pile at Abutment 1 was rated Fair with widespread surface corrosion. Abutment 2 slope paving is Fair and exhibits some wide cracks and moderate spalls. The bent caps were rated Fair. Bent 1 cap exhibits some moderate to wide cracks, some spalls with exposed rebar, and some moderate delamination. Bent 2 cap has some moderate delamination and isolated hairline to wide cracks. Bent 3 cap exhibits widespread moderate delamination of the original and patched concrete. The bent columns were in Fair condition. Bent 1 Column A exhibits an isolated spall with exposed rebar and Column B has some moderate delamination. Bent 2 Column A has an isolated delamination and isolated spall with exposed rebar, and Column B has an isolated delamination. Bent 3 Column A exhibits an isolated delamination and spall with exposed rebar, and Column B has some unsound patches with delamination.

The overall condition of the Channel is Fair. At the time of inspection, the channel opening was mostly clear of debris; however, large amounts of timber have been cut on the Abutment 1 slope, and timber debris now aligns the bank on the downstream side of the bridge.

The bridge was not posted during the 2/14/2025 inspection. An evaluation is requested for potential posting due to the Substructure's updated condition at the abutment caps.

General Inspection Comment

The bridge was not posted during the 2/14/2025 inspection. An evaluation is requested for potential posting due to the Substructure's updated condition at the abutment caps.

HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	8530	8234	88	208	0
1080	Delamination/Spall/Patched Area	SF	246	0	42	204	0
1090	Exposed Rebar	SF	4	0	0	4	0
1120	Efflorescence/Rust Staining	SF	23	0	23	0	0
1130	Cracking (RC and Other)	SF	23	0	23	0	0
510	Wearing Surfaces	SF	7832	5152	2598	82	0
3210	Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)	SF	1	0	0	1	0
3220	Crack (Wearing Surface)	SF	81	0	0	81	0
3230	Effectiveness (Wearing Surface)	SF	2598	0	2598	0	0
(12) Element record added 2/6/2017							
109	Pre Opn Conc Girder/Beam	LF	1116	1099	16	1	0
1080	Delamination/Spall/Patched Area	LF	4	0	4	0	0
1110	Cracking (PSC)	LF	1	0	0	1	0
9999	Unknown	LF	12	0	12	0	0
(109) Element record added 2/6/2017							
(9999-109) Span 3 Beams D, E, and F collision damage.							
205	Re Conc Column	EA	9	3	3	3	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1090	Exposed Rebar	EA	3	0	0	3	0
(205) Element record added 2/6/2017							
215	Re Conc Abutment	LF	97	38	27	32	0
1080	Delamination/Spall/Patched Area	LF	29	0	27	2	0
1090	Exposed Rebar	LF	4	0	0	4	0
1130	Cracking (RC and Other)	LF	5	0	0	5	0
4000	Settlement	LF	21	0	0	21	0
(215) Element record added 2/6/2017							
(4000-215) Element record added 2/4/2021							
225	Steel Pile	EA	1	0	1	0	0
1000	Corrosion	EA	1	0	1	0	0
(225) Element record added 2/4/2021							
234	Re Conc Pier Cap	LF	111	40	59	12	0
1080	Delamination/Spall/Patched Area	LF	51	0	51	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1090	Exposed Rebar	LF	6	0	0	6	0
1130	Cracking (RC and Other)	LF	14	0	8	6	0
(234) Element record added 2/6/2017							
310	Elastomeric Bearing	EA	44	44	0	0	0
(310) Element record added 2/6/2017							
331	Re Conc Bridge Railing	LF	388	122	262	4	0
1080	Delamination/Spall/Patched Area	LF	8	0	4	4	0
1130	Cracking (RC and Other)	LF	258	0	258	0	0
(331) Element record added 2/6/2017							

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	SR 106 & West Harpeth River		
Type of bed material	Bedrock		
Has channel shifted?	No		
Condition of rip-rap	N/A	Est. % failed	%
Overall condition of channel	Fair		
Underwater Inspection Req?	No		
Why UW required?			

Channel and bank stability conditions

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

Waterway adequacy and debris characteristics

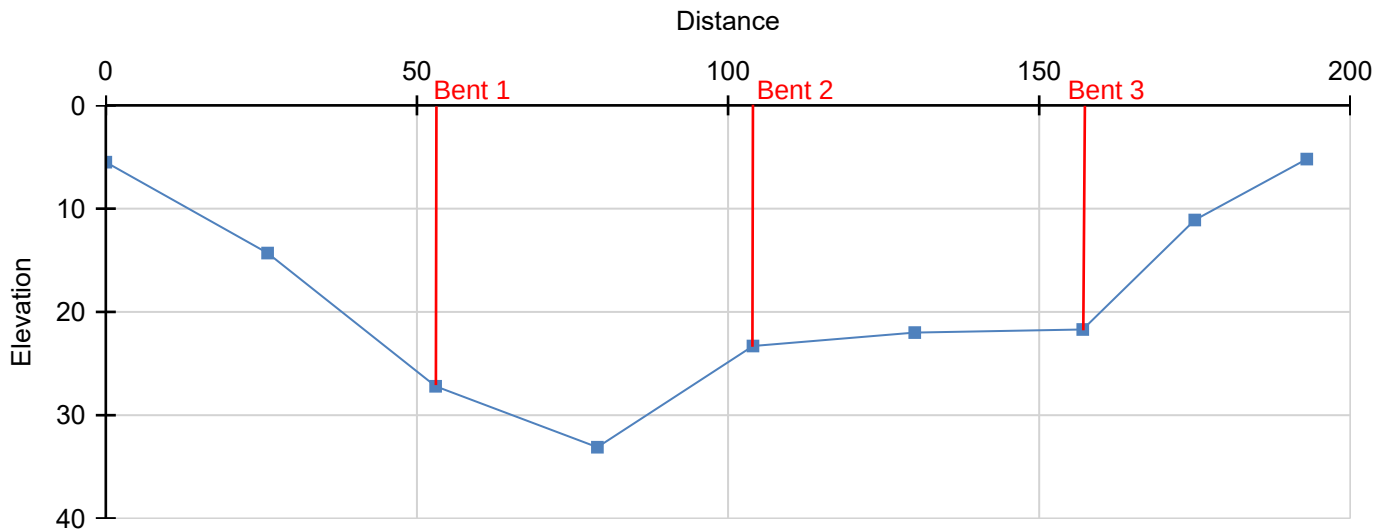
Bridge deck elevations:		Large Scour Under Bridge	No
Level with Approach Roadway	Yes	Indications Flood Overtop Bridge	No
Higher than Approach Roadway	No	Debris / Drift - Present	Yes
Road Appr >2' Above Natural Ground	No	Debris / Drift - Likely to Accumulate	Yes
Abutment Encroaches into Channel	No		

Channel Profile Upstream

Benchmark height _____ Benchmark location _____ Measure to bottom of deck _____

Comment _____

Station	Distance	HI	Upstream
247+99	0		5.5
248+25	26		14.3
248+52	53		27.2
248+78	79		33.1
249+03	104		23.3
249+29	130		22
249+56	157		21.7
249+74	175		11.1
249+92	193		5.2

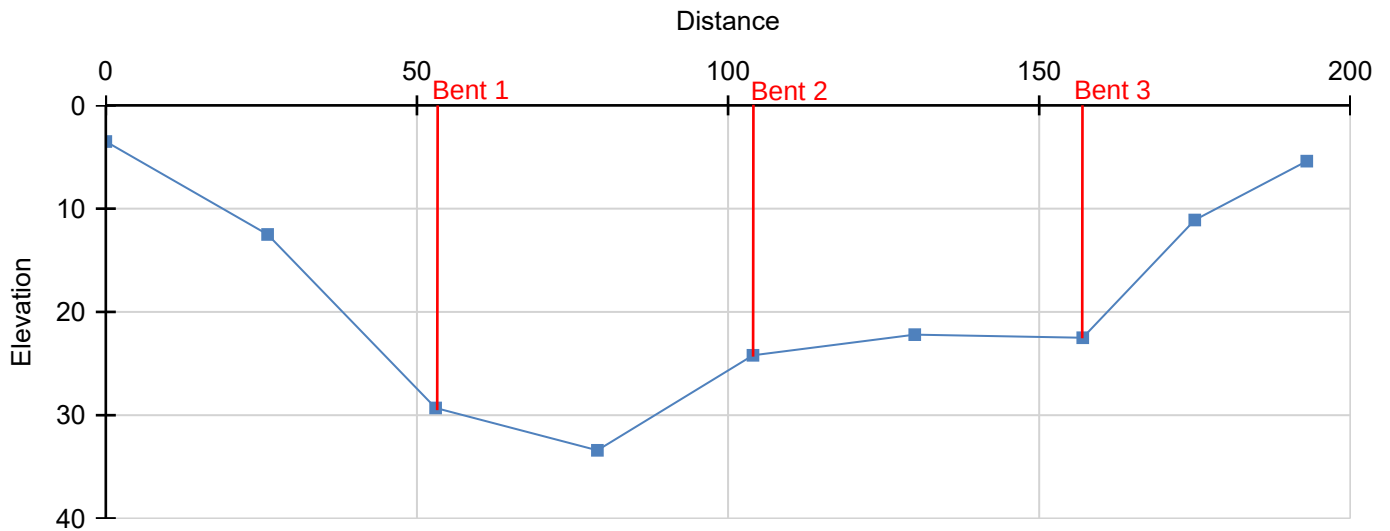


Channel Profile Downstream

Benchmark height _____ Benchmark location _____ Measured to bottom of deck _____

Comment _____

Station	Distance	HI	Downstream
247+99	0		3.5
248+25	26		12.5
248+52	53		29.3
248+78	79		33.4
249+03	104		24.2
249+29	130		22.2
249+56	157		22.5
249+74	175		11.1
249+92	193		5.4



Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
	Abutment 1			2.3
	Bent 1			26.1
	Bent 2			21
	Bent 3			19.3
	Abutment 2			2.2

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

N

No

No

N

N

N

Equipment List

General Inspection

- ☒ Yes Pocket knife
☒ Yes Sounding/chipping hammer
☐ Chain drag
☒ Yes Range pole
☒ Yes 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

- ☒ Yes Ladders
☐ Rope
☒ Yes Waders
☐ Machete or bush axe

Comment

Tools For Measuring

- ☒ Yes Masonry/Wood Ruler
☒ Yes 6' Pocket Tape
☒ Yes 25' and 100' Tape
☐ Calipers
☒ Yes Thermometer
☒ Yes Carpenter's Level
☒ Yes 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



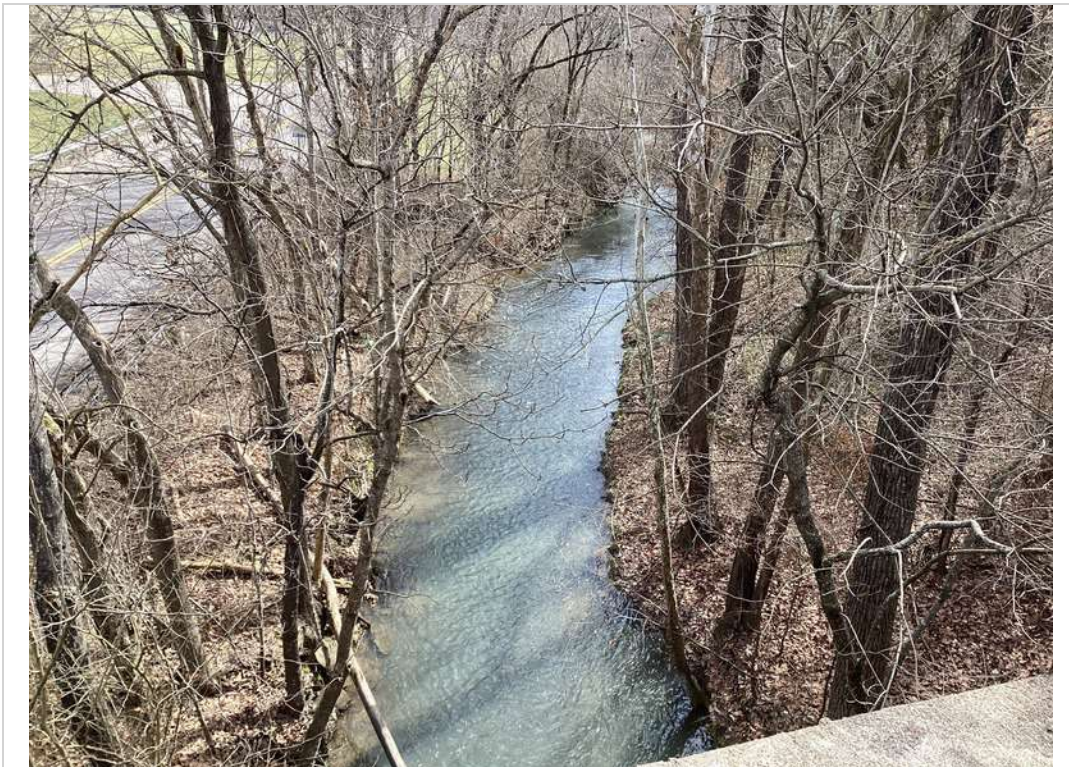
Bridge number



Downstream left elevation



Upstream right elevation



Looking upstream



Looking downstream



Looking ahead on underpass route



Looking back on underpass route



Dead timber debris on Abutment 1 slope



Approach 1 looking forward



Approach 1 right side sign



Approach 1 looking back



Approach 2 looking forward



Approach 2 looking back



Approach 1 right damaged guardrail posts



Approach 1 right embankment erosion



Approach 1 wide asphalt cracks and moderate potholes



Approach 2 right concrete embankment drain moderate cracks and moderate spall



Approach 2 wide asphalt cracks



Top of deck looking forward



Top of deck looking back



All spans left and right parapet hairline cracks spaced 1'-6" apart



Left and right parapet widespread light scaling with exposed aggregate all spans



Wearing surface coarse and loose aggregate on right shoulder all spans



Light vegetation growth along left parapet all spans



Beginning Span 1 left parapet spall



Span 1 right parapet spalls



Span 1 Bay A delam from Abutment 1 to midspan



Span 1 Bay A delam from midspan to Bent 1



Span 1 Bay B near Abutment 1 delam



Span 1 above Bent 1 in Bay D delam and diaphragm moderate crack



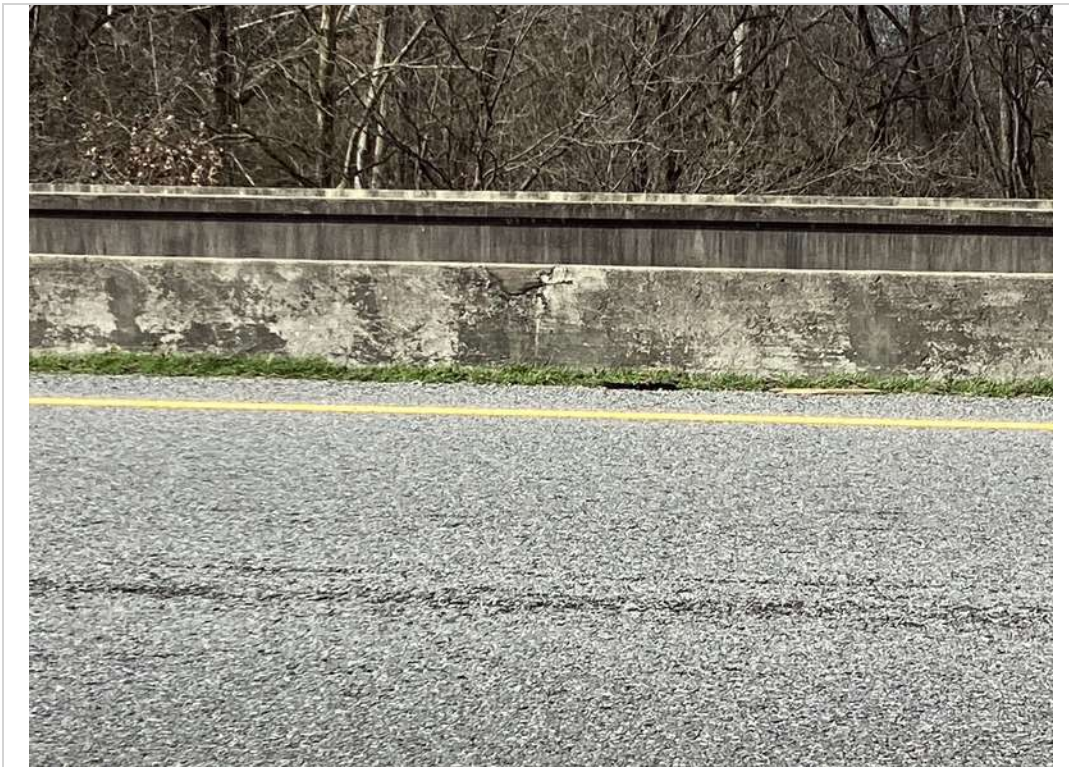
Span 2 pothole



Span 2 Bay A patch with formwork still present. Typical patch for Span 2



Span 2 Bay C spall with exposed rebar



Span 3 left parapet delam patch



Span 3 left overhang spalls with exposed rebar and water leakage



Span 3 Bay A delams



Span 3 Bay D delam



End of Span 4 Bay D spall with exposed rebar



End of Span 4 left overhang hairline cracks with eff



Beginning and end of Span 3 left overhang isolated hairline crack with eff. typical on right overhang



Span 1



Span 2



Span 3



Span 4



Typical texture coat failure all spans



Utility line in Bay E typical all spans



Span 1 Beam E right side top flange patches



Bent 1 front Bay E diaphragm crack. Typical over Bent 1



Diaphragms over back of Bent 1 some spalls with exposed rebar and moderate cracks



Bent 2 back diaphragms spalls with exposed rebar and delams



Bent 2 front diaphragms typical moderate cracks on underside



Span 3 collision damage Beams D-F



Bent 3 back typical diaphragms delam and spall with exposed rebar



Beginning Span 4 Beam E cracked patch in bottom flange



Abutment 1



Bent 1 front



Bent 1 back



Bent 2 front



Bent 2 back



Bent 3 front



Bent 3 back



Abutment 2



Typical abutment bearing pad



Abutment 1 parapet and wingwall crack typical both sides



Abutment 1 backwall left of Beam A delam and eff and top of cap spall



Abutment 1 Bay B delam Bay B and undermining



Abutment 1 delam on abutment cap typical throughout



Abutment 1 Riser C crack



Abutment 1 Bay D crack in cap w/eff and moderate spall with exposed rebar on top of cap



Abutment 1 right end of cap undermining with 1 exposed pile with minor corrosion



Abutment 1 right end of cap undermining with 1 exposed pile with minor corrosion



Abutment 1 right end of backwall minor spall with exposed pad between wing and backwall



Delam in bent cap typical



Bent 1 front moderate crack above Column A



Bent 1 front cap between Column B and C hairline crack, delam, and honeycombing



Bent column delam typical



Bent 1 back Column A spall with exposed rebar



Moderate cracks in caps of bent typical



Bent 1 back spalls with exposed rebar



Bottom Bent 1 cap spall with exposed rebar



Bent 2 back Column A spall with exposed rebar



Bent 3 front Column A spall with exposed rebar



Bent 3 front typical unsound patch with eff



Abutment 2 left end slope paving vegetation growth



Abutment 2 backwall and cap left end cracks, spalls, and delam



Abutment 2 cap Bay B cracks



Abutment 2 Bay B cap delam and backwall hairline crack



Abutment 2 cap Bay C delam



Abutment 2 right end of backwall heavy eff and minor spall



Abutment 2 right parapet over wingwall moderate crack



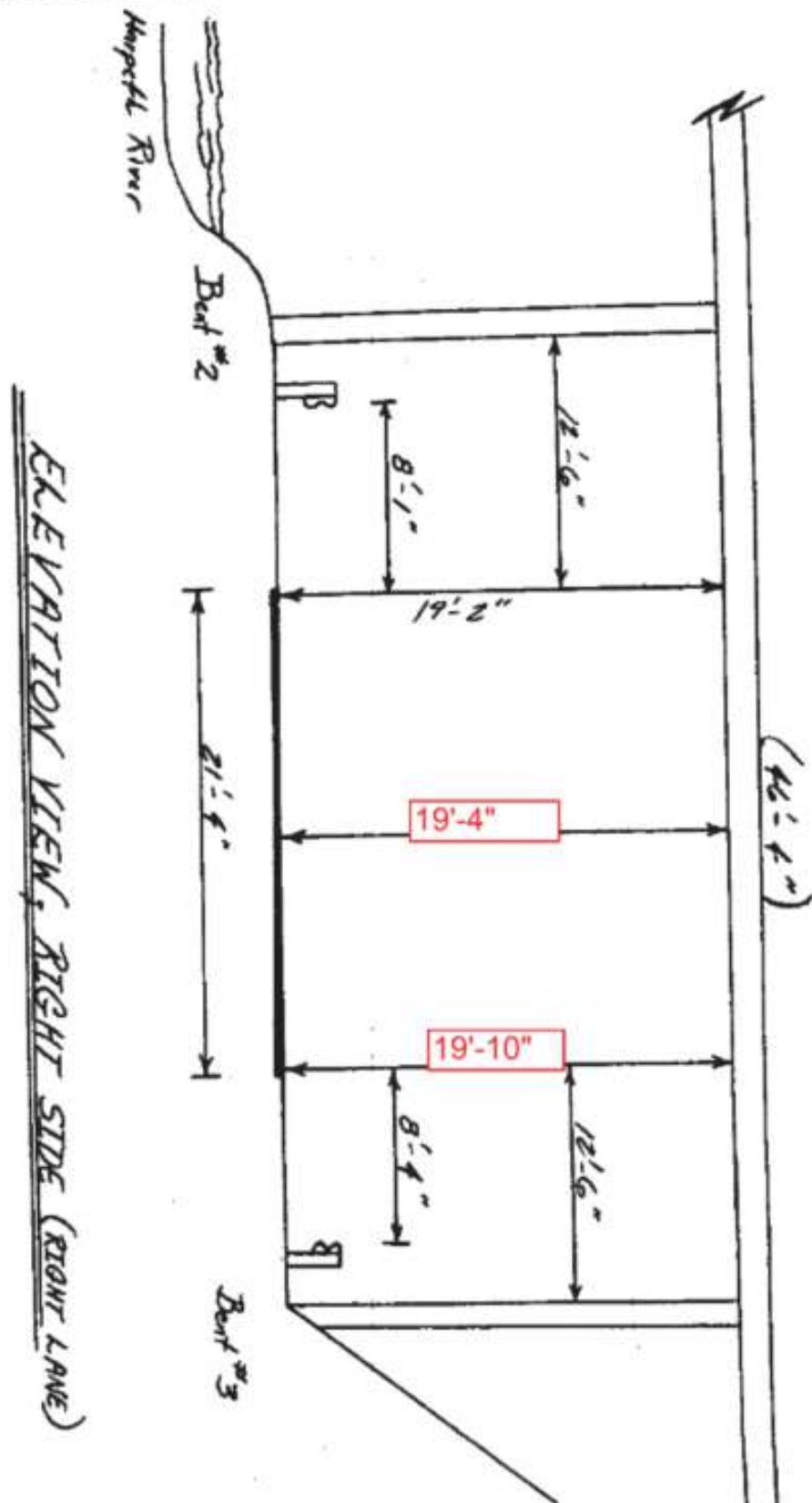
Abutment 2 slope paving typical isolated spall and isolated crack

Maintenance Recommendations

525 - Repair List # 2 523 - Repair List Add Date 10/3/2019 524 - Repair List Revise Date 2/3/2021 1

Date Added	Recommendation	Priority
07/11/2005	REPAIR CAPBEAM AT ABUTMENTS NO.1 AND 2	2
07/11/2005	REPAIR CAPBEAM AT ALL BENTS.	3
02/02/2017	REPAIR COLUMN " A " AT BENTS NO. 1 AND 2	3
02/05/2019	REPAIR DECK IN BOTTOM SPAN NO. 1	3
02/14/2025	REPLACE MISSING PADDLEBOARD SIGN ON THE RIGHT SIDE OF APPROACH NO. 1	
02/14/2025	REPAIR DECK DELAMINATION IN SPAN NO. 1 BAY "A"	3
02/14/2025	REPAIR DIAPHRAGMS AT BENT NO. 1, 2, AND 3	0
02/14/2025	REPAIR UNDERMINING AT ABUTMENT NO. 1	3
02/14/2025	REMOVE PREVIOUSLY CUT TIMBER NEAR CHANNEL	0
02/14/2025	REPAIR COLUMN "B" AT BENT NO. 1	3
02/14/2025	REPAIR COLUMN "A" AND "B" AT BENT NO. 3	3
02/14/2025	REPAIR GUARDRAIL POSTS ON THE RIGHT SIDE OF APPROACH NO. 1	3
02/14/2025	APPLY NEW TEXTURE COAT TO ALL SPANS	0
02/14/2025	REPAIR EMBANKMENT EROSION ON THE RIGHT SIDE OF APPROACH NO. 1	3

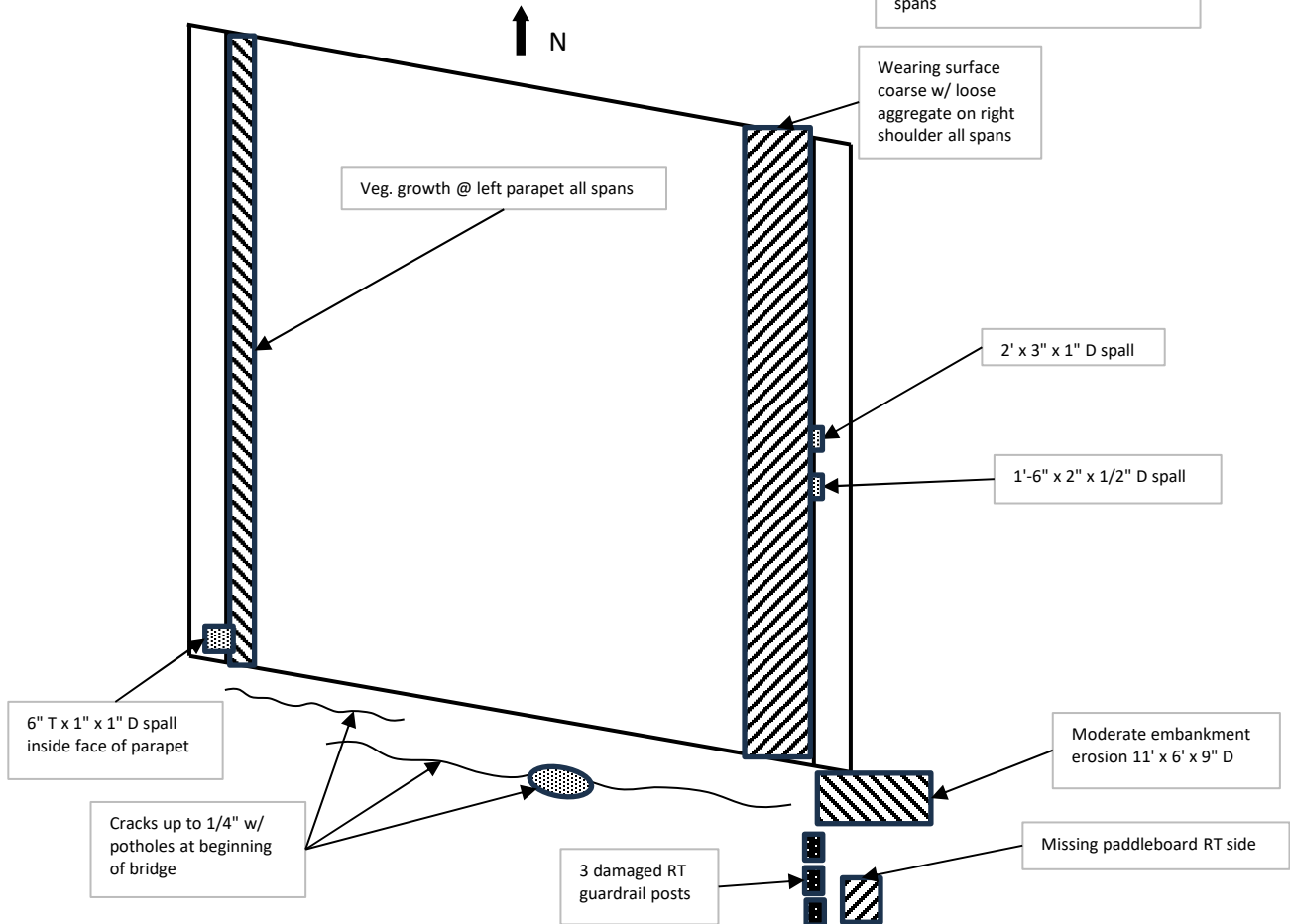
Br. No. 94-165-4.79 R.H. Lane DATE: 2-14-2025
Underpass Clearance



Top Span No. 1

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

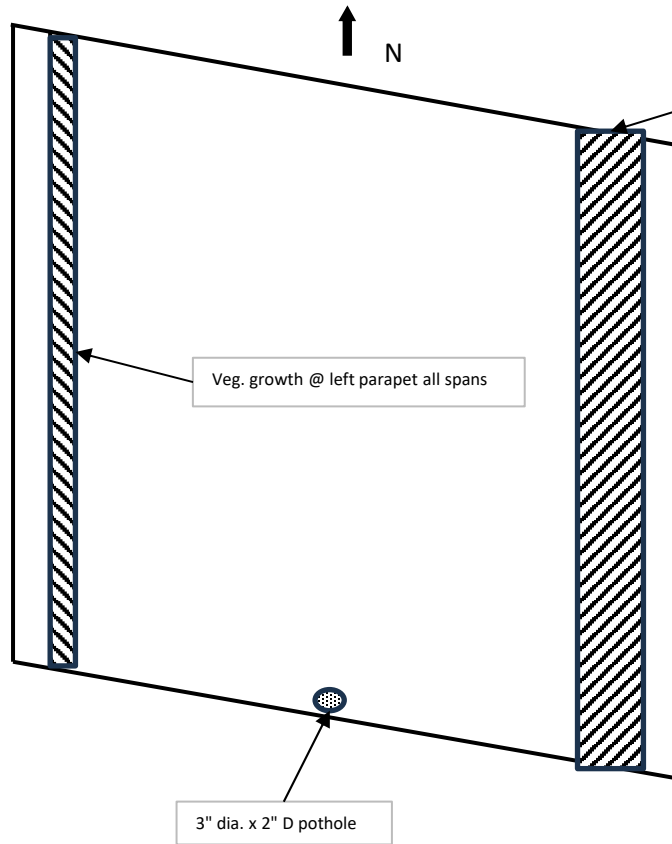


W. SURFACE	FAIR	SOME WIDE CR AND ISO POTHLES @ APPROACH
		LOOSE AGG. ON SHOULDER
PARAPETS	FAIR	WIDESPREAD WEAR W/ EXP. AGG.
		WIDESPREAD HL CR, SOME MOD SPALLS
DRAINS	POOR	PAVED OVER

Top Span No. 2

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile



-Widespread wear w/ exp. agg. both parapets all spans
-Widespread HL cracks in both parapets spaced 1'-6" on avg. all spans

Wearing surface coarse w/ loose aggregate on right shoulder all spans

Veg. growth @ left parapet all spans

3" dia. x 2" D pothole

W. SURFACE	FAIR	ISO POTHOLE
		LOOSE AGGREGATE ON SHOULDER
PARAPETS	FAIR	WIDESPREAD WEAR W/ EXP. AGG.
		WIDESPREAD HL CR
DRAINS	POOR	PAVED OVER

Top Span No. 3

Date: 02/14/2025

Bridge Location No.

94

County

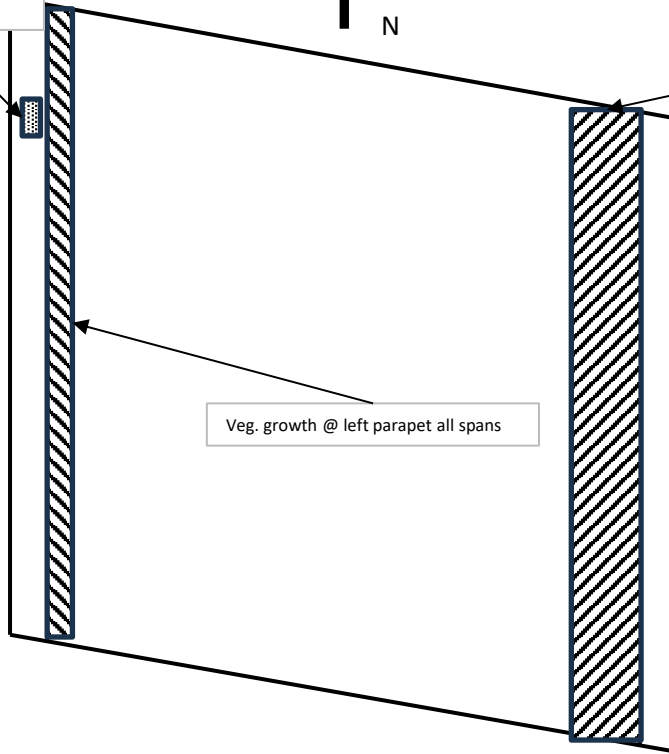
I-65

Route

4.79 LT

Log Mile

2' X 1' unsound patch
at top of inside face of
parapet



Veg. growth @ left parapet all spans

-Widespread wear w/ exp. agg. both
parapets all spans
-Widespread HL cracks in both
parapets spaced 1'-6" on avg. all
spans

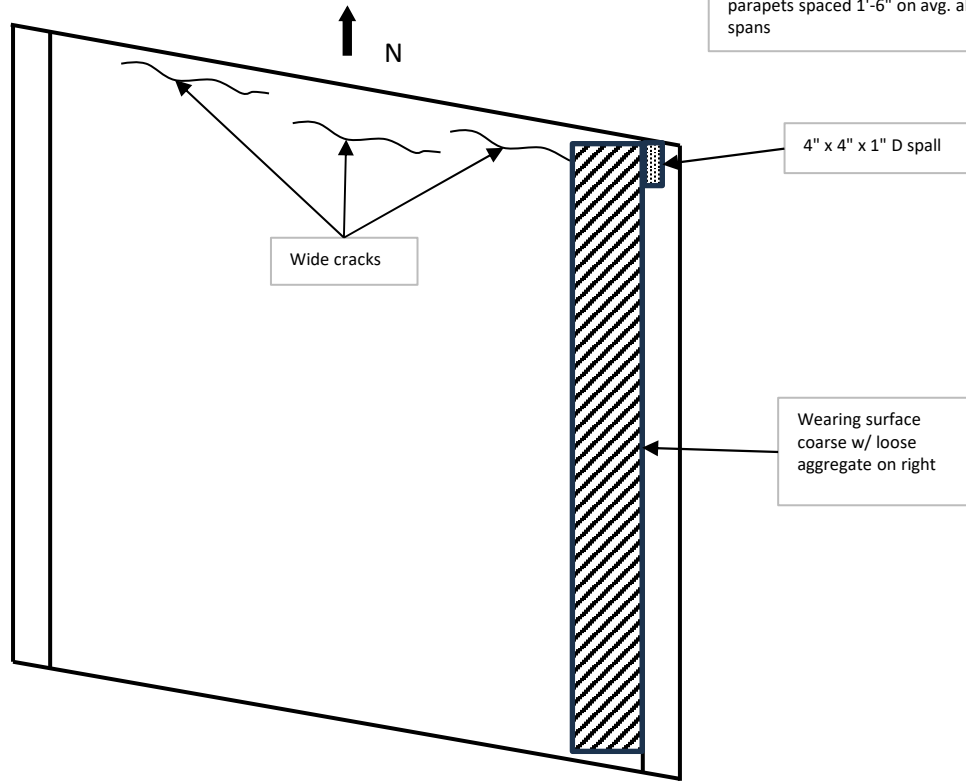
Wearing surface
coarse w/ loose
aggregate on right

W. SURFACE	GOOD	LOOSE AGGREGATE ON SHOULDER
PARAPETS	FAIR	WIDESPREAD WEAR W/ EXP. AGG.
		WIDESPREAD HL CR
DRAINS	POOR	PAVED OVER

Top Span No. 4

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile



-Widespread wear w/ exp. agg. both
parapets all spans
-Widespread HL cracks in both
parapets spaced 1'-6" on avg. all
spans

4" x 4" x 1" D spall

Wearing surface
coarse w/ loose
aggregate on right

W. SURFACE	FAIR	SOME WIDE CRACKS
		LOOSE AGGREGATE ON SHOULDER
PARAPETS	FAIR	WIDESPREAD WEAR W/ EXP. AGG.
		WIDESPREAD HL CR AND ISO MINOR SPALL
DRAINS	POOR	PAVED OVER

Bottom Span No. 1

Date: 02/14/2025

Bridge Location No.

94

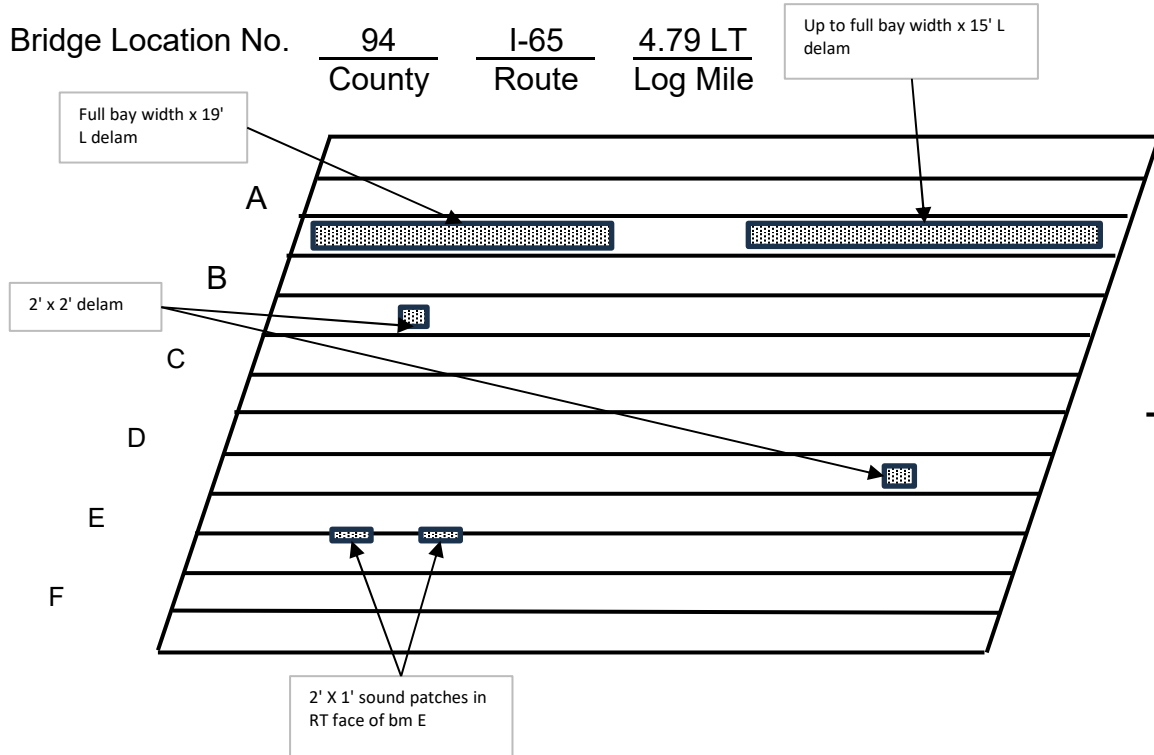
County

I-65

Route

4.79 LT

Log Mile

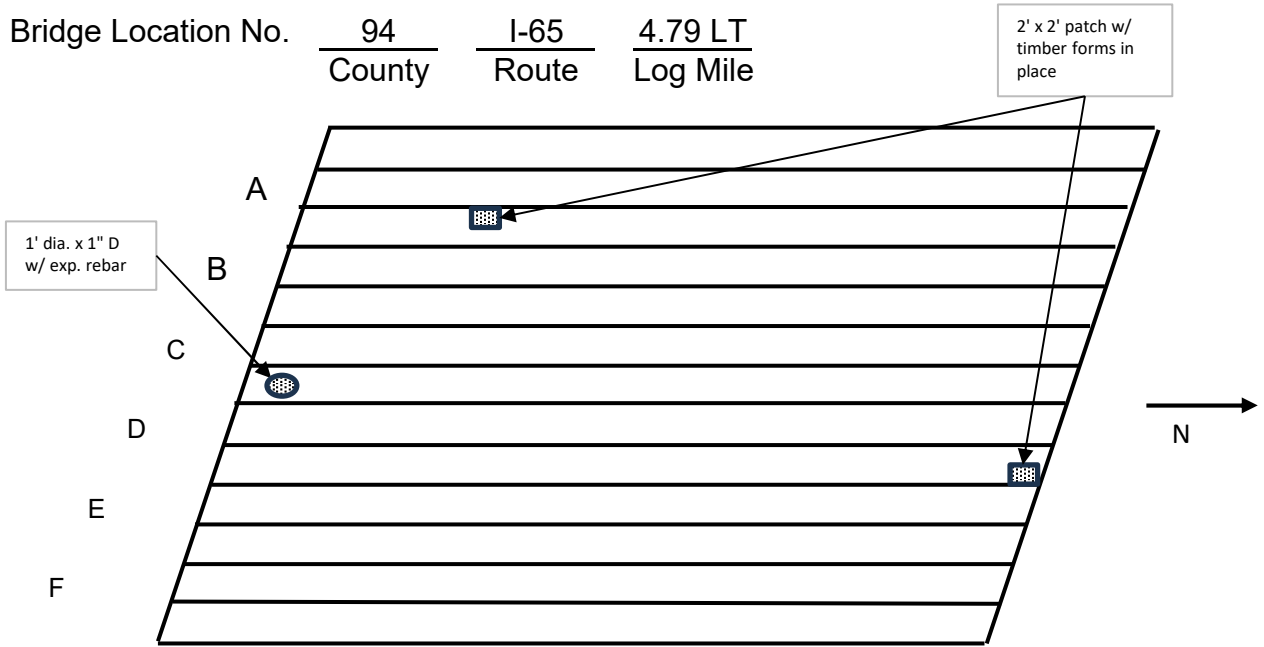


DECK		FAIR	SOME DELAMS
BEAM	A	GOOD	WIDESPRED TXT COAT FAILURE ALL BEAMS
	B	GOOD	
	C	GOOD	
	D	GOOD	
	E	GOOD	ISO SOUND PATCHES
	F	GOOD	
DIAPHRAGMS			
	BACK	POOR	WIDESPREAD DELAMS, SOME SPALLS
	INT.	GOOD	
	AHEAD	FAIR	SOME WIDE CRACKS IN BAYS A,B,C,E

Bottom Span No. 2

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile



DECK	FAIR	ISO MOD. SPALL
		SOME FAINT FAILURE
		ISO SOUND PATCHES
BEAM	A	GOOD
	B	GOOD
	C	GOOD
	D	GOOD
	E	GOOD
	F	GOOD
DIAPHRAGMS		
BACK	FAIR	SOME SPALLS W/ EXP. REBAR
INT.	GOOD	
AHEAD	FAIR	SOME WIDE CRACKS

Bottom Span No. 3

Date: 02/14/2025

Bridge Location No.

94
County

I-65
Route

4.79 LT
Log Mile

6" x 3" x 1" D spalls w/
exp. rebar

4' x 2' water staining

3' x 3' delam

HL cr

HL cr

A

B

C

D

E

F

HL cr

Scrapes from
collision damage on
bms D, E and F

2' x 1' delam

HL cr

2' x 2' delam

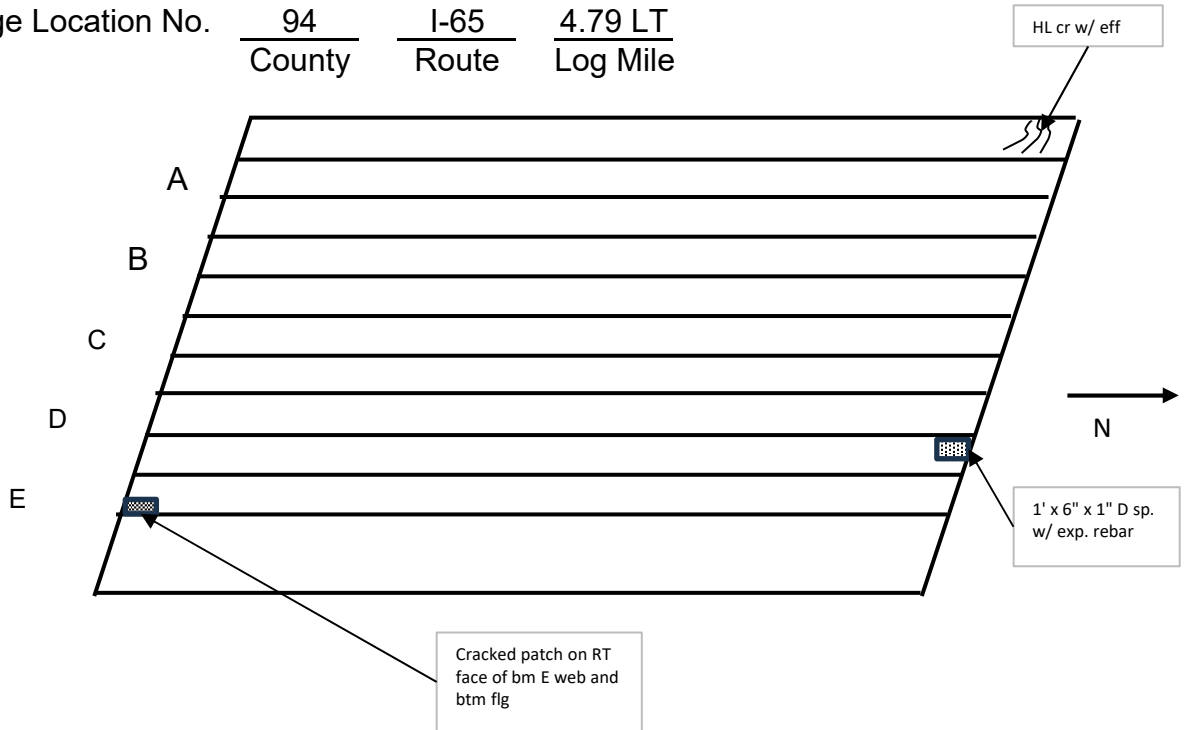
N

DECK	FAIR	SOME MOD DELAMS & SPALLS W/ EXP. REBAR
		ISO WATER STAIN & SOME PAINT FAILURE
		SOME HL CRACKS
BEAM	A	GOOD
	B	GOOD
	C	GOOD
	D	GOOD
	E	GOOD
	F	GOOD
DIAPHRAGMS		
	BACK	POOR
	INT.	GOOD
	AHEAD	POOR

Bottom Span No. 4

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

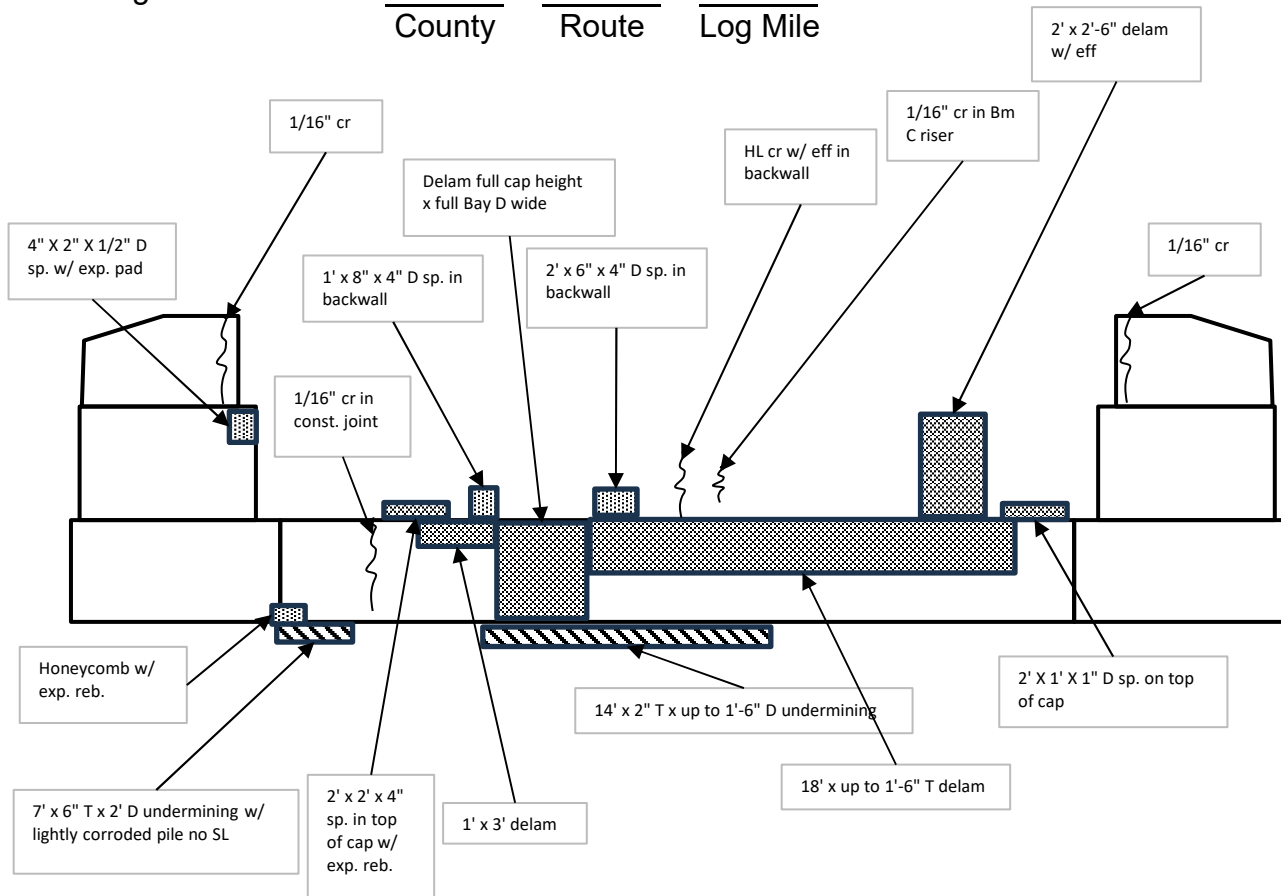


DECK	FAIR	ISO SP. W/ EXP. REB. & ISO HL CR W/ EFF
BEAM	A	GOOD
	B	GOOD
	C	GOOD
	D	GOOD
	E	FAIR
		ISO UNSOUND PATCH
DIAPHRAGMS		
BACK	FAIR	SOME MOD SP. W/ EXP. REBAR
INT.	GOOD	
AHEAD	GOOD	

Abutment No. 1

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

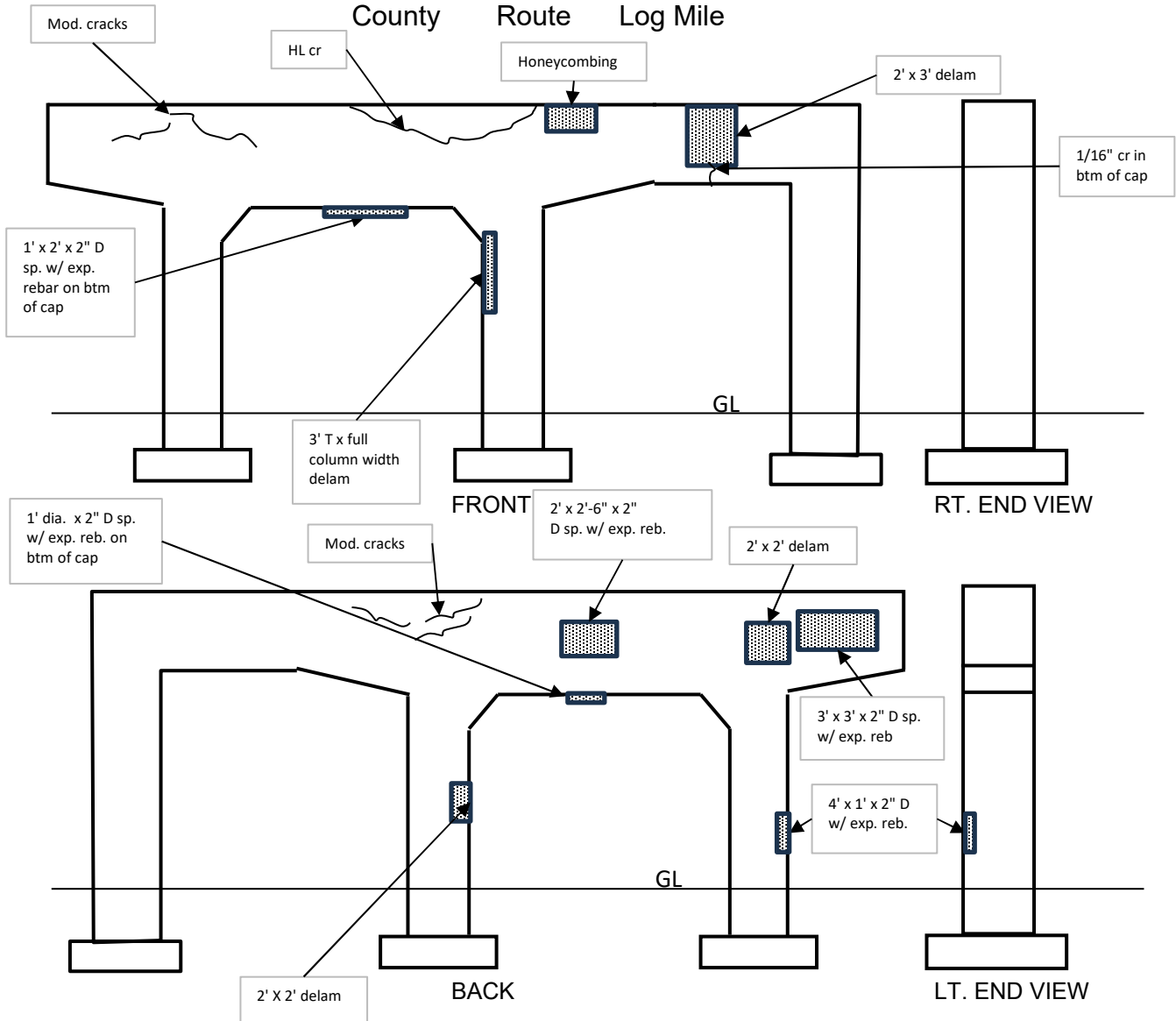


BEARINGS	GOOD	ELASTOMERIC
CAP	POOR	WIDESPRED MOD DELAM,SOME MOD SPALL, ISO WIDE CR
LT WING	FAIR	ISO WIDE CRACK
RT WING	FAIR	ISO WIDE CRACK & SPALL W/ EXP. FIBERBOARD PAD
SLOPE	POOR	UNPROTECTED SOIL GRADE W/ WIDESPREAD UNDERMINING
PILE	FAIR	1 EXPOSED PILE W/ SURFACE CORROSION
BACKWALL	FAIR	SOME MOD SP. & ISO EXP. REBAR, ISO DELAM W/ EFF
		ISO HL CR W/ EFF

BENT NO. 1

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

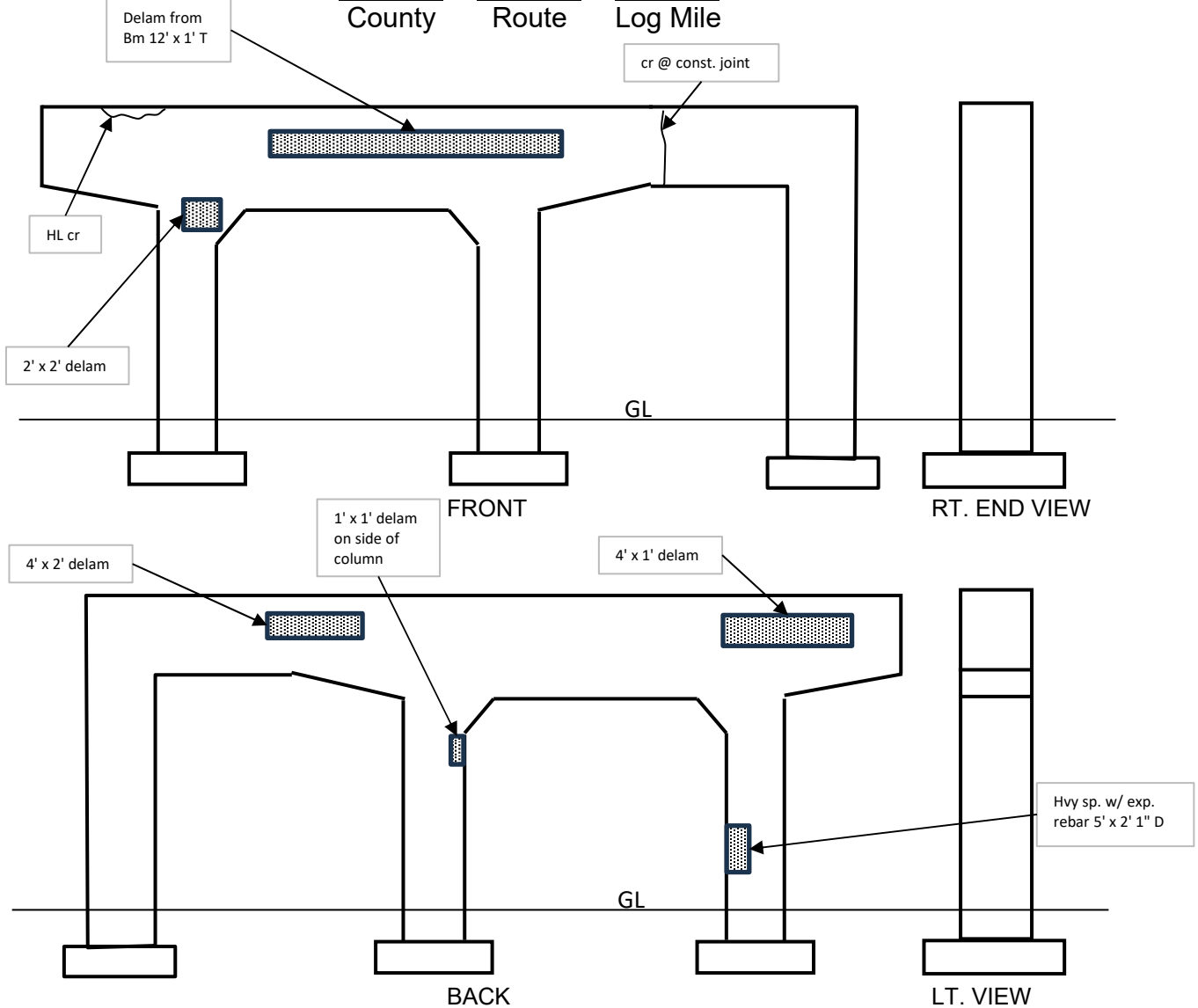


CAP	FAIR	SOME MOD SP. W/ EXP. REB. & MOD DELAM
		SOME MOD CR AND HL CR
COLUMN A	FAIR	ISO MOD SPALL W/ EXP. REBAR
B	FAIR	ISO MOD DELAM
C	GOOD	
BEARINGS	GOOD	
FOOTINGS	N/V	

BENT NO. 2

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

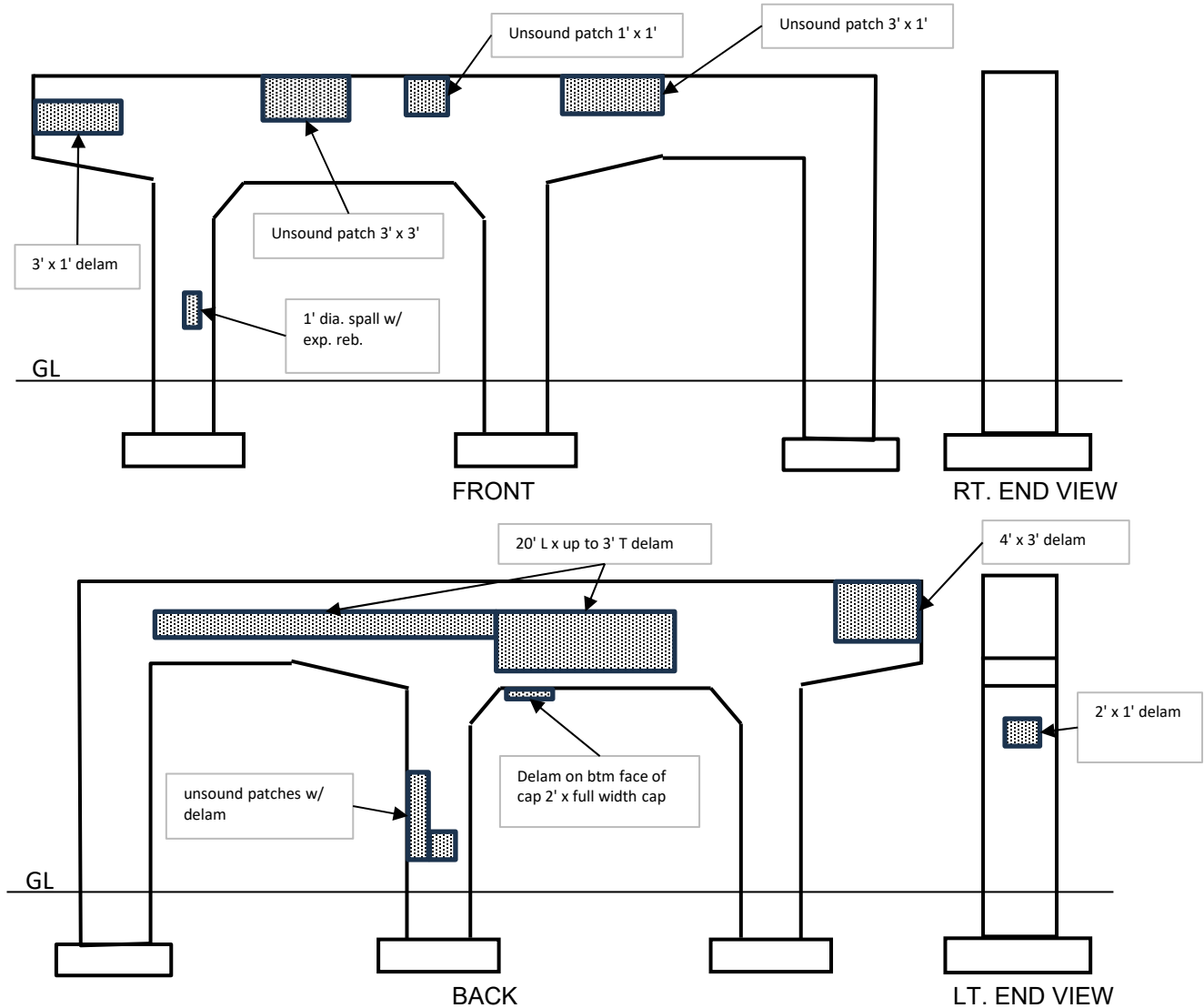


CAP	FAIR	SOME MOD DELAM
		ISO WIDE CR AND HL CR
COLUMN A	FAIR	ISO MOD DELAM & ISO SP. W/ EXP. REBAR
B	FAIR	ISO MOD DELAM
C	GOOD	
BEARINGS	GOOD	
FOOTINGS	N/V	

BENT NO. 3

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile

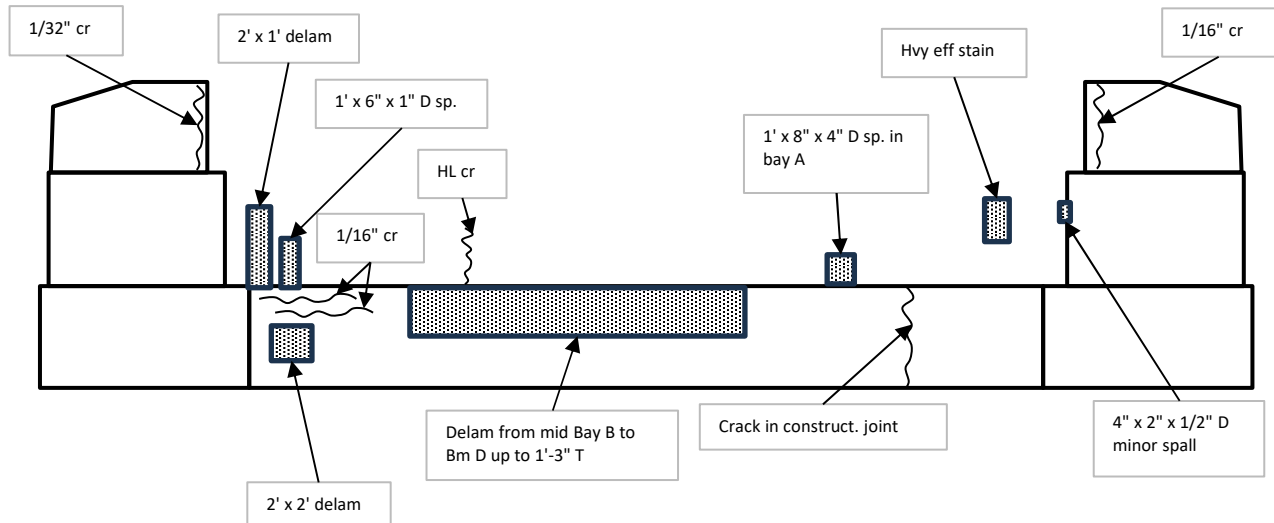


CAP	FAIR	WIDESPREAD MOD DELAM
COLUMN A	FAIR	ISO MOD SP. W/ EXP. REBAR
B	FAIR	SOME UNSOUND PATCHING W/ DELAM
C	GOOD	
BEARINGS	GOOD	
FOOTINGS	N/V	

Abutment No. 2

Date: 02/14/2025

Bridge Location No. 94 I-65 4.79 LT
County Route Log Mile



BEARINGS	GOOD	ELASTOMERIC
CAP	POOR	WIDESPREAD MOD DELAM, ISO WIDE CR
LT WING	FAIR	ISO MOD CRACK
RT WING	FAIR	ISO WIDE CRACK, ISO MINOR SPALL
SLOPE	FAIR	SOME WIDE CRACKS AND MOD SPALLS
PAVING		
BACKWALL	FAIR	ISO MOD SPALLS & DELAM, ISO HVY EFF
		ISO HL CR