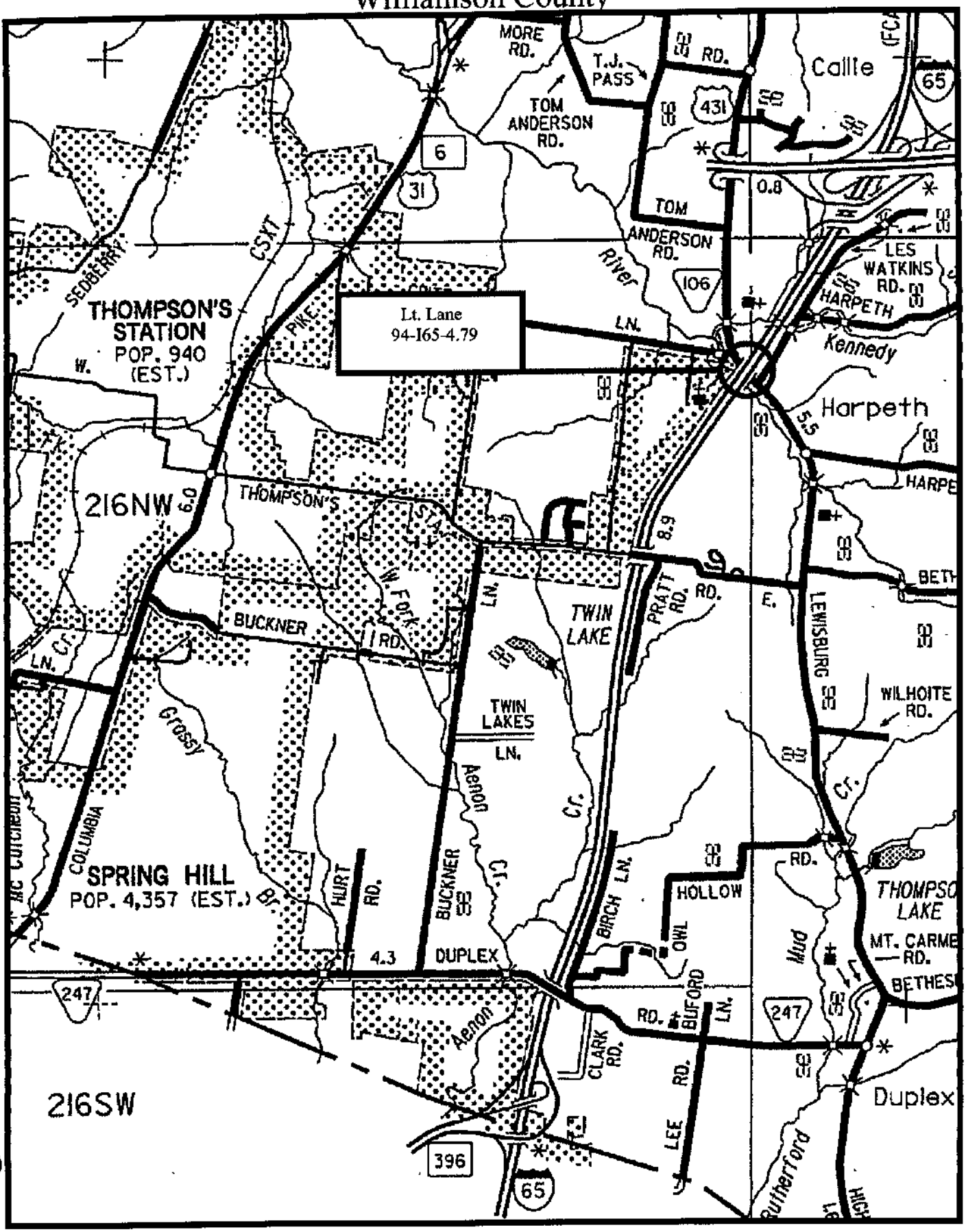
Date: 06/20/03

Williamson County



Bridge Maintenance Recommendations

Bridge Location No.: 94 - I0065 - 4.79 L
Co. Route Log Mile

Crossing: SR 106&HARPETH RIVER

Bridge Rating: FAIR

Inspection Cycle: 16

Inspection Date: 8/20/2003

Comments: -0-

Bridge Number: 94I00650006
County: WILLIAMSON
Region: 03
District: 31
Maint.Resp.: 01
Spec.Case: 0
Co.Seq: 01

Level of Service:	1	Number Main Spans:	004
Owner:	01	Number Appr Spans:	0000
Appr Rdwy (xxx ft):	038	Bridge Length (xxxxxx ft)	000194
Skew:	70	Curb-to-Curb (xxx.x ft):	0405
Type of Service:	16	Out-to-Out (xxx.x ft):	0440
Main Structure Type:	502	Item 500:	01
Appr Structure Type:	000	Facility Carried By:	I65

Maintenance Recommendations:

Maintenance Completed By / Date

-0-	**REPAIR BENT CAP NO. 1**
-0-	**REPAIR COLUMN "B" AND "C" AT BENT NO. 1**
	REPAIR ABUTMENT CAP NO. 1
	REPAIR DIAPHRAGMS IN SPANS NO. 1, 2, AND 3

Bridge Maintenance Recommendations

Bridge Location No.: 94 - I0065 - 4.79 L
Co. Route Log Mile

Crossing: SR 106&HARPETH RIVER

Bridge Rating: FAIR

Inspection Cycle: 15

Inspection Date: 8/16/01

Comments: -0-

Bridge Number: 94I00650006
County: WILLIAMSON
Region: 03
District: 31
Maint.Resp.: 01
Spec.Case: 0
Co.Seq: 01

Level of Service:	1	Number Main Spans:	004
Owner:	01	Number Appr Spans:	0000
Appr Rdwy (xxx ft):	038	Bridge Length (xxxxxx ft)	000194
Skew:	70	Curb-to-Curb (xxx.x ft):	0405
Type of Service:	16	Out-to-Out (xxx.x ft):	0440
Main Structure Type:	502	Item 500:	01
Appr Structure Type:	000	Facility Carried By:	I65

Maintenance Recommendations:

Maintenance Completed By / Date	
-0-	**REPAIR BENT CAP NO. 1**
-0-	**REPAIR COLUMN "B" AND "C" AT BENT NO. 1**
	REPAIR ABUTMENT CAP NO. 1
	REPAIR DIAPHRAGMS IN SPANS NO. 1, 2, AND 3

BRIDGE MAINTENANCE RECOMMENDATIONS

BRIDGE SEQ. NO. : 94I00650006

BRIDGE NO. : 94 - I0065 - 0479 - L
OVER : I65/SR 106&HARPETH RIVER*

DATE : 09/02/99 BRIDGE RATING : FAIR COUNTY : Williamson
CO. SEQ. : 01 INSPECTION CYCLE : 14 MAINT DIST : 31
SPEC. CASE : 0 INSPECTION DATE : 08/23/99 REGION : 03

007 - FACILITY CARRIED BY STRUCT : I65
021 - MAINTENANCE RESPONSIBILITY : 01
022 - OWNER : 01
042 - TYPE OF SERVICE : 16
043 - STRUCTURE TYPE, MAIN : 502
044 - STRUCTURE TYPE, APPROACH : 000
045 - SPANS, MAIN UNIT : 004
046 - SPANS, APPROACH : 0000
049 - STRUCTURE LENGTH : 000194
032 - APPROACH ROADWAY WIDTH : 038
034 - SKEW : 70
051 - BRDG RDWY WID, CRB-TO-CRB : 0405
052 - DECK WIDTH, OUT-TO-OUT : 0440
500 - HWY OF THE INVENTORY ROUTE : 01

: MAINTENANCE & REPAIR RECOMMENDATIONS :	: MAINTENANCE COMPLETED :
1 REPAIR ABUT. CAP NO. 1	1BY__ DATE ___
2 REPAIR BENT CAP NO. 1,2, AND 3	2BY__ DATE ___
3 REPAIR COLUMN "B" AND "C" AT BENT NO. 1	3BY__ DATE ___
4 REPAIR COLUMN "B" AND "C" AT BENT NO. 2	4BY__ DATE ___
5 REPAIR COLUMN "B" AND "C" AT BENT NO. 3	5BY__ DATE ___
6 REPAIR DIAPHRAGMS IN SPANS NO. 1,2, AND 3	6BY__ DATE ___

: COMMENTS FOR BRIDGE SEQ. NO. : 94I00650006 :

COMPLETION NOTIFICATION : RETURN WITHIN 6 MONTHS OF INSPECTION DATE

MAINTENANCE ACTIVITIES ARE
--- COMPLETED (DATE) --------
--- PARTIALLY COMPLETE (DATE) --------
--- INCOMPLETE SCHEDULED FOR (DATE) --------

EXPLANATIONS AND COMMENTS:

TENNESSEE BRIDGE INSPECTION PROGRAM
SUMMARY OF EVALUATION

REV. 03-05-2003

BRIDGE ID NO: 94I00650006 *LOCATION NO:* 94 - I0065 - 4.79 L

(6A) CROSSING: I65 / SR106 & HARPETH RV

(505) METHOD OF ANALYSIS: LOAD FACTOR METHOD *(548) RATING BASED ON:* VIRTIS ANALYSIS - 9" ASPHALT

LOAD RATINGS IN TONS

INVENTORY (503) H	18	*(518B) HS*	28
OPERATING (504) H	30	*(519) HS*	46

(549) EVALUATOR: MRJ
(522) EVAL. DATE: 4/18/2017
LAST UPDATED BY: JOHNSON
(29) ADT: 74,700 *(30) ADT YR:* 2018
(100) STRAHNET ROUTE: YES
(19) DETOUR LENGTH: 2 *KM*
(520) VC OVER RDWY: 99.99 *METERS*

CONDITION RATINGS

(58) DECK RATING:	5
(59) SUPERSTRUCTURE RATING:	6
(60) SUBSTRUCTURE RATING:	5
(61) CHANNEL PROTECTION:	7
(62) CULVERT RATING:	N
(113A) NBIS SCOUR CODE:	8
(113B) TDOT SCOUR CODE:	R

APPRAISAL RATINGS

(67) STRUCTURAL EVALUATION:	5
(68) DECK GEOMETRY:	8
(69) UNDER CLEARANCE:	5
(70) BRIDGE POSTING:	5
(71) WATERWAY ADEQUACY:	6
(72) APPROACH RDWY ALIGNMENT:	8

CODE VALUES

N - NOT APPLICABLE
9 - EXCELLENT CONDITION
8 - VERY GOOD CONDITION
7 - GOOD CONDITION
6 - SATISFACTORY
5 - FAIR CONDITION
4 - POOR CONDITION
3 - SERIOUS CONDITION
2 - CRITICAL CONDITION
1 - FAILURE IS IMMINENT
0 - FAILED CONDITION

OTHER RATING ITEMS

(521) OVERALL CONDITION:	F		
(513) TEXTURE COAT RATING:	G	06	
(514) PAINT CONDITION RATING:	N		
(41) WEIGHT POSTING CODE:	A		

(36) TRAFFIC SAFETY FEATURES: 0 0 0 0
(525) REPAIR LIST NO: 3

COMMENTS

NO COMMENTS AT THIS TIME.

(502) SUFF. RATING:	66.7
(528) STR. DEFICIENT:	NO
(529) FUNC. OBSOLETE:	NO

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 07/31/2003

Bridge Number: 94I006500061 (Includes Item 5A)
Feature Intersected: I65/SR 106&HARPETH RIVER
Evaluation Status:

County: 94
Route: 10065
Special Case: 0
County Sequence: 1
Log Mile: 4.79

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	08/16/2001 08/20/03
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN. ____ FT. ____ IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN. ____ FT. ____ IN.
36	TRAFFIC SAFETY FEATURES Br. Rail / Trans. / Appr. Rail / Terminal / SPEED LIMIT	1 / 1 / 1 / 1 / 70
41	STRC OPEN/CLOSED/POSTED A K P	A
58	DECK	6
59	SUPERSTRUCTURE	7
60	SUBSTRUCTURE	6
61	CHANL/CHANL PROTECTION	7
62	CULVERT AND RETAIN WALL	N
71	WATERWAY ADEQUACY	6
72	APPROACH RDWY ALIGNMENT	6
521	OVERALL CONDITION	FAIR

TEAM LEADER SIGNATURE

08/20/03
REVIEW DATE

CONDITION CODING GUIDELINES
(Values for Coding Items 58, 59, 60 and 62)

- 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 CORRECTIVE ACTION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

Revised 08/01/2003

County: 94
Route: SR106
Special Case: 0
County Sequence: 1
Log Mile: 5.89

Bridge Number: (Includes Item 5A) 94I006500062
Feature Intersected: I65 / SR 106

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	08/16/2001 08/20/03
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	19 FT. 8 IN. 19 FT. 9 IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	19 FT. 8 IN. 19 FT. 9 IN.
47	TOTAL HORIZONTAL UNDERCLEARANCE	45 FT. 7 IN. 45 FT. 10 IN.
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) Circle One: (H) R	____ FT. ____ IN.
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE Circle One: (H) R	19 FT. 9 IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	00 FT. 00 IN.
521	OVERALL CONDITION	FAIR

UNDERPASS SAFETY FEATURES

515 (A) TYPE UNDERPASS BARRIER
METAL BARRIER OR RAIL

Revised Barrier Type

(B) ADEQUACY OF BARRIER OR RAIL 1

(C) ADEQUACY OF TRANSITIONS 1

(D) ADEQUACY OF TERMINALS 1

554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING
FT. IN.
____ FT. ____ IN.

HEIGHT POSTED AT BOTH APPROACHES? YES [ ] NO [N] N/A [ ]

555 COMMENTS _____

TEAM LEADER SIGNATURE

08/20/03
REVIEW DATE

Revised 06/15/2000

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

County:	94
Route:	10065
Special Case:	0
County Sequence:	01
Log Mile:	4.79

Bridge Number: (Includes Item 5A) 941006500061

Feature Intersected: I65/SR 106&HARPETH RIVER

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	08/23/1999 08 / 16 / 2001
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN. ___ FT. ___ IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN. ___ FT. ___ IN.
36	TRAFFIC SAFETY FEATURES Br. Rail / Trans. / Appr. Rail / Appr. Rail Ends	1 / 1 / 1 / 1 ___ / ___ / ___ / ___
41	STRC OPEN/CLOSED/POSTED A / K / P	A ___
58	DECK	6 ___
59	SUPERSTRUCTURE	7 ___
60	SUBSTRUCTURE	6 ___
61	CHANL/CHANL PROTECTION	7 ___
62	CULVERT AND RETAIN WALL	N ___
71	WATERWAY ADEQUACY	6 ___
72	APPROACH RDWY ALIGNMENT (USE VALUES OF 3, 6, OR 8)	6 ___
521	OVERALL CONDITION (Circle One) GOOD / FAIR / POOR / CRITICAL	

TEAM LEADER SIGNATURE

08/16/2001
REVIEW DATE

CONDITION CODING GUIDELINES
(Values for Coding Items 58, 59, 60 and 62)

- 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 SERIOURSLY 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 BACK IN LIGHT SERVICE.
- 0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.

Revised 06/15/2000

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

County: 94
Route: SR106
Special Case: 0
County Sequence: 01
Log Mile: 5.89

Bridge Number: 941006500062
(Includes Item 5A)
Feature Intersected: 165 / SR 106

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	08/23/1999 08/16/2001
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	19 FT. 7 IN. 19 FT. 9 IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	19 FT. 7 IN. 19 FT. 9 IN.
47	TOTAL HORIZONTAL UNDERCLEARANCE	45 FT. 7 IN. 45 FT. 10 IN.
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS) Circle One: (H) R	19 FT. 9 IN.
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE Circle One: (H) R	11 FT. 9 IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	00 FT. 00 IN.

UNDERPASS SAFETY FEATURES

515 (A) TYPE UNDERPASS BARRIER
Metal Barrier or Rail

Revised Barrier Type

(B) ADEQUACY OF BARRIER OR RAIL 1

(C) ADEQUACY OF TRANSITIONS 1

(D) ADEQUACY OF TERMINALS 1

554 VERTICAL CLEARANCE LISTED ON HEIGHT POSTING
99 FT. 99 IN.
____ FT. ____ IN.

HEIGHT POSTED AT BOTH APPROACHES?
YES [ ]
NO [✓]
N/A [ ]

521 OVERALL CONDITION (Circle One)
GOOD (FAIR) POOR CRITICAL

555 COMMENTS

TEAM LEADER SIGNATURE

08/16/2001
REVIEW DATE

Bridge Condition Coding Form

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

County:	94
Route:	10065
Special Case:	0
County Sequence:	1
Log Mile:	4.79

Bridge Number: (Includes Item 5A) 94I006500061

Feature Intersected: I65/SR 106&HARPETH RIVER

CODE ONLY THOSE NUMBERS WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	9/1/97
		03 / 25 / 99
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.
		____ FT. ____ IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.
		____ FT. ____ IN.
54	MINIMUM VERTICAL UNDERCLEARANCE (EXCLUDES SHOULDERS)	H 19 FT. 7 IN.
	Circle One: H R N	19 FT. 8 IN.
36	TRAFFIC SAFETY FEATURES	

Br. Rail	Trans.	Appr. Rail	Appr. Rail Ends
1	1	1	1
___	___	___	___

41	STRC OPEN/CLOSED/POSTED (A K P)	A
		___
58	DECK	6
		___
59	SUPERSTRUCTURE	7
		___
60	SUBSTRUCTURE	6
		___
61	CHANL/CHANL PROTECTION	7
		___
62	CULVERT AND RETAIN WALL	N
		___
72	APPROACH RDWY ALIGNMENT (USE VALUES OF 3, 6, OR 8)	6
		___

OVERALL CONDITION (Circle One)

GOOD FAIR POOR CRITICAL

SIGNATURE

DATE 9/1/97

COMMENTS

RATINGS FOR CODING ITEMS 58, 59, 60 AND 62

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 SERIOURSLY 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 BACK IN LIGHT SERVICE.

0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Underpass Condition Coding Form

County: 94
Route: SR106
Special Case: 0
County Sequence: 1
Log Mile: 5.88

Bridge Number: (Includes Item 5A) 94I006500062
Feature Intersected: I65 / SR 106

CODE ONLY THOSE NUMBERS WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	INSPECTION DATE	9/1/97 08/22/97
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	19 FT. 7 IN. 19 FT. 9 IN.
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	19 FT. 7 IN. 19 FT. 9 IN.
47	TOTAL HORIZONTAL UNDERCLEARANCE	45 FT. 7 IN. ____ FT. ____ IN.
55	MINIMUM LATERAL UNDERCLEARANCE ON RIGHT SIDE [H]	11 FT. 9 IN. Circle One: (H) R N ____ FT. ____ IN.
56	MINIMUM LATERAL UNDERCLEARANCE ON LEFT SIDE	0 FT. 0 IN. ____ FT. ____ IN.

UNDERPASS SAFETY FEATURES

(A) TYPE UNDERPASS BARRIER
Metal Barrier or Rail

Revised Barrier Type

(B) ADEQUACY OF BARRIER OR RAIL 1

(C) ADEQUACY OF TRANSITIONS 1

(D) ADEQUACY OF TERMINALS 1

VERTICAL CLEARANCE LISTED ON HEIGHT POSTING SIGNS
99 FT. 99 IN.
____ FT. ____ IN.

OVERALL CONDITION (Circle One)
GOOD FAIR POOR CRITICAL

HEIGHT POSTED AT BOTH APPROACHES? YES [ ] NO [/] N/A [ ]

NOTE: DESCRIBE ANY PROBLEMS ON BRIDGES THAT THE STATE DOES NOT INSPECT (SUCH AS RAILROAD OR PRIVATE BRIDGES) THAT WOULD AFFECT THE ROADWAY SUCH AS LOOSE MEMBERS, SEVERELY SPALLED OR CRACKED CONCRETE, EXCESSIVE SECTION LOSS ON STEEL, EXCESSIVE TIMBER DECAY, ETC. ALSO, DESCRIBE ANY UNSAFE ITEMS.

COMMENTS _____

SIGNATURE

08/22/97
DATE

TENNESSEE BRIDGE INSPECTION PROGRAM

DT-1449 SUMMARY OF EVALUATION REV. 06-28-90

RATING BASED ON: PCFB5

INVENTORY 503 H 20 Tons 66 HS 36 Tons

OPERATING 504 H 39 Tons 64 HS 59 Tons

TN LEGAL LOAD 517 T___ Tons

Bridge No.: [illegible] 4991 LT

Evaluator: [illegible]

Date: 6-3-98

ADT: 30472 1995 Defense Rte.

Detour length: 1 Yes [X] No [ ]

V.C. Over Deck___ft.___in. [X] NA

CONDITION RATING (Structural)

	Culverts	
58 Deck	N	6
59 Superstructure	N	7
60 Substructure	N	6
61 Chl & Chl Protection		7
62 Culv & Ret Walls		N
113 Scour Condition		8R

APPRAISAL RATING (Relation to System)

	Culverts	
67 Structural Evaluation		6
68 Deck Geometry		7
69 Under Clearance	N	6
70 Bridge Posting		5
71 Waterway Adequacy		6
72 Approach Rdy Alignment		6

Overall Condition (65): G F P C

Texture Coat (513): F 0 6 1 N/A

Paint Condition (514): 1 1 1 1 1 1 N/A

(36) Br. Rail. Trans.. Appr. rails. Terminals

Traffic Safety features: 1 1 1 1 1

Rail Under Bridge (515): 2 1 1 1

Comments and Recommendations:

CONCUR 9-5-01 ARM

CONCUR 4-2-02 ARM

** ART. 5.1.2 OF MAINT. MAN. FOR CONC. BR. WITH UNK. REINF
*** DES. STD. OR DES. PLANS FOR H15 OR HS20 LOADING

COMMENTARY (Condition)

N NOT APPLICABLE
9 EXCELLENT CONDITION
8 VERY GOOD CONDITION - no problems noted
7 GOOD CONDITION - Some minor problems
6 SATISFACTORY CONDITION - structural elements show some minor deterioration
5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, deterioration, spalling or scour
4 POOR CONDITION - advanced section loss, deterioration, spalling or scour
3 SERIOUS CONDITION - loss of section, deterioration, spalling or scour have 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 structure stability - bridge is closed to traffic but corrective action may put back in light service
0 FAILED CONDITION - out of service - beyond corrective action

COMMENTARY (Appraisal)

N Not applicable
9 Superior to present desirable criteria
8 Equal to present desirable criteria
7 Better than present minimum criteria
6 Equal to present minimum criteria
5 Somewhat better than minimum adequacy to tolerate being left in place as is
4 Meets minimum tolerable limits to be left in place as is
3 Basically intolerable requiring high priority of corrective action
2 Basically intolerable requiring high priority of replacement
1 This value of rating code not used
0 Bridge closed

GOOD-------7, 8 & 9
FAIR-------5 & 6
POOR-------3 & 4
CRITICAL 0, 1 & 2

94.0

4-2-02

Sufficiency Rating 94.4

Dated: 9-5-01

Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Thursday, August 30, 2018 09:59:21
Analysis Engine: AASHTO LFR Engine Version 6.8.1.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Thursday, August 30, 2018 10:01:34

Structure Definition Name: SPAN 4
Member Name: G5
Member Alternative Name: G5

Load Factor Rating Summary

Girder Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	1.215	Design Flexure - Concrete	18.22	1	17.26	50.0	As Requested	As Requested
H 15-44	Operating	2.029	Design Flexure - Concrete	30.43	1	17.26	50.0	As Requested	As Requested
HS 20-44	Inventory	0.772	Design Flexure - Concrete	27.79	1	17.26	50.0	As Requested	As Requested
HS 20-44	Operating	1.289	Design Flexure - Concrete	46.41	1	17.26	50.0	As Requested	As Requested
Type 3S2	Inventory	0.984	Design Flexure - Concrete	35.42	1	17.26	50.0	As Requested	As Requested
Type 3S2	Operating	1.643	Design Flexure - Concrete	59.15	1	17.26	50.0	As Requested	As Requested
Annual Permit 1	Inventory	0.609	Design Flexure - Concrete	50.24	1	17.26	50.0	As Requested	As Requested
Annual Permit 1	Operating	1.017	Design Flexure - Concrete	83.90	1	17.26	50.0	As Requested	As Requested
Annual Permit 2	Inventory	0.609	Design Flexure - Concrete	50.24	1	17.26	50.0	As Requested	As Requested
Annual Permit 2	Operating	1.017	Design Flexure - Concrete	83.90	1	17.26	50.0	As Requested	As Requested
Gravel Truck	Inventory	0.632	Design Flexure - Concrete	23.37	1	17.26	50.0	As Requested	As Requested
Gravel Truck	Operating	1.055	Design Flexure - Concrete	39.03	1	17.26	50.0	As Requested	As Requested
Overweight Permit	Inventory	0.569	Design Flexure - Concrete	72.57	1	17.26	50.0	As Requested	As Requested
Overweight Permit	Operating	0.950	Design Flexure - Concrete	121.19	1	17.26	50.0	As Requested	As Requested
EV2	Operating	1.380	Design Flexure - Concrete	39.68	1	13.81	40.0	As Requested	As Requested
EV3	Operating	0.840	Design Flexure - Concrete	36.10	1	17.26	50.0	As Requested	As Requested
SU6 LFR	Operating	1.138	Design Flexure - Concrete	39.56	1	17.26	50.0	As Requested	As Requested
SU7 LFR	Operating	1.080	Design Flexure - Concrete	41.84	1	17.26	50.0	As Requested	As Requested

Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPANS 1,2,3
Member Name: G1
Member Alternative Name: G1

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	2.707	Design Shear - Concrete	40.60	3	10.27	20.0	As Requested	As Requested
	Operating	4.521	Design Shear - Concrete	67.81	3	10.27	20.0	As Requested	As Requested
HS 20-44	Inventory	1.477	Design Shear - Concrete	53.19	3	10.27	20.0	As Requested	As Requested
	Operating	2.467	Design Shear - Concrete	88.83	3	10.27	20.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	1.380	Design Shear - Concrete	51.05	3	10.27	20.0	As Requested	As Requested
	Operating	2.304	Design Shear - Concrete	85.25	3	10.27	20.0	As Requested	As Requested
Overweight Permit	Inventory	0.974	Design Shear - Concrete	124.19	3	10.27	20.0	As Requested	As Requested
	Operating	1.627	Design Shear - Concrete	207.41	3	10.27	20.0	As Requested	As Requested
SU4 LFR	Inventory	1.818	Design Shear - Concrete	49.08	3	10.27	20.0	As Requested	As Requested
	Operating	3.035	Design Shear - Concrete	81.96	3	10.27	20.0	As Requested	As Requested
SU5 LFR	Inventory	1.646	Design Shear - Concrete	51.03	3	10.27	20.0	As Requested	As Requested
	Operating	2.749	Design Shear - Concrete	85.23	3	10.27	20.0	As Requested	As Requested
SU6 LFR	Inventory	1.570	Design Shear - Concrete	54.55	3	10.27	20.0	As Requested	As Requested
	Operating	2.622	Design Shear - Concrete	91.10	3	10.27	20.0	As Requested	As Requested
SU7 LFR	Inventory	1.519	Design Shear - Concrete	58.84	3	10.27	20.0	As Requested	As Requested
	Operating	2.536	Design Shear - Concrete	98.27	3	10.27	20.0	As Requested	As Requested

Note:
"N/A" indicates not applicable
"**" indicates not available

Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPANS 1,2,3
Member Name: G2
Member Alternative Name: G2

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	2.263	Design Shear - Concrete	33.94	3	10.27	20.0	As Requested	As Requested
	Operating	3.779	Design Shear - Concrete	56.68	3	10.27	20.0	As Requested	As Requested
HS 20-44	Inventory	1.235	Design Shear - Concrete	44.46	3	10.27	20.0	As Requested	As Requested
	Operating	2.062	Design Shear - Concrete	74.25	3	10.27	20.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	1.153	Design Shear - Concrete	42.67	3	10.27	20.0	As Requested	As Requested
	Operating	1.926	Design Shear - Concrete	71.26	3	10.27	20.0	As Requested	As Requested
Overweight Permit	Inventory	0.814	Design Shear - Concrete	103.81	3	10.27	20.0	As Requested	As Requested
	Operating	1.360	Design Shear - Concrete	173.36	3	10.27	20.0	As Requested	As Requested
SU4 LFR	Inventory	1.519	Design Shear - Concrete	41.02	3	10.27	20.0	As Requested	As Requested
	Operating	2.537	Design Shear - Concrete	68.50	3	10.27	20.0	As Requested	As Requested
SU5 LFR	Inventory	1.376	Design Shear - Concrete	42.66	3	10.27	20.0	As Requested	As Requested
	Operating	2.298	Design Shear - Concrete	71.24	3	10.27	20.0	As Requested	As Requested
SU6 LFR	Inventory	1.312	Design Shear - Concrete	45.60	3	10.27	20.0	As Requested	As Requested
	Operating	2.191	Design Shear - Concrete	76.15	3	10.27	20.0	As Requested	As Requested
SU7 LFR	Inventory	1.269	Design Shear - Concrete	49.19	3	10.27	20.0	As Requested	As Requested
	Operating	2.120	Design Shear - Concrete	82.14	3	10.27	20.0	As Requested	As Requested

Note:
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Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPANS 1,2,3
Member Name: G3
Member Alternative Name: G3

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	2.561	Design Shear - Concrete	38.42	3	10.27	20.0	As Requested	As Requested
	Operating	4.277	Design Shear - Concrete	64.16	3	10.27	20.0	As Requested	As Requested
HS 20-44	Inventory	1.398	Design Shear - Concrete	50.33	3	10.27	20.0	As Requested	As Requested
	Operating	2.335	Design Shear - Concrete	84.04	3	10.27	20.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	1.305	Design Shear - Concrete	48.30	3	10.27	20.0	As Requested	As Requested
	Operating	2.180	Design Shear - Concrete	80.66	3	10.27	20.0	As Requested	As Requested
Overweight Permit	Inventory	0.922	Design Shear - Concrete	117.51	3	10.27	20.0	As Requested	As Requested
	Operating	1.539	Design Shear - Concrete	196.24	3	10.27	20.0	As Requested	As Requested
SU4 LFR	Inventory	1.720	Design Shear - Concrete	46.43	3	10.27	20.0	As Requested	As Requested
	Operating	2.872	Design Shear - Concrete	77.54	3	10.27	20.0	As Requested	As Requested
SU5 LFR	Inventory	1.558	Design Shear - Concrete	48.29	3	10.27	20.0	As Requested	As Requested
	Operating	2.601	Design Shear - Concrete	80.64	3	10.27	20.0	As Requested	As Requested
SU6 LFR	Inventory	1.485	Design Shear - Concrete	51.61	3	10.27	20.0	As Requested	As Requested
	Operating	2.480	Design Shear - Concrete	86.20	3	10.27	20.0	As Requested	As Requested
SU7 LFR	Inventory	1.437	Design Shear - Concrete	55.68	3	10.27	20.0	As Requested	As Requested
	Operating	2.399	Design Shear - Concrete	92.98	3	10.27	20.0	As Requested	As Requested

Note:
"N/A" indicates not applicable
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Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPANS 1,2,3
Member Name: G6
Member Alternative Name: G6

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	2.081	Design Shear - Concrete	31.22	3	10.27	20.0	As Requested	As Requested
	Operating	3.475	Design Shear - Concrete	52.13	3	10.27	20.0	As Requested	As Requested
HS 20-44	Inventory	1.136	Design Shear - Concrete	40.89	3	10.27	20.0	As Requested	As Requested
	Operating	1.897	Design Shear - Concrete	68.29	3	10.27	20.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	1.057	PS Tensile Stress - Concrete	39.09	3	25.67	50.0	As Requested	As Requested
	Operating	1.771	Design Shear - Concrete	65.54	3	10.27	20.0	As Requested	As Requested
Overweight Permit	Inventory	0.749	Design Shear - Concrete	95.48	3	10.27	20.0	As Requested	As Requested
	Operating	1.251	Design Shear - Concrete	159.45	3	10.27	20.0	As Requested	As Requested
SU4 LFR	Inventory	1.372	PS Tensile Stress - Concrete	37.03	3	25.67	50.0	As Requested	As Requested
	Operating	2.334	Design Shear - Concrete	63.00	3	10.27	20.0	As Requested	As Requested
SU5 LFR	Inventory	1.266	Design Shear - Concrete	39.23	3	10.27	20.0	As Requested	As Requested
	Operating	2.114	Design Shear - Concrete	65.52	3	10.27	20.0	As Requested	As Requested
SU6 LFR	Inventory	1.147	PS Tensile Stress - Concrete	39.86	3	25.67	50.0	As Requested	As Requested
	Operating	2.015	Design Shear - Concrete	70.04	3	10.27	20.0	As Requested	As Requested
SU7 LFR	Inventory	1.071	PS Tensile Stress - Concrete	41.49	3	25.67	50.0	As Requested	As Requested
	Operating	1.950	Design Shear - Concrete	75.55	3	10.27	20.0	As Requested	As Requested

Note:
"N/A" indicates not applicable
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Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPAN 4
Member Name: G1
Member Alternative Name: G1

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	2.275	Design Flexure - Concrete	34.12	1	17.26	50.0	As Requested	As Requested
	Operating	3.799	Design Flexure - Concrete	56.98	1	17.26	50.0	As Requested	As Requested
HS 20-44	Inventory	1.445	Design Flexure - Concrete	52.03	1	17.26	50.0	As Requested	As Requested
	Operating	2.414	Design Flexure - Concrete	86.89	1	17.26	50.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	1.183	Design Flexure - Concrete	43.76	1	17.26	50.0	As Requested	As Requested
	Operating	1.975	Design Flexure - Concrete	73.07	1	17.26	50.0	As Requested	As Requested
Overweight Permit	Inventory	1.066	Design Flexure - Concrete	135.87	1	17.26	50.0	As Requested	As Requested
	Operating	1.780	Design Flexure - Concrete	226.90	1	17.26	50.0	As Requested	As Requested
SU4 LFR	Inventory	1.486	Design Flexure - Concrete	40.12	1	17.26	50.0	As Requested	As Requested
	Operating	2.482	Design Flexure - Concrete	67.01	1	17.26	50.0	As Requested	As Requested
SU5 LFR	Inventory	1.412	Design Flexure - Concrete	43.76	1	17.26	50.0	As Requested	As Requested
	Operating	2.357	Design Flexure - Concrete	73.08	1	17.26	50.0	As Requested	As Requested
SU6 LFR	Inventory	1.276	Design Flexure - Concrete	44.36	1	17.26	50.0	As Requested	As Requested
	Operating	2.132	Design Flexure - Concrete	74.07	1	17.26	50.0	As Requested	As Requested
SU7 LFR	Inventory	1.211	Design Flexure - Concrete	46.91	1	17.26	50.0	As Requested	As Requested
	Operating	2.022	Design Flexure - Concrete	78.34	1	17.26	50.0	As Requested	As Requested

Note:
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Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
Bridge ID: 94I00650006

Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPAN 4
Member Name: G2
Member Alternative Name: G2

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	1.696	Design Flexure - Concrete	25.45	1	17.26	50.0	As Requested	As Requested
	Operating	2.833	Design Flexure - Concrete	42.50	1	17.26	50.0	As Requested	As Requested
HS 20-44	Inventory	1.072	Design Flexure - Concrete	38.59	1	13.81	40.0	As Requested	As Requested
	Operating	1.790	Design Flexure - Concrete	64.44	1	13.81	40.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	0.882	Design Flexure - Concrete	32.63	1	17.26	50.0	As Requested	As Requested
	Operating	1.473	Design Flexure - Concrete	54.50	1	17.26	50.0	As Requested	As Requested
Overweight Permit	Inventory	0.795	Design Flexure - Concrete	101.33	1	17.26	50.0	As Requested	As Requested
	Operating	1.327	Design Flexure - Concrete	169.21	1	17.26	50.0	As Requested	As Requested
SU4 LFR	Inventory	1.108	Design Flexure - Concrete	29.92	1	17.26	50.0	As Requested	As Requested
	Operating	1.851	Design Flexure - Concrete	49.97	1	17.26	50.0	As Requested	As Requested
SU5 LFR	Inventory	1.053	Design Flexure - Concrete	32.64	1	17.26	50.0	As Requested	As Requested
	Operating	1.758	Design Flexure - Concrete	54.50	1	17.26	50.0	As Requested	As Requested
SU6 LFR	Inventory	0.952	Design Flexure - Concrete	33.08	1	17.26	50.0	As Requested	As Requested
	Operating	1.590	Design Flexure - Concrete	55.24	1	17.26	50.0	As Requested	As Requested
SU7 LFR	Inventory	0.903	Design Flexure - Concrete	34.98	1	17.26	50.0	As Requested	As Requested
	Operating	1.508	Design Flexure - Concrete	58.42	1	17.26	50.0	As Requested	As Requested

Note:
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Bridge Name: I 65 / SR106 & Harpeth River
NBI Structure ID: 94I00650006
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Analyzed By: bridgeware
Analyze Date: Wednesday, July 16, 2014 08:48:39
Analysis Engine: AASHTO LFR Engine Version 6.4.0.3001
Analysis Preference Setting: None

Report By: bridgeware
Report Date: Wednesday, July 16, 2014 08:52:47

Structure Definition Name: SPAN 4
Member Name: G3
Member Alternative Name: G3

Load Factor Rating Summary

Live Load		Rating Factor	Controls	Capacity (Ton)	Span	Location (ft)	Percent	Impact	Lane
H 15-44	Inventory	1.634	Design Flexure - Concrete	24.50	1	17.26	50.0	As Requested	As Requested
	Operating	2.728	Design Flexure - Concrete	40.92	1	17.26	50.0	As Requested	As Requested
HS 20-44	Inventory	1.033	Design Flexure - Concrete	37.17	1	13.81	40.0	As Requested	As Requested
	Operating	1.724	Design Flexure - Concrete	62.08	1	13.81	40.0	As Requested	As Requested
Gravel - Concrete Truck	Inventory	0.849	Design Flexure - Concrete	31.42	1	17.26	50.0	As Requested	As Requested
	Operating	1.418	Design Flexure - Concrete	52.48	1	17.26	50.0	As Requested	As Requested
Overweight Permit	Inventory	0.765	Design Flexure - Concrete	97.57	1	17.26	50.0	As Requested	As Requested
	Operating	1.278	Design Flexure - Concrete	162.94	1	17.26	50.0	As Requested	As Requested
SU4 LFR	Inventory	1.067	Design Flexure - Concrete	28.81	1	17.26	50.0	As Requested	As Requested
	Operating	1.782	Design Flexure - Concrete	48.12	1	17.26	50.0	As Requested	As Requested
SU5 LFR	Inventory	1.014	Design Flexure - Concrete	31.43	1	17.26	50.0	As Requested	As Requested
	Operating	1.693	Design Flexure - Concrete	52.48	1	17.26	50.0	As Requested	As Requested
SU6 LFR	Inventory	0.917	Design Flexure - Concrete	31.85	1	17.26	50.0	As Requested	As Requested
	Operating	1.531	Design Flexure - Concrete	53.20	1	17.26	50.0	As Requested	As Requested
SU7 LFR	Inventory	0.869	Design Flexure - Concrete	33.69	1	17.26	50.0	As Requested	As Requested
	Operating	1.452	Design Flexure - Concrete	56.26	1	17.26	50.0	As Requested	As Requested

Note:
"N/A" indicates not applicable
"**" indicates not available

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC1

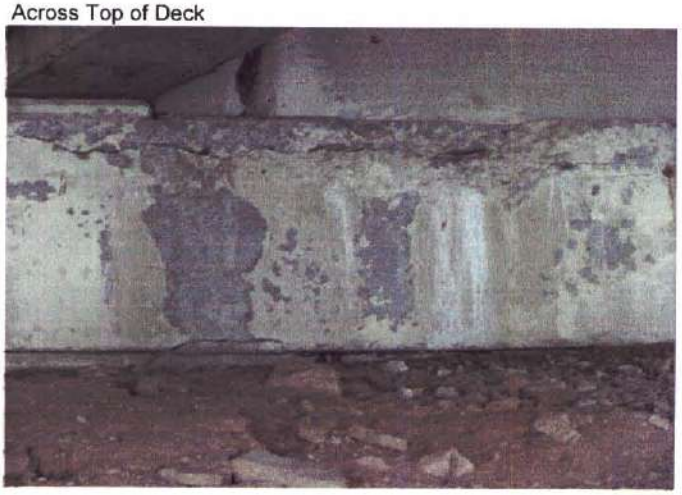
Br. No. Abutment No. 1

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC 2

Across Top of Deck

PIC 3



Spall @ Lt. Side of Abutment No. 1

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC 4

Spall & Rebar, Bottom of Bent Cap No. 1

PIC 5

Cracks in Column "B" Bent No. 1

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC 6

Cracks in Column "C" Bent No. 1

PIC 7

Elev. View, Rt. Side

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC 8

Spall & Rebar in Diaphragm @ Bent No.2

PIC 9

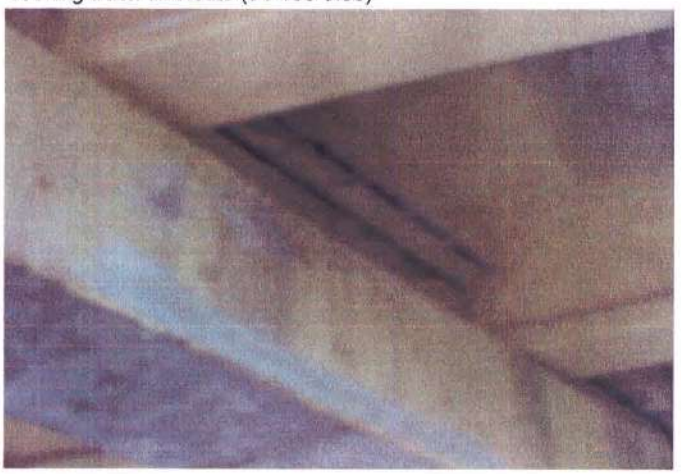
Looking Ahead on Route (94-106-5.88)

Bridge No.: 94 — I65 —4.79 Lt. Ln
Crossing:: I65 / SR 106 & - Harpeth River
Federal No.: 94100650006 Date: August 20, 2003

PIC 8

Looking Back on Route (94-106-5.88)

PIC 9



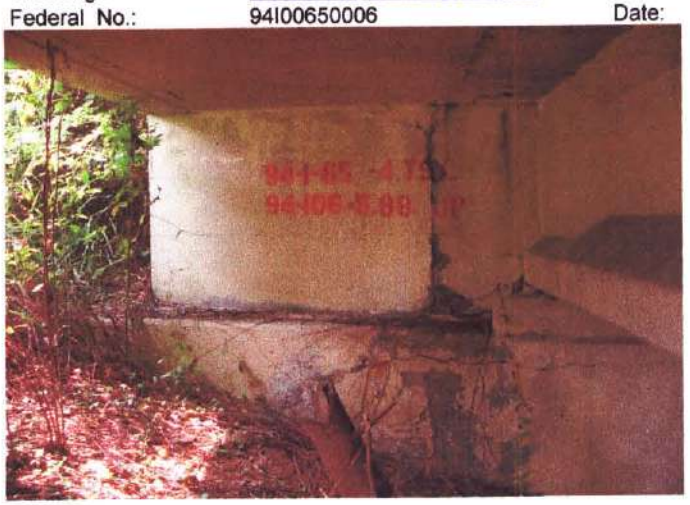
Spall & Rebar in Diaphragm @ Bent No.3

Bridge No.: 00094 — I0065 — 479 LEFT LANE

Crossing:: I65'SR 106 HARPETH RIVER

Federal No.: 94I00650006 Date: August 20, 2001

PIC1

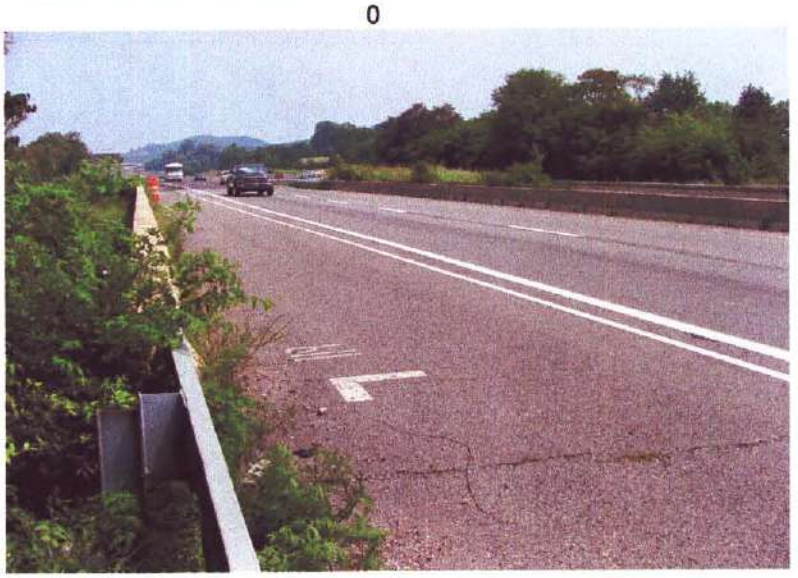


BR. NO. ABUTMENT NO. 1

Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No 94I00650006 Date: August 20, 2001

0

PIC2



ACROSS TOP OF DECK

PIC3

SPALL @ LT. SIDE OF ABUTMENT NO. 1

Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No.: 94I00650006 Date: August 20, 2001

PIC4

SPALL & REBAR, BOTTOM OF BENT CAP NO. 1

PIC5

CRACKS IN COLUMN "B", BENT NO. 1

Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No.: 94I00650006 Date: August 20, 2001

PIC6

CRACKS IN COLUMN "C", BENT NO. 1

PIC7

ELEV. VIEW, RT. SIDE.

Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No.: 94I00650006 Date: August 20, 2001

PIC8

SPALL & REBAR IN DIAPHRAGM @ BENT NO. 2

PIC9

CRACKS, SPALL, & REBAR IN COLUMN "C", BENT NO. 2-REPAIRED

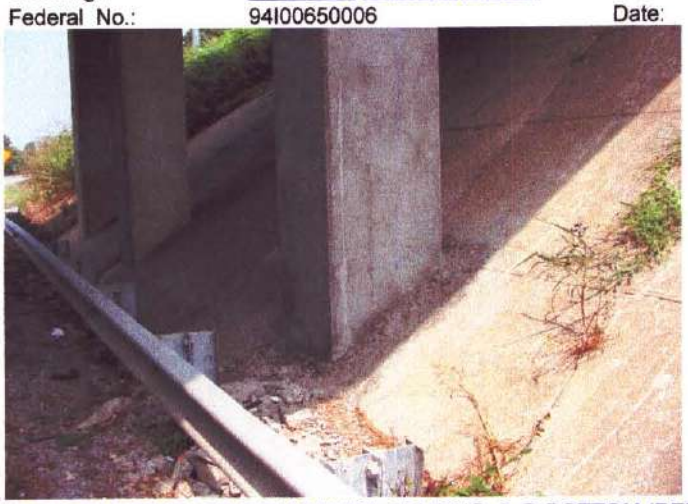
Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No.: 94I00650006 Date: August 20, 2001

PIC10

CRACKS, SPALL, & REBAR IN COLUMN "C", BENT NO. 3-REPAIRED

Bridge No.: 00094 — I0065 — 479 LEFT LANE
Crossing:: I65'SR 106 HARPETH RIVER
Federal No.: 94I00650006 Date: August 20, 2001

PIC 1



CRACKS & SPALL ON COLUMN "C", BENT NO. 3 @ BOTTOM (REPAIRED)

PIC 2

LOOING BACK ON ROUTE- 94-106-5.88-UP

Bridge No.: 94 — I0065 — 479
Crossing:: I65/SR 106 & HARPETH RIVER
Federal No 94I00650006 Date: August 20, 2001

PIC 3

SPALL & REBAR IN DIAPHRAGM, BACK OF BENT NO. 3

PIC 4

LOOKING AHEAD ON ROUTE (94-106-5.88 UP)

ROUTINE BRIDGE INSPECTION REPORT

Page No.___

Form BIR 3.0C
(Rev. 9-22-98)
DT-1537

Field Report No. 16 Date 8/20/2003
Previous Report No. 15 Date 8/16/2001
Plans: YES

Bridge No. 94100650006 (Eleven Digit No.)
Bridge Location No. 94 - I0065 - 4.79 L (Co. Route Log Mile)
INTERSTATE 65 (Road Name) over SR 106&HARPETH RIVER (Crossing)
Indepth Insp. Req'd: NO (If yes itemize limits under comment)
Structure Type PPCIB
FRACTURE CRITICAL: NO

FEATURE CHANGES: No
Wearing Surface NO Type ASPHALT Depth +-4 (in.)
Bridge Rail NO Describe changes:
Approach Rail NO

CLEARANCE CHANGES: NO (If yes make changes below)

Vertical Clearance over deck		(ft.-in.)
Vertical Under Clearance	19'-9"	(ft.-in.)
Horizontal Under Clearance	45'-10"	(*.* ft.)
Deck Width Curb/Curb	40.5	(*.* ft.)
Deck Width Rail/Rail		(*.* ft.)
Sidewalk Width Rt.		Lt.

INSPECTORS

HOWELL
CHOATE
FINCH
WILLIAMS

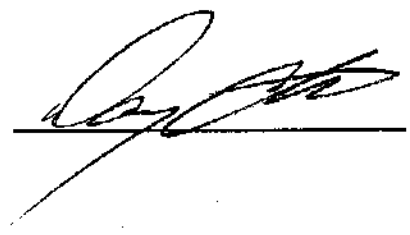
Condition: **FAIR** (If change describe in comments)

		Comments
Approaches	GOOD	
Deck Condition (Item 58)	F	*NUMEROUS RANDOM CRACKS IN BOTTOM SPANS*
Superstructure (Item 59)		
a. Beams	GOOD	
b. Bearings	GOOD	*NEOPRENE*
c. Diaphragms	F-P	*SEVERAL WITH HEAVY SPALLS AND EXPOSED REBARS*
Substructure (Item 60)		
a. Caps/Bridge Seats	F-P	*ABUTMENT NO. 1 AND BENT NO. 1 HAS SPALLS, OPEN CRACKS AND DELA*
b. Columns/Piles	POOR	*BENT NO. 1, CRACKS, POPOUTS, AND DELAMINATION.*
c. Footings	N/V	
d. Wing W./Breast W.	GOOD	
Scour/Erosion	GOOD	
Channel (Item 61)	G	

UNDERWATER INSPECTION
To Be Performed By: T.D.O.T.
Date Underwater Insp. 08/20/03
BRIDGE is: OPEN

Weight Limit Posted NO
Gross..... ____ Tons
2 Axle..... ____ Tons
3 or more Axles.. ____ Tons

COMMENTS:

Supervising Bridge Inspector: 

BRIDGE RATING: **FAIR**

INSPECTION TEAM'S SUMMARY
BRIDGE NUMBER 94-I65-4.79 (LEFT LANE)
I-65 OVER SR-106 & HARPETH RIVER

AUGUST 20, 2003

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

This structure is a 4 span precast, prestressed, concrete I-beam bridge on a 70° skew to the left. The bridge has a cross-section of 6 I-beams and a 7″ thick concrete deck. All substructure members are cast-in-place concrete. The bridge has a roadway width of 40 and a total length of 194.

The approach alignment, pavement and embankment are rated good.

The approach guardrailing and bridge railing are present and standard.

The parapets are fair due to some light cracks. The beams are rated good. The diaphragms are fair to poor with open cracks, spalls, rebar exposure, and section loss.

The abutment No. 1 cap is fair to poor with open cracks, heavy spalls, and exposed rebars. The bent cap No. 1 is poor with rebar exposure, popouts open cracks, and delamination. Bent columns in bent No. 1 are poor with delamination, heavy spalls, rebar exposure, and section loss.

The channel opening is clean and appears to be adequate.

INSPECTION REPORT FOR UNDERPASS ROUTE

Form BIR 3.0A
(Rev. 9-22-98)
DT-1443

Field Report No. 16 Date 8/20/2003
Previous Report No. 15 Date 8/16/2001

Bridge No. 94I00650006 (Eleven Digit No.)

Underpass Location No. 94 - SR106 - 5.88 (Co. - Route - Log Mile)

~ (Railroad/Walkway) or 94 - I0065 - 0479 L (Co. - Route - Log Mile) over 94 - SR106 - 5.88 (Co. - Route - Log Mile)

County WILLIAMSON Structure Name (If Named) ~

Year Constructed 1963 ACTUAL

Year Widened ~ Year Rehabilitated ~

GEOMETRIC FEATURES UNDER BRIDGE

(.* ft. unless otherwise noted)*

Divided Highway N.A. Type of Wearing Surface ASPHALT

Width of Approach Traveled Roadway 21'-4" ft. (Does Not Include Shoulders)

Width of Median if Divided Highway ~ ft.

Approach Shoulder Width 8 ft. Right ~ ft. Left

*Horizontal Clearance Under Bridge 45'-10" ft.

*Distance Between Pier Protection Guardrail and Substructure 2.75 ft. Right 3.25 ft. Left

*Width of Sidewalk Under Bridge ~ ft. Right ~ ft. Left

*Minimum Vertical Clearance: 19 ft. 9 in. (ft.-in.)

*Show on Sketch

TRAFFIC SAFETY FEATURES

	Rating	Standard/ SubStandard Non Exist
Pier Protection Railing or Parapet	GOOD	STANDARD
Approach Guardrail Terminals	GOOD	STANDARD
Approach Guardrail	GOOD	STANDARD
Approach Guardrail Terminal	GOOD	STANDARD

SIGNING

	Yes/ No/ Needed
Paddleboards	YES
Vertical Clearance (<14'-6")	NO
Narrow Passage	NO
One Lane Passage	NO

Other Underpass Signs Needed

INSPECTORS

1. HOWELL
2. CHOATE
3. FINCH
4. WILLIAMS
5. ____
6. ____

Page No.____

Form BIR 3.0A (Continued)
(Rev. 9-22-98)
DT-1443

Date 8/20/2003

Underpass Location No. 94 - SR106 - 5.88
Co. Route Log Mile

Other Signs or Plaques: NONE

Comments Regarding any
Problems with Signing: NONE

BRIDGE FEATURES *(*.* ft.)*

Bridge Skew 70° Number of Lanes/Tracks on Bridge 2

Structure Type (Main Span) PPCIB No. Main Spans 4

Structure Type (Appr.Spans) N/A No. Appr. Spans 0

Maximum Span Length 52 (ft.) Total Length 194 (ft.)

Width of Bridge Out-to-Out 44 (ft.) Right Angle to Centerline of Bridge)

Width of Bridge Along Skew ——— (ft.) (If Unable to Measure at Right Angle to Centerline of Bridge)

BRIDGE CONDITION: FAIR

Does Potential Exist for Elements from Bridge Falling on Roadway Beneath? NO

Does Potential Exist Because of Deteriorated Condition or Failure of Major Members? NO

Comment on any Conditions of Bridge that would Effect Roadway Beneath:
NONE

Note: If Underpass Route is Divided Highway, Use Two of These Forms, One for Each Roadway.

MINIMUM PICTURES REQUIRED

1. Elevation View of Bridge on Both Sides Showing Underpass
2. View Showing Both Approaches to Bridge
3. View Showing Safety Features
4. View Showing Any Problems

BRIDGE INSPECTION REPORT

Page No.____

Form BIR 3.0
(Rev. 9-22-98)
DT-0069

Field Report No. 15 Date 8/16/01
Previous Report No. 14 Date 8/23/99
Plans: YES

Bridge No. 94I00650006 (Eleven Digit No.)
Bridge Location No. 94 - I0065 - 4.79 L (Co. Route Log Mile)
INTERSTATE 65 (Road Name) over SR 106&HARPETH RIVER (Crossing) ——— (Structure Name (If Named))
Year Constructed 1963 ACTUAL County WILLIAMSON Maintenance District 31
Year Widened ——— Year Rehabilitated ———

FEATURES

Wearing Surface ASPHALT Depth +-4 (in.)
Flared Width NO Median Width NONE
Navigational Control NO Bridge Skew 70°
Structure Type (Main Span) PPCIB
Structure Type (Appr.Spans) N/A
No. Main Spans 4 No. Approach Spans 0
Maximum Span Length 52 (**.* ft.)
Total Length 194 (**.* ft.)

INSPECTORS

1. HOWELL
2. CHOATE
3. FINCH
4. WILLIAMS
5. ———
6. ———
7. ———
8. ———

WIDTHS (*.* ft.)

Deck Out-to-Out 44
Roadway Curb/Curb 40.5
Roadway Rail/Rail ———
Sidewalk Rt. ——— Lt. ———
*Approach Roadway 23.58
*(Does Not Include Shoulders)
Approach Shoulder Rt. 4
Lt. 10

CLEARANCES

Min. Vertical Clearance over Deck ——— (ft.-in.)
Min. Vertical Under Clearance 19'-9" (ft.-in.)
Min. Lateral Under Clearance Rt. 11'-10 (*.* ft.)
Min. Lateral Under Clearance Lt. 000 (*.* ft.)

FRACTURE CRITICAL: NO
(If Yes, Include BIR 3.9)

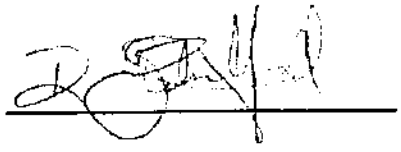
NBIS Bridge Length (<25 ft.) >25' (ft.-in.)

UNDERWATER INSPECTION

To Be Performed By: NONE REQUIRED Date ———

Change in Structural Condition: NO Major Repairs Made: NO BRIDGE is: OPEN

COMMENTS:

Supervising Bridge Inspector: 

BRIDGE RATING: FAIR

Form BIR 3.1
(Rev. 9-22-98)
DT-0080

Page No.____

Bridge Location No. 94 - 10065 - 4.79 L
Co. Route Log Mile

Date 10/6/01

PERFORMANCE EVALUATION

Time of Day Inspected 11:30 Weather Conditions Clear Warm (85°)

Vehicles Observed [illegible]

LIVE LOAD BEHAVIOR

	Yes/No	Comments
Substructure		
Horiz./ Vert. Defl.	No	
Vibration	No	
Superstructure		
Horiz./ Vert. Defl.	No	
Vibration	No	

APPROACH

	Rating	Comments
Alignment	Good	
Slab	-	
Joints	-	
Pavement	Good	
Embankment	Fair	Light Erosion
Drains	Good	

TRAFFIC SAFETY FEATURES

	Rating	Standard/ SubStandard	Comments
Bridgerailing	Fair	Standard	Light Cracks
Transitions	Good	"	
Guardrail	Good	"	
Guardrail Terminal	Good	"	

SIGNING

	Yes/ No/ Needed		
Paddleboards	✓		
Vertical Clearance (<14'-6")		✓	
Narrow Bridge Signs		✓	
One Lane Bridge Signs		✓	

Weight Limit Posted No

Gross..... ____ Tons

2 Axle..... ____ Tons

3 or more Axles.. ____ Tons

Other Signs or Plaques: NONE

Comments Regarding any Problems with Signing: NONE

Form BIR 3.2
(Rev. 9-22-98)
DT-0081

Bridge Location No. 94 - 10065 - 4.79 L
Co. Route Log Mile

Page No. ____

Date 08/16/01

DECK

	Rating	Comments
Wearing Surface	Good	Light Cracks
Deck - Structural Condition	Fair	Numerous Random Cracks
Curbs	-	
Median	-	
Sidewalks	-	
Parapet	Good	Light Cracks
Railing	-	
Paint	-	
Drains	-	
Lighting Standards	-	
Utilities	-	
Joint Leakage	-	
Expansion Joints	-	

SUPERSTRUCTURE

Bearing Devices	Good	Neoprene
Girders or Beams	Good	
Floor Beams	-	
Stringers	-	
Diaphragms	F-P	Numerous Cracks Spalls Exposed Steel
Bracing		
Trusses - General	-	
Portals		
Bracing		
Paint		
Alignment of Members	Good	

TEXTURE COAT

Condition Rating: Fair
Overall Appearance: Fair
Staining Rating: Fair
Fading Rating: Fair
Scaling Rating: Fair

Needs Spot Painting: 10%
Needs Repainting: 10%

Comments

Form BIR 3.3
(Rev. 9-22-98)
DT-0082

Bridge Location No. 94 - 10065 - 4.79 L
Co. Route Log Mile

Page No. ____

Date 08/16/01

SUBSTRUCTURE

ABUTMENTS

	Rating	Comments
Caps	F-P	Heavy Spalls & Map Cracks at Abut #1
Breastwall	—	
Wings	Good	
Backwall	—	
Plumb	Good	
Footing	—	
Piles	N/V	
Embankment	Good	
Bearing ~~Surface~~	Good	
Slope Paving	Good	
Rip Rap	—	

PIERS

Caps		N/A
Columns		
Plumb		
Footings		
Piles		
Bearing Surface		

BENTS

Caps	Poor	Bent Cap No. 1 has delaminations, cracks and rebar pop-outs.
Columns	Poor	Columns B & C have Cracks, Pop-outs & delamination
Plumb	Good	
Footings	N/V	
Piles	—	
Bearing ~~Surface~~	Good	

Piles Need Replacement: No

Piles To Be Replaced:

Form BIR 3.8
(Rev. 9-22-98)
DT-1508

Page No. ____

Bridge Location No. 94 - I0065 - 4.79 L (Co. / Route / Log Mile)

Date 08/10/01

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing: I65/SR 106&HARPETH RIVER

I. 1. Type of bed material? Bedrock

2. Has channel shifted? No (Yes/ No/ Not Apparent)

3. Condition of rip-rap? N/A Est. % failed ____%

4. Overall condition of channel? Good

5. Item 61 - Code values 0 thru 9 according to the recording and coding guide currently in effect: 8

6. Underwater diver inspection recommended? No
If yes, why? ____

II. Channel and bank stability conditions: (yes if applicable)

1. Steep bank conditions: Failures upstream ____ Failures downstream ____

2. Moderate bank erosion ____

3. Bank vegetation: a. low growth ✓ b. large timber ____ c. clear banks ____
d. dead trees upstream ____ e. dead trees downstream ____

4. Sediment or gravel accumulation: No (Yes/ No/ Unknown)

5. Channel altered or straightened: No (Yes/ No/ Unknown)

6. Stable conditions: a. live growth ✓ b. bedrock ✓
c. boulders ____ d. flat slopes (<=2:1) ____

III. Waterway adequacy and debris characteristics: (yes if applicable)

1. Bridge deck elevations:
a. level with approach roadway. . . . . ✓
b. higher than approach roadway. . . . . ____
c. roadway approach >= 2 ft. above natural ground line. . ____

2. Abutment encroaches into channel. . . . . ____

3. Large scour (blowhole) under bridge. . . . . ____

4. Indications that flood waters overtop bridge: No (Yes/No)
If YES, Answer: Occasionally, Frequently, or Unknown ____

5. Debris characteristics:
a. debris/drift present No
b. debris/drift likely to accumulate No
c. dead trees upstream ____ dead trees downstream ____

IV. Comments:

SPECIAL INSPECTION DATA - FOR REASONS OTHER THAN FC OR SCOUR

I. Does this bridge need a special inspection? No

II. Reason for special inspection:

INSPECTION REPORT FOR UNDERPASS ROUTE

Form BIR 3.0A
(Rev. 9-22-98)
DT-1443

Field Report No. 15 Date 8/16/01
Previous Report No. 14 Date 8/23/99

Bridge No. 94I00650006 (Eleven Digit No.)

Underpass Location No. 94 - SR106 - 5.88 (Co. - Route - Log Mile)

~ (Railroad/Walkway) or 94 - I0065 - 0479 L (Co. - Route - Log Mile) over 94 - SR106 - 5.88 (Co. - Route - Log Mile)

County WILLIAMSON Structure Name (If Named) ~

Year Constructed 1963 ACTUAL

Year Widened ~ Year Rehabilitated ~

GEOMETRIC FEATURES UNDER BRIDGE

(.* ft. unless otherwise noted)*

Divided Highway N.A. Type of Wearing Surface ASPHALT

Width of Approach Traveled Roadway 21 ft. (Does Not Include Shoulders)

Width of Median if Divided Highway ~ ft.

Approach Shoulder Width 8 ft. Right ~ ft. Left

*Horizontal Clearance Under Bridge 45'-10" ft.

*Distance Between Pier Protection Guardrail and Substructure 2.75 ft. Right 3.25 ft. Left

*Width of Sidewalk Under Bridge ~ ft. Right ~ ft. Left

*Minimum Vertical Clearance: 19 ft. 9 in. (ft.-in.)

*Show on Sketch

TRAFFIC SAFETY FEATURES

	Rating	Standard/ SubStandard Non Exist
Pier Protection Railing or Parapet	GOOD	STANDARD
Approach Guardrail Terminals	GOOD	STANDARD
Approach Guardrail	GOOD	STANDARD
Approach Guardrail Terminal	GOOD	STANDARD

SIGNING

	Yes/ No/ Needed
Paddleboards	YES
Vertical Clearance (<14'-6")	NO
Narrow Passage	NO
One Lane Passage	NO

Other Underpass Signs Needed

INSPECTORS

1. HOWELL
2. CHOATE
3. FINCH
4. WILLIAMS
5. ~
6. ~

Page No.____

Form BIR 3.0A (Continued)
(Rev. 9-22-98)
DT-1443

Date 8/16/01

Underpass Location No. 94 - SR106 - 5.88
Co. Route Log Mile

Other Signs or Plaques: NONE

Comments Regarding any
Problems with Signing: NONE

BRIDGE FEATURES *(*.* ft.)*

Bridge Skew 70° Number of Lanes/Tracks on Bridge 2

Structure Type (Main Span) PPCIB No. Main Spans 4

Structure Type (Appr.Spans) N/A No. Appr. Spans 0

Maximum Span Length 52 (ft.) Total Length 194 (ft.)

Width of Bridge Out-to-Out 44 (ft.) Right Angle to Centerline of Bridge)

Width of Bridge Along Skew — (ft.) (If Unable to Measure at Right Angle to Centerline of Bridge)

BRIDGE CONDITION: **FAIR**

Does Potential Exist for Elements from Bridge Falling on Roadway Beneath? NO

Does Potential Exist Because of Deteriorated Condition or Failure of Major Members? NO

Comment on any Conditions of Bridge that would Effect Roadway Beneath:
NONE

Note: If Underpass Route is Divided Highway, Use Two of These Forms, One for Each Roadway.

MINIMUM PICTURES REQUIRED

1. Elevation View of Bridge on Both Sides Showing Underpass
2. View Showing Both Approaches to Bridge
3. View Showing Safety Features
4. View Showing Any Problems

INSPECTION TEAM'S SUMMARY
BRIDGE NUMBER 94-I65-4.79 (LEFT LANE)
I-65 OVER SR-106 & HARPETH RIVER

AUGUST 16, 2001

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

This structure is a 4 span precast, prestressed, concrete I-beam bridge on a 70° skew to the left. The bridge has a cross-section of 6 I-beams and a 7" thick concrete deck. All substructure members are cast-in-place concrete. The bridge has a roadway width of 40 and a total length of 194.

The approach alignment, pavement and embankment are rated good.

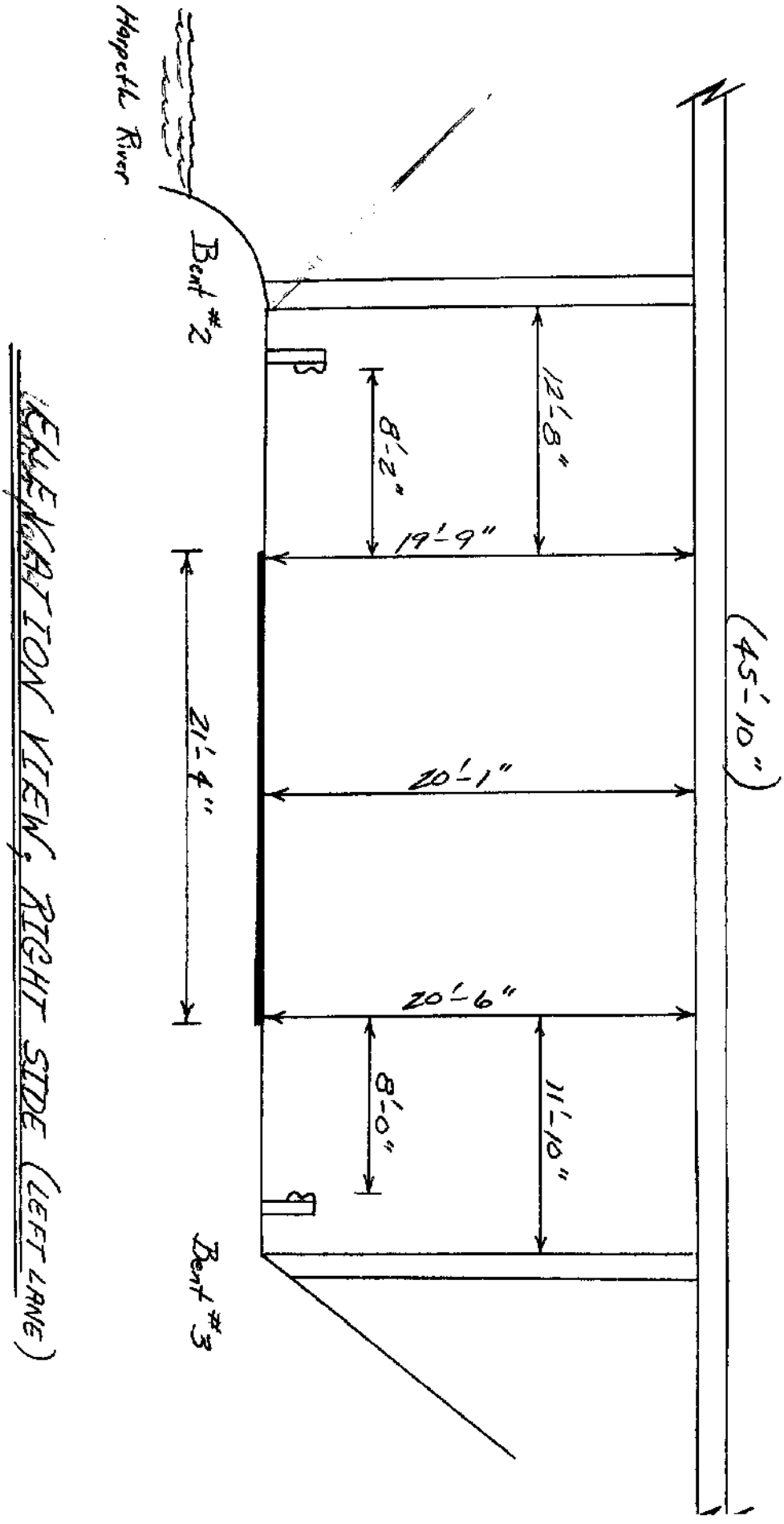
The approach guardrailing and bridge railing are present and standard.

The parapets are fair due to some light cracks. The beams are rated good. The diaphragms are fair to poor with open cracks, spalls, rebar exposure, and section loss.

The abutment caps are fair to poor with open cracks, heavy spalls, and exposed rebars. The bent caps are poor with rebar exposure, popouts open cracks, and delamination. The bent columns are poor with delamination, heavy spalls, rebar exposure, and section loss.

The channel opening is clean and appears to be adequate.

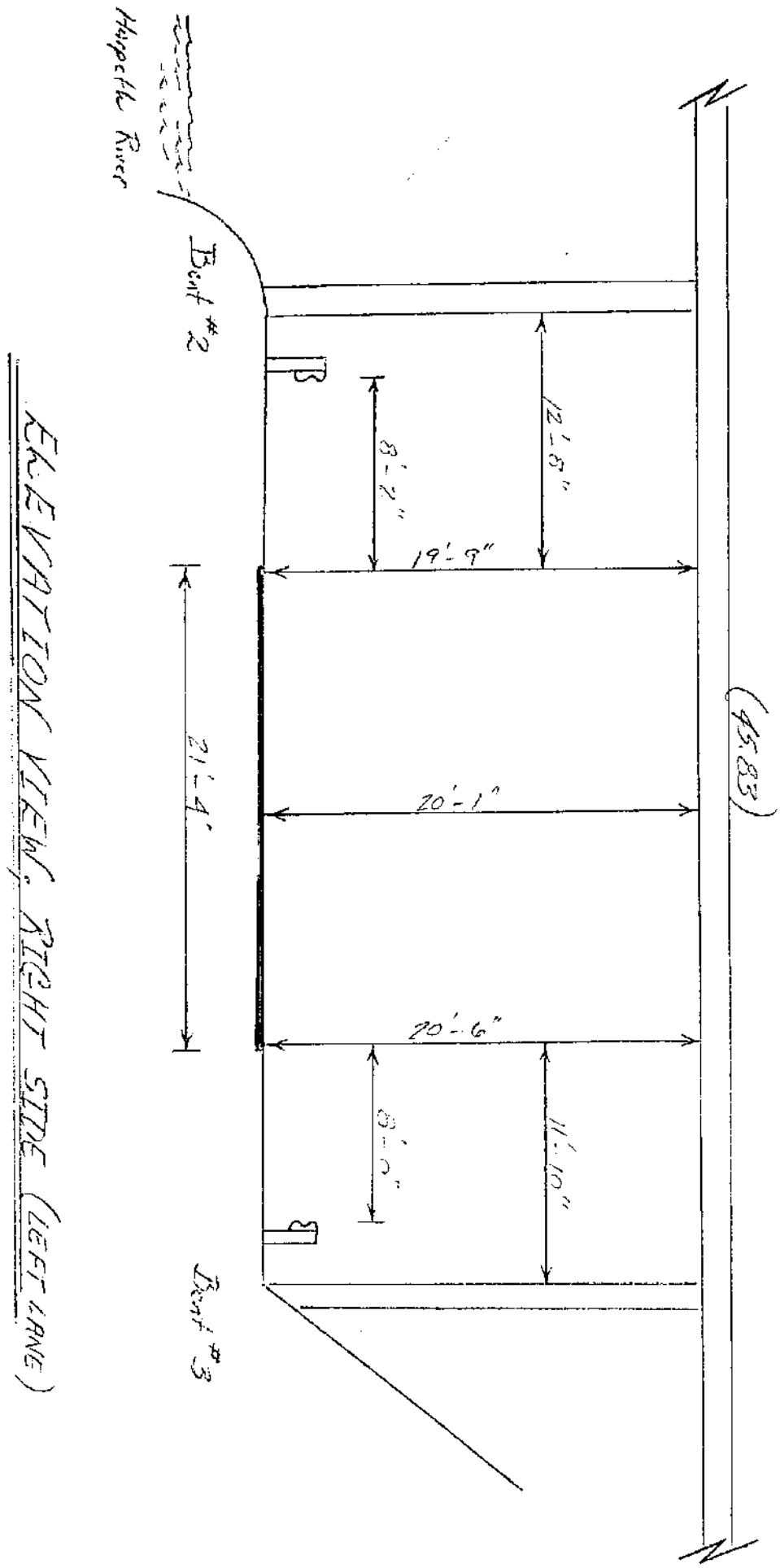
Br. No. 94-I65-4.79 LT. LANE DATE: 08/20/03
Underpass Clearance



SUPERSTRUCTURE VIEW, RIGHT SIDE (LEFT LANE)

Br. No. 94-165-4.79 LT. LANE DATE: 8/16/01

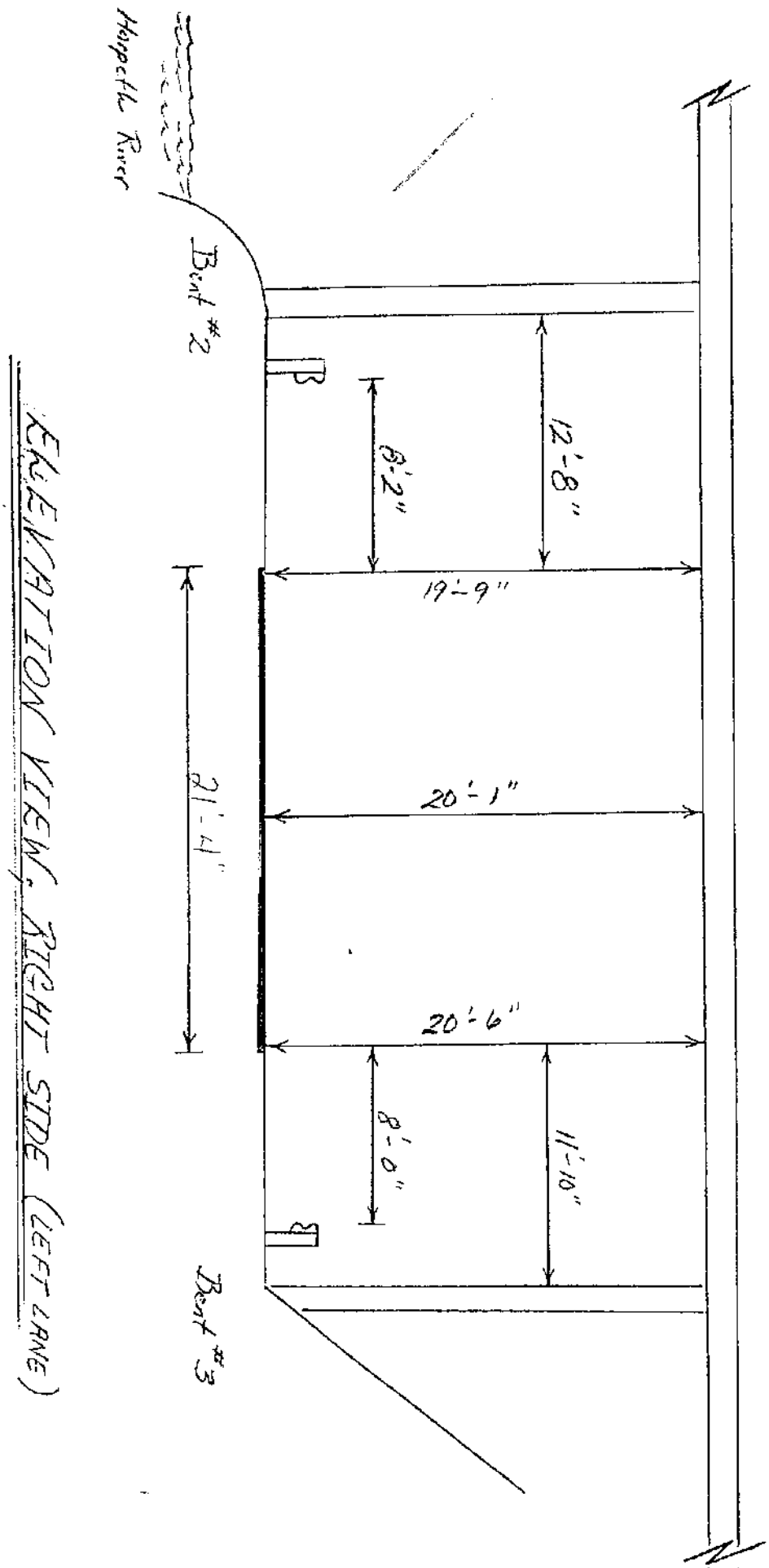
Underpass Clearance



ELEVATION VIEW, RIGHT SIDE (LEFT LANE)

Br. No. 94-165-4.79 LT. LANE DATE: 05/23/00

Underpass Clearance

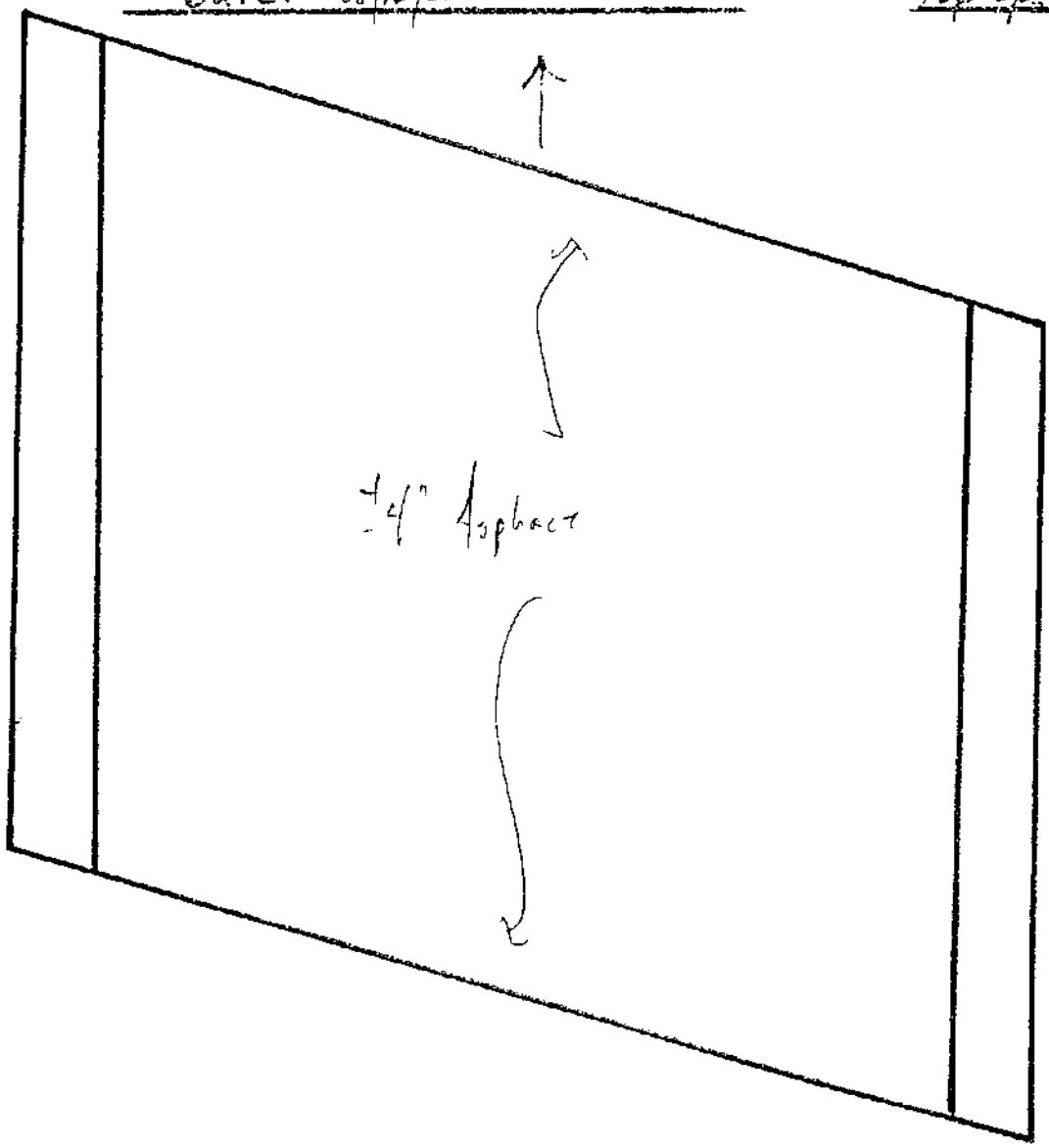


ELEVATION VIEW, RIGHT SIDE (LEFT LANE)

BR # 94-I65-4.79 Lt. Lane

Date: 08/16/01

Top Span 1

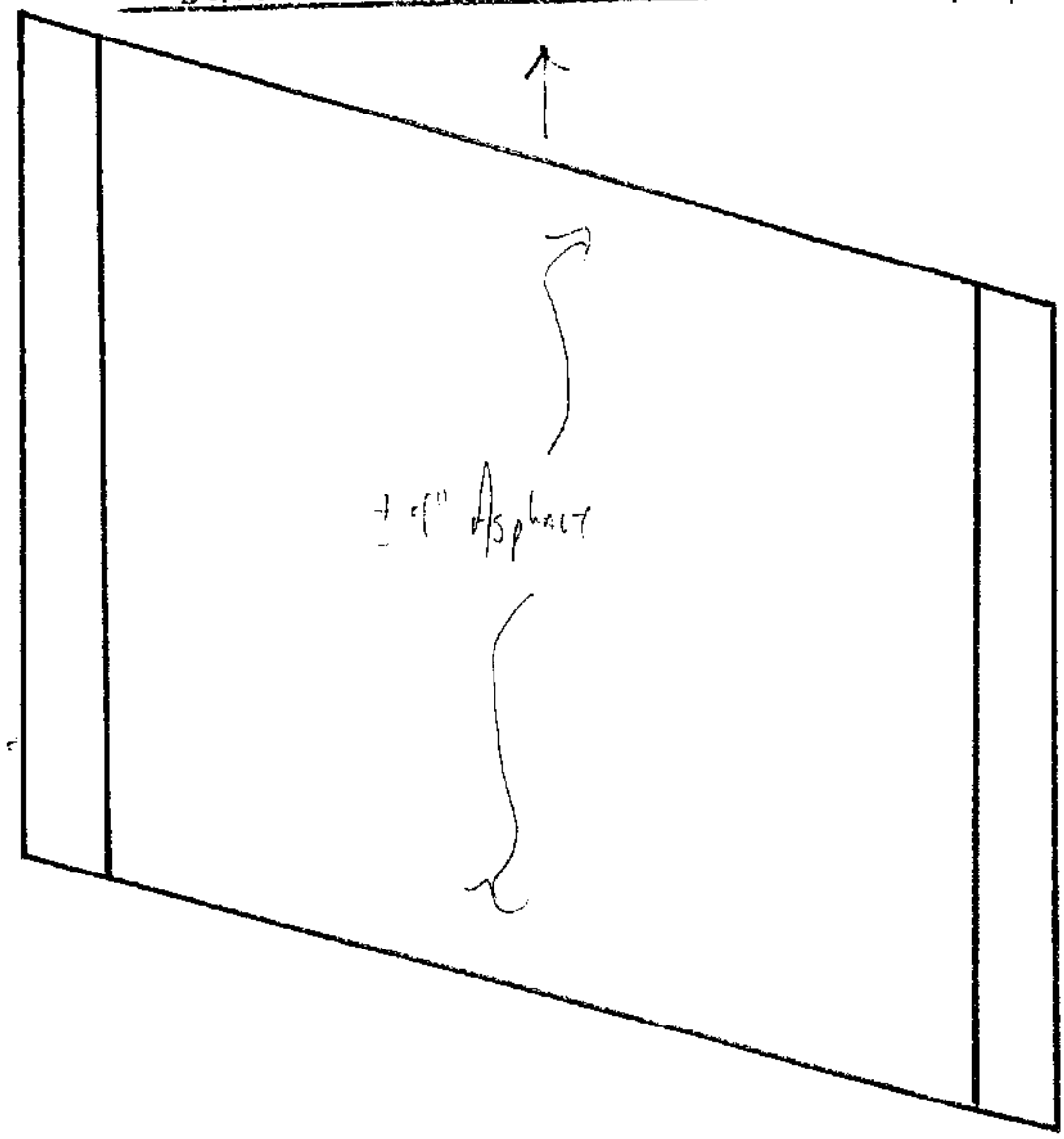


DECK	Good	
DRAINS	N/A	
HANDRAILS	N/A	
JOINTS	N/A	
PARAPET	Good	Light Cracks

BR # 94-I65-4.79 Lt. Lane

Date:

Top Span 2

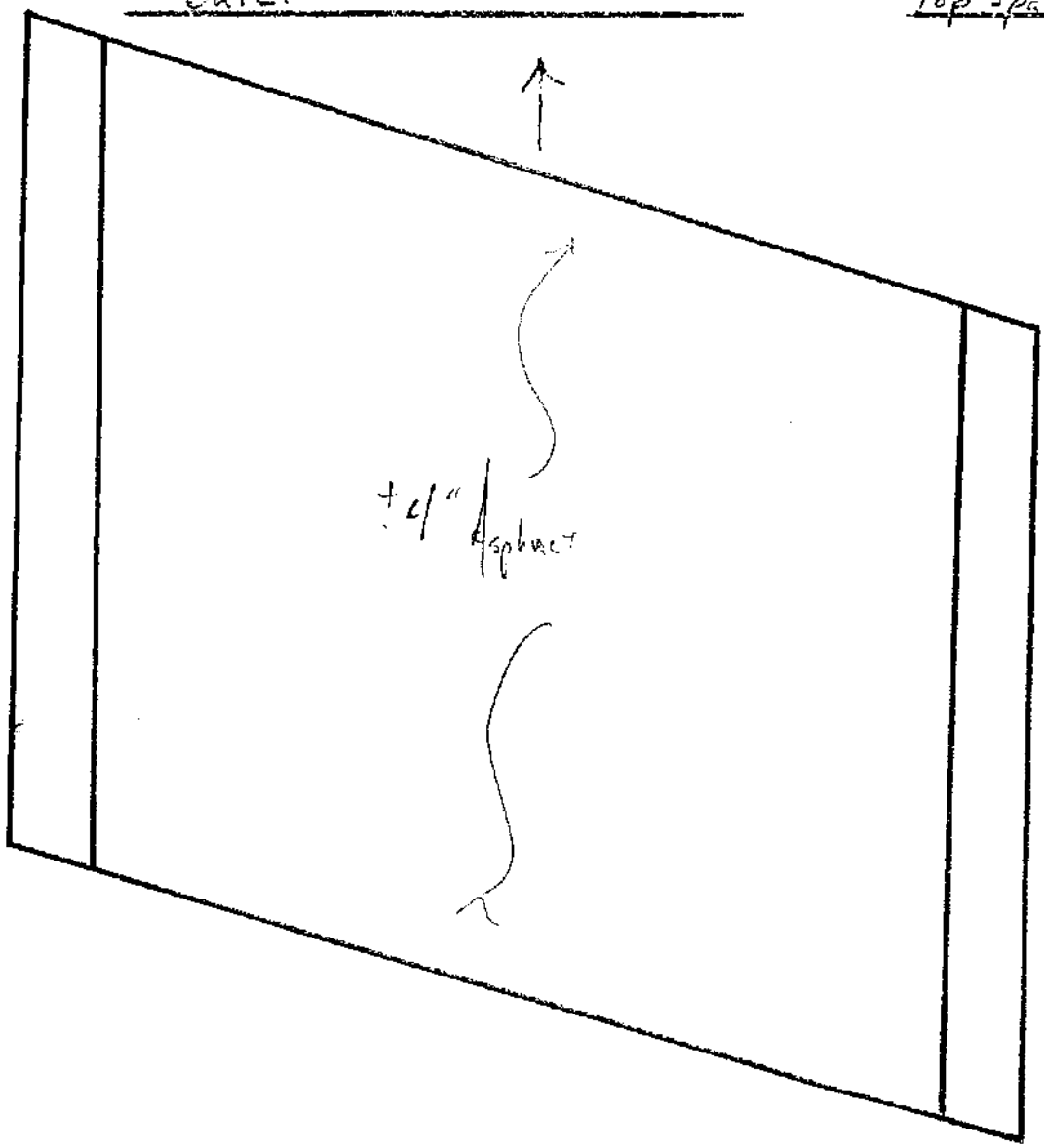


DECK	Good	
DRAINS	n/a	
HANDRAILS	n/a	
JOINTS	n/a	
PARAPET	Good	Light Rock

BR # 94-I65-4.79 Lt. Lane

Date:

Top Span 3

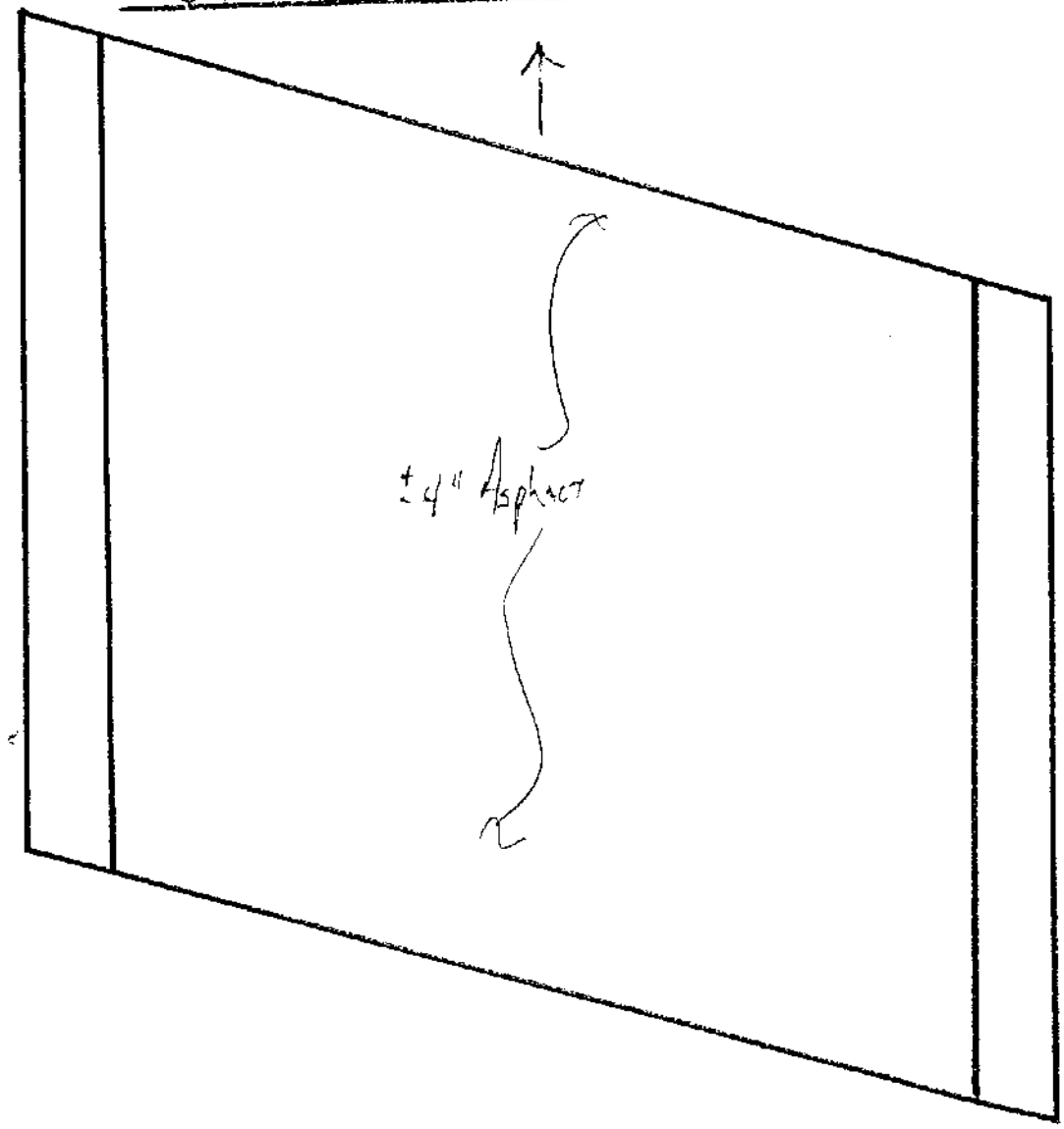


DECK	Good	
DRAINS	N/A	
HANDRAILS	N/A	
JOINTS	N/A	
PARAPET	Good	Light Cracks

BR # 94-I65-4.79 Lt. Lane

Date:

Top Span 4

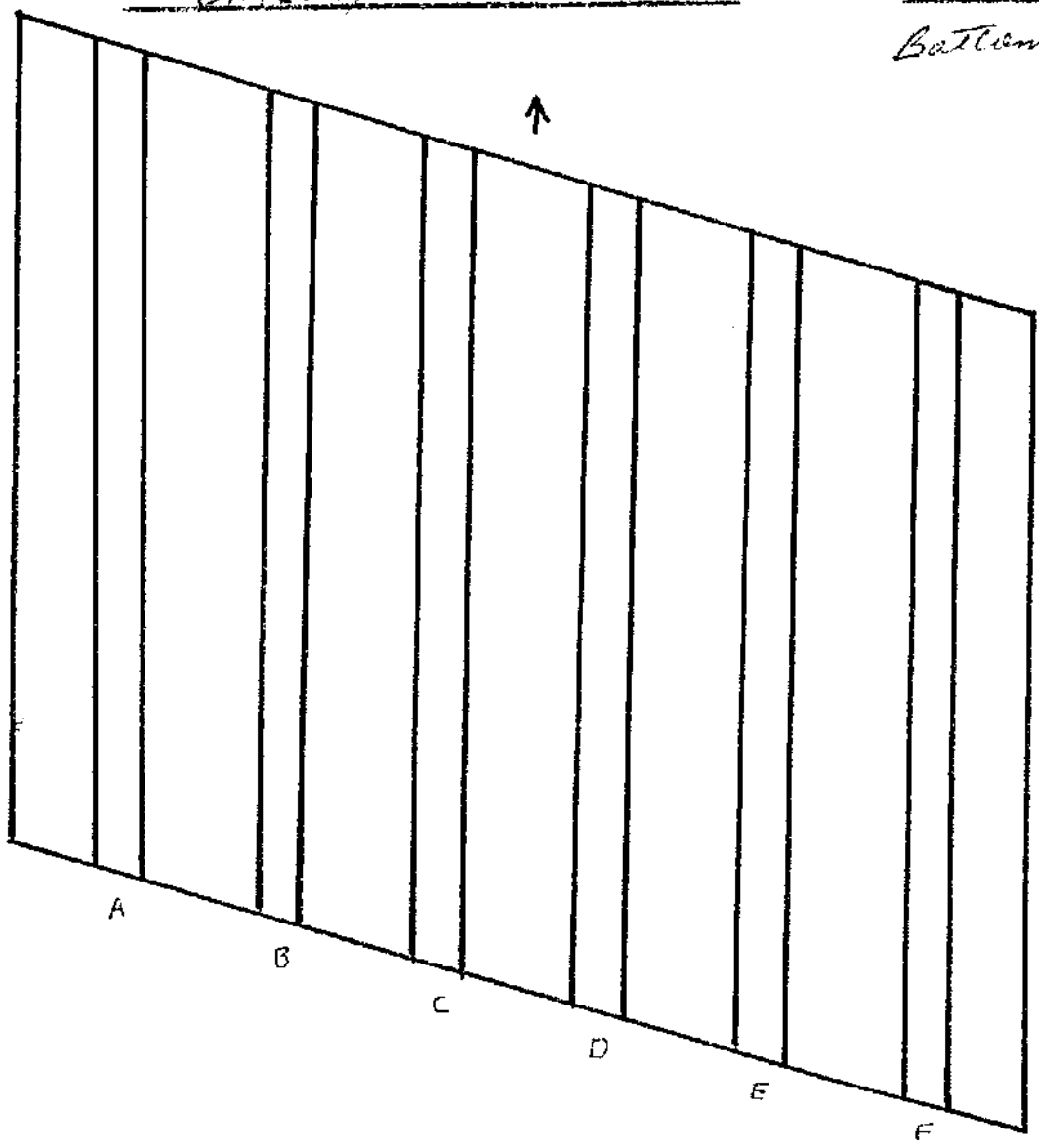


DECK	Good	
DRAINS	N/A	
HANDRAILS	N/A	
JOINTS	N/A	
PARAPET	Good	Light Cracks

BR # 94-I65-4.79

DATE: 8/11-/01

Lt Lane
Bottom Span #

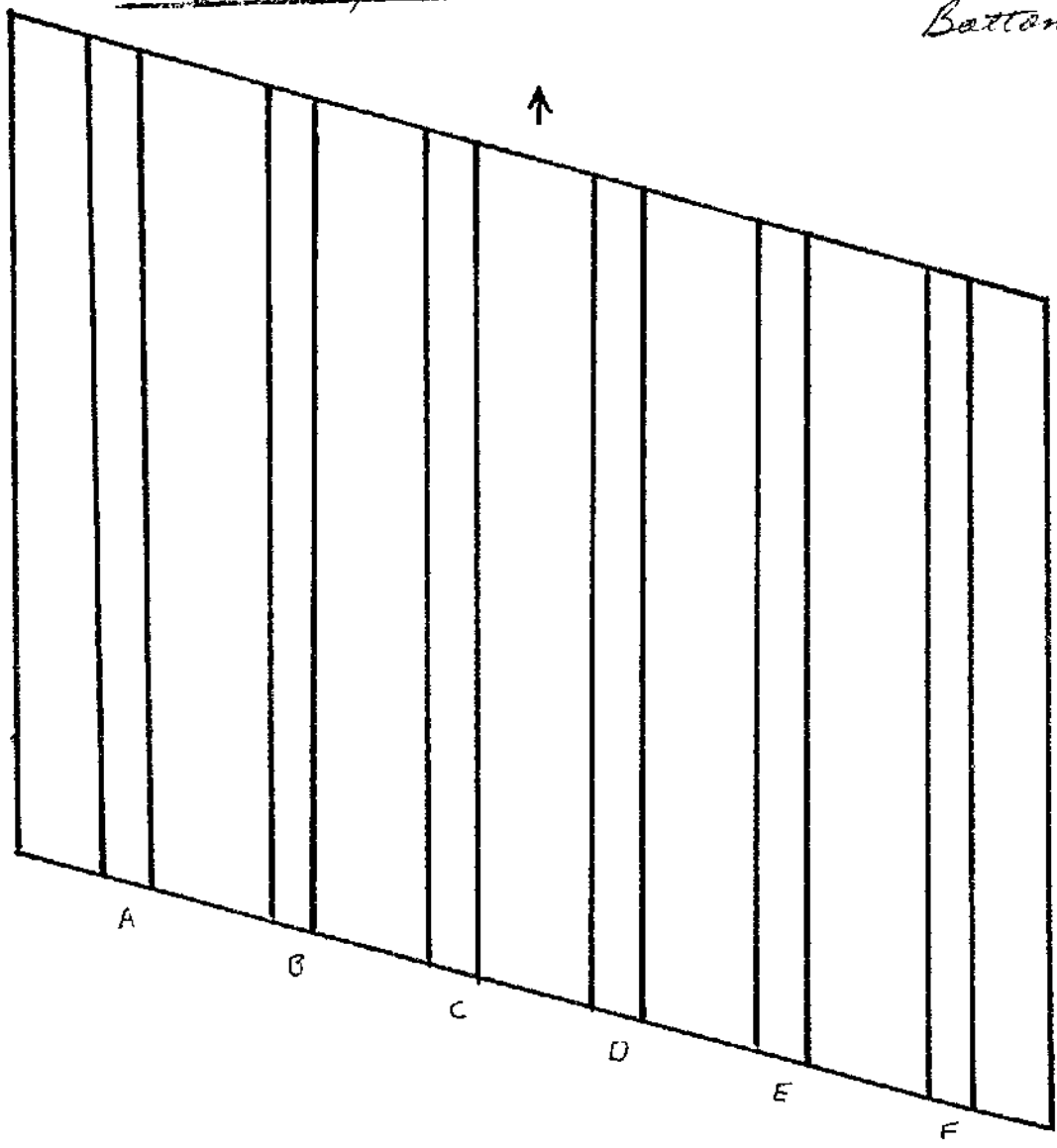


DECK	Good	
BEAM A	"	
B	"	
C	"	
D	"	
E	"	
F	"	
~~DRAINS~~		
DIAPH - BACK	Fair	Cracks w/Efflo
INT	Good	
AHEAD	Fair	Light Cracks

Br # 94-I65-4.79

DATE: 8/16/01

4 Lane
Bottom Span
#2

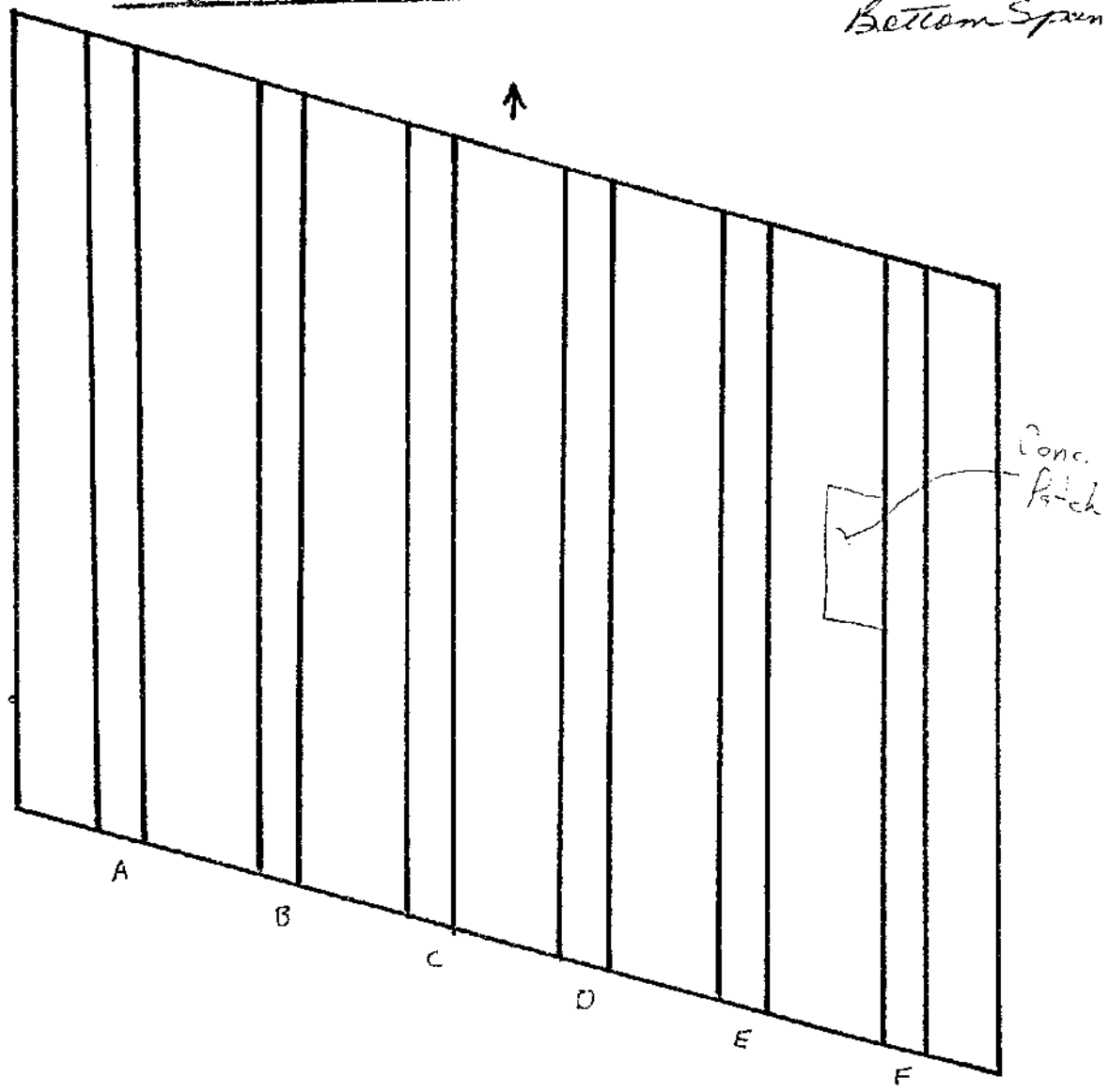


DECK	Fair	Numerous Light Map Cracking
BEAM A	Good	
B	"	
C	"	
D	"	
E	"	
F	"	
~~DRAINS~~		
DIAPH-BACK	Fair	Light Cracking
INT	Good	
AHEAD	Good	Spalls & Exposed Rebar

BR # 94-I65-4.79

DATE: 5/1-/01

Lt Lane
Bottom Span #



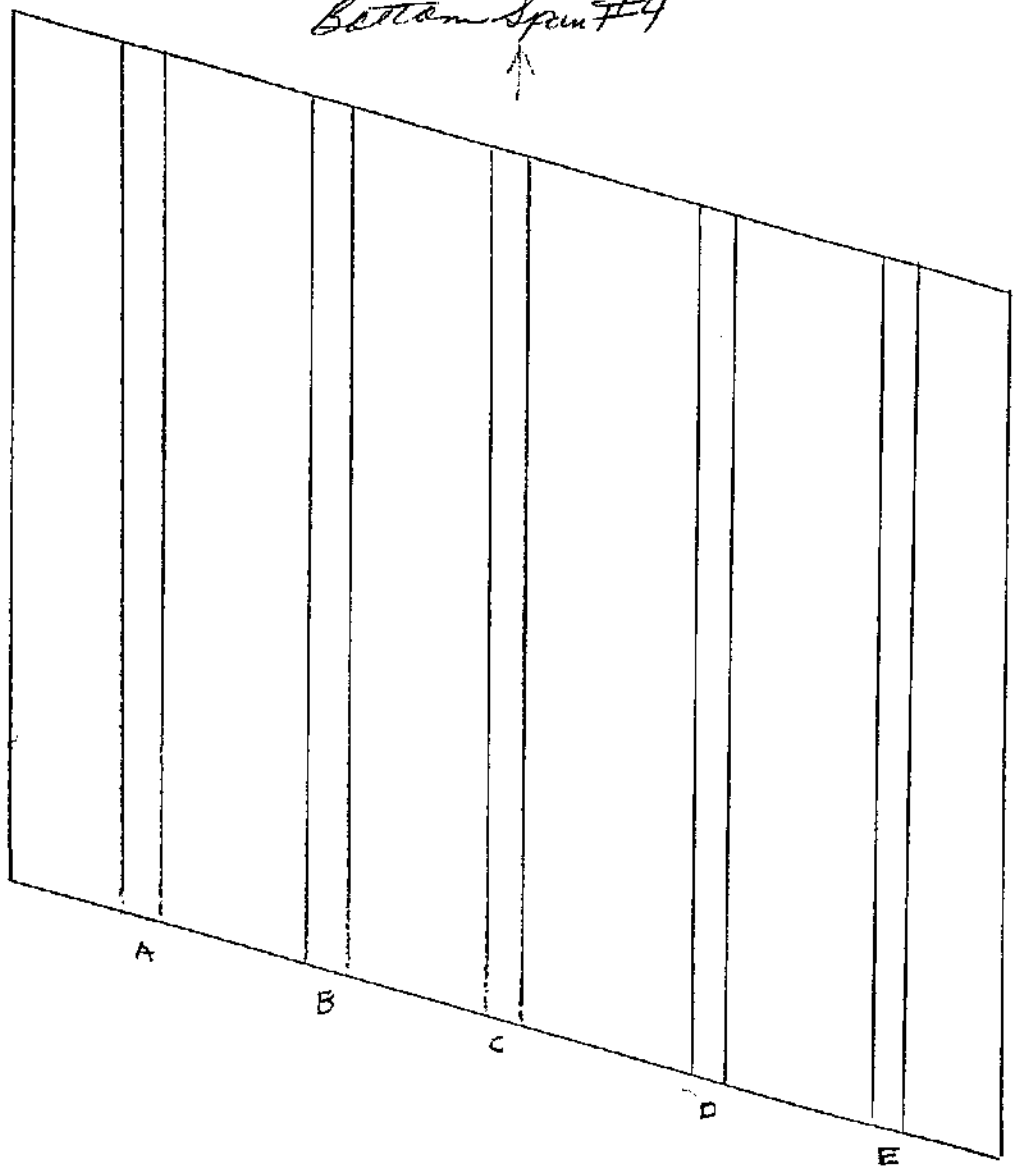
DECK	Fair	Light Cracks + Some Patches
BEAM A	Good	
B	"	
C	"	
D	"	
E	"	
F	"	
~~DRAINS~~		
DIAPH-Back	F-P	Heavy spall cracks
INT	Good	
AHEAD	Fair	Light Cracks

94-165-4.79

Date: 8/16/01

Lt. Lane

Bottom Span #4



DECK	Good	
BEAM A	"	
B	"	
C	"	
D	"	
E	"	
~~DRAINS~~		
DIAPH - BACK	Poor	Spalls & Exposed Rebars
AHEAD	Fair	Cracks w/Efflorescence
INT.	Good	

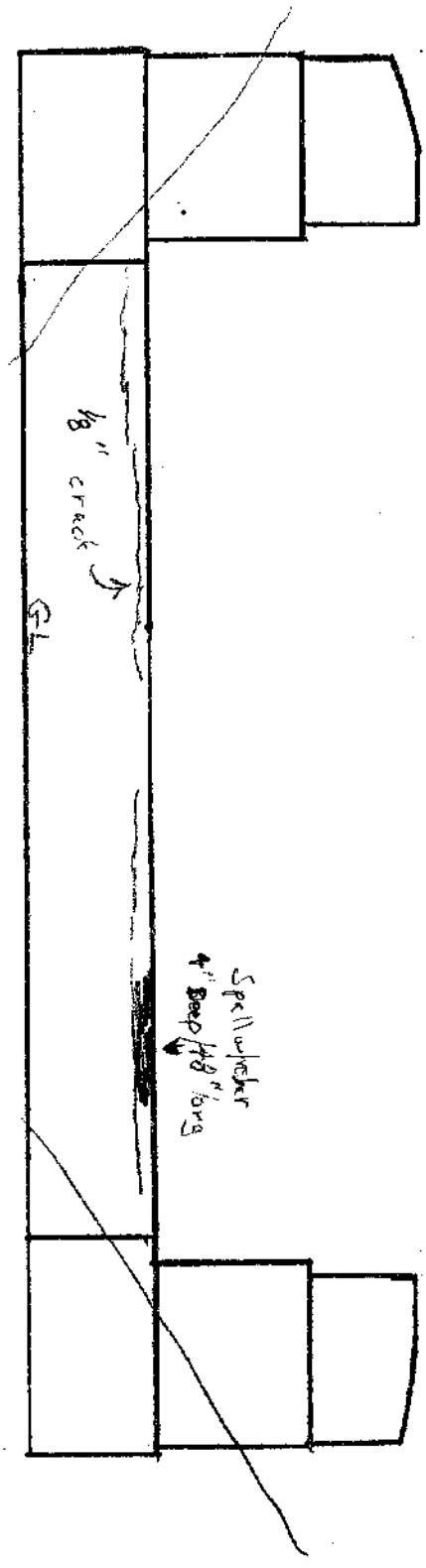
BR. No. 94-I65-4.87

Lt. LANE

DATE: 8/20/03

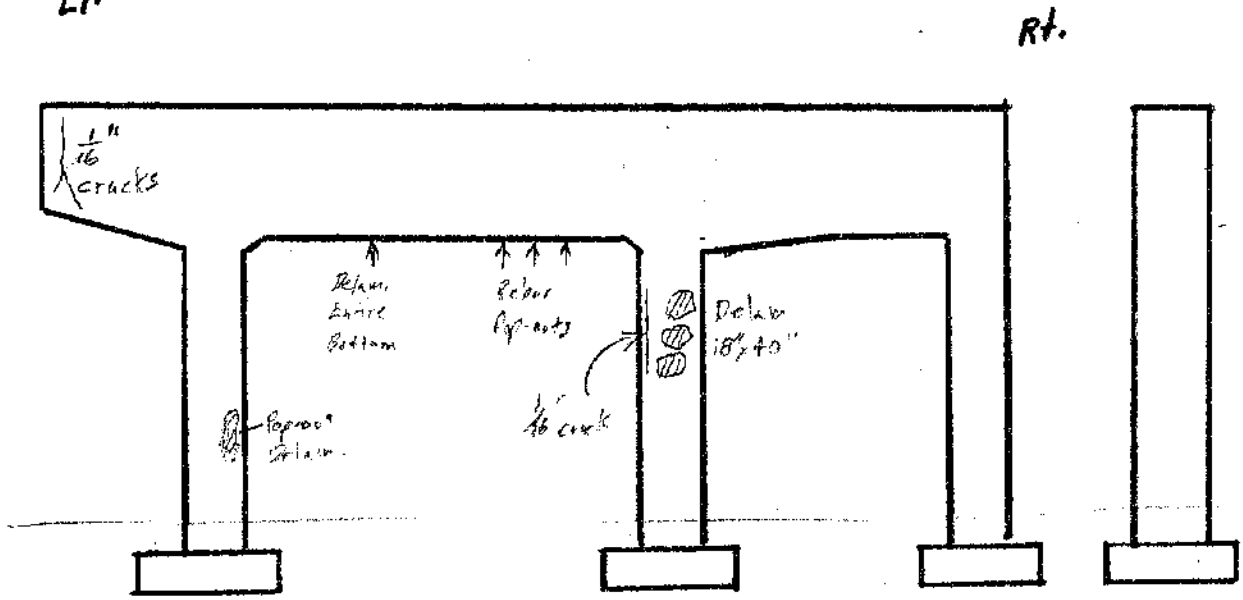
Bearings	Good
Br. Seat	
Cap	F-P
Lt. Wing	Good
Rt. Wing	"
Slope Paving	N/A

Heavy spall, open cracks



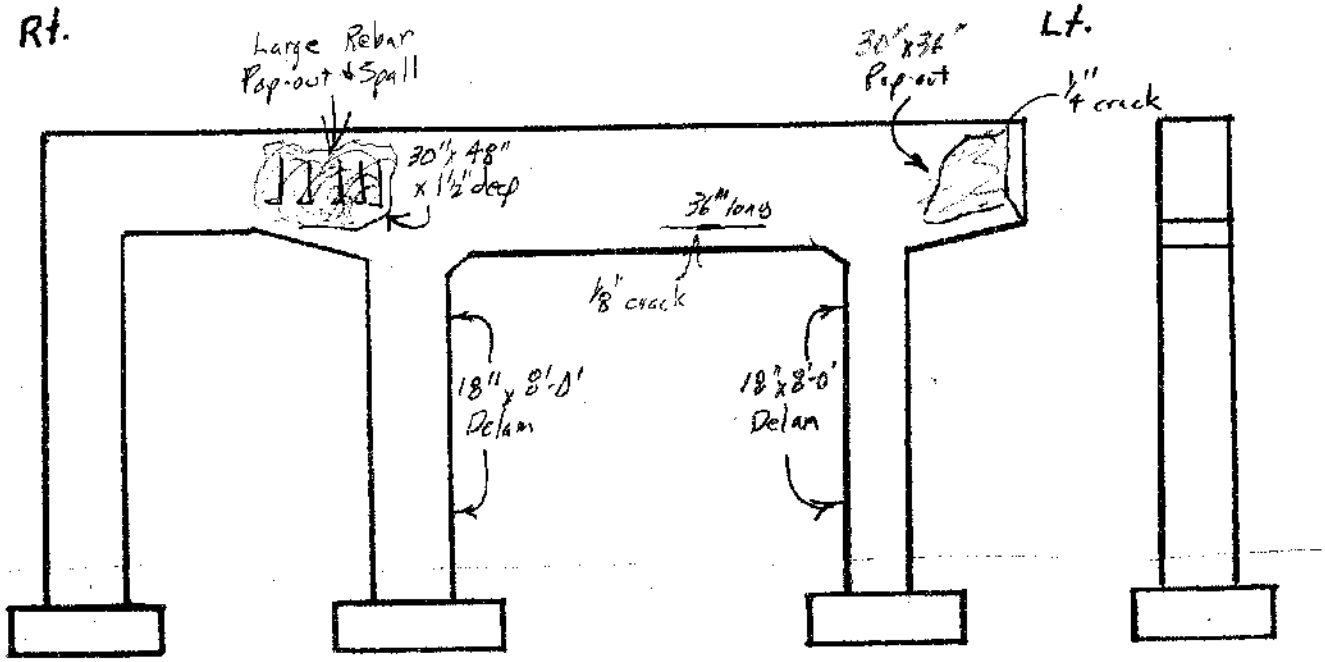
Abutment No. 1

BR. No. 94-I65-4.79
Lt LANE
DATE: 8/20/03



BACK
~~FRONT~~ VIEW BENT No. 1

Rt. END VIEW



FRONT
~~BACK~~ VIEW BENT No. 1

Lt. END VIEW

BR # 94-I65-4.79 LT. LANE

BENT # | DATE: 8/20/03

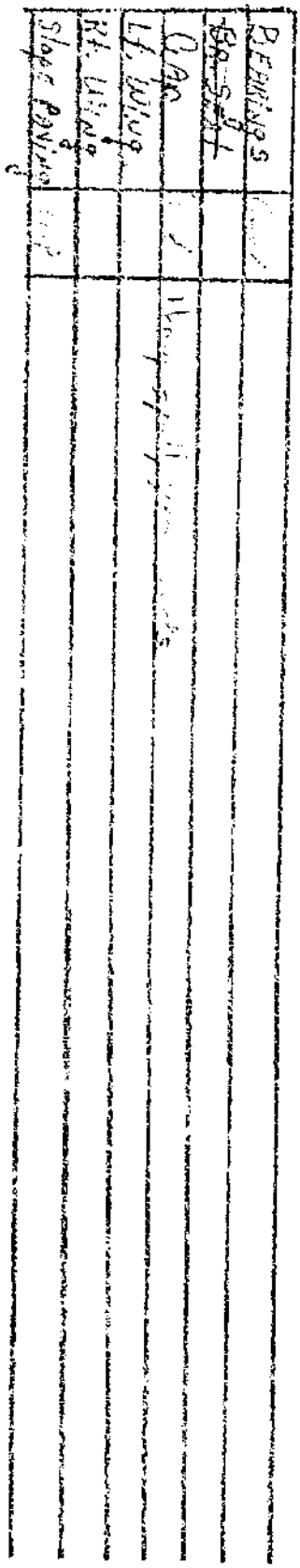
BEARINGS	Good	
CAP	F-P	Cracks, pop-outs, spalls, rebar
COLUMN 'A'	Good	
col. 'B'	POOR	large area of delam
col. 'C'	"	SAME
FOOTINGS	N/V	

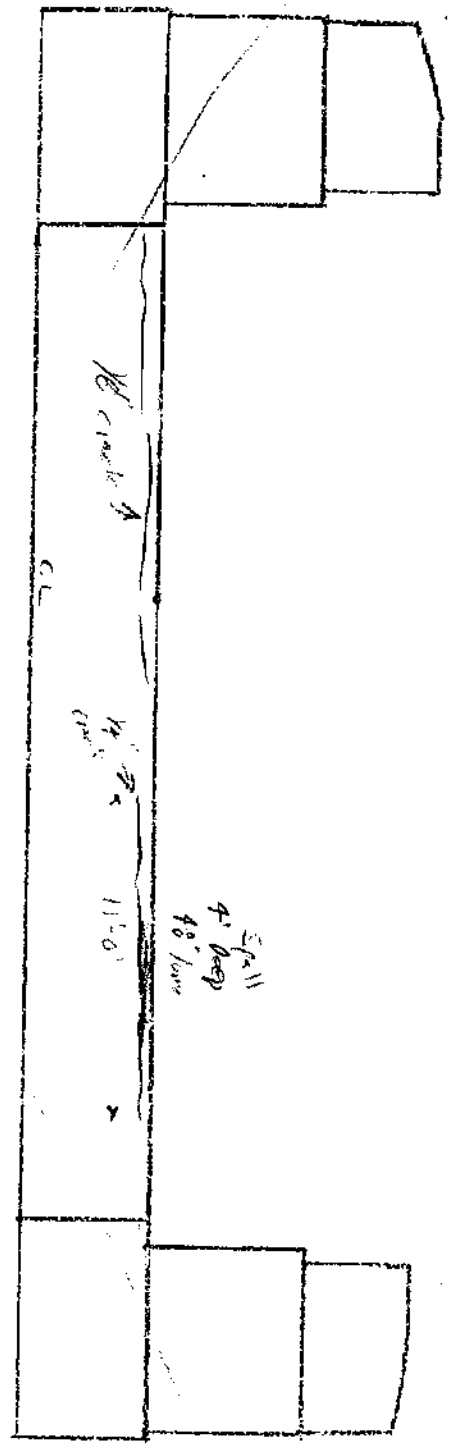
BR. No. 94-I65-4.77

Lt. LANE

DATE: 8/6/01

RT.



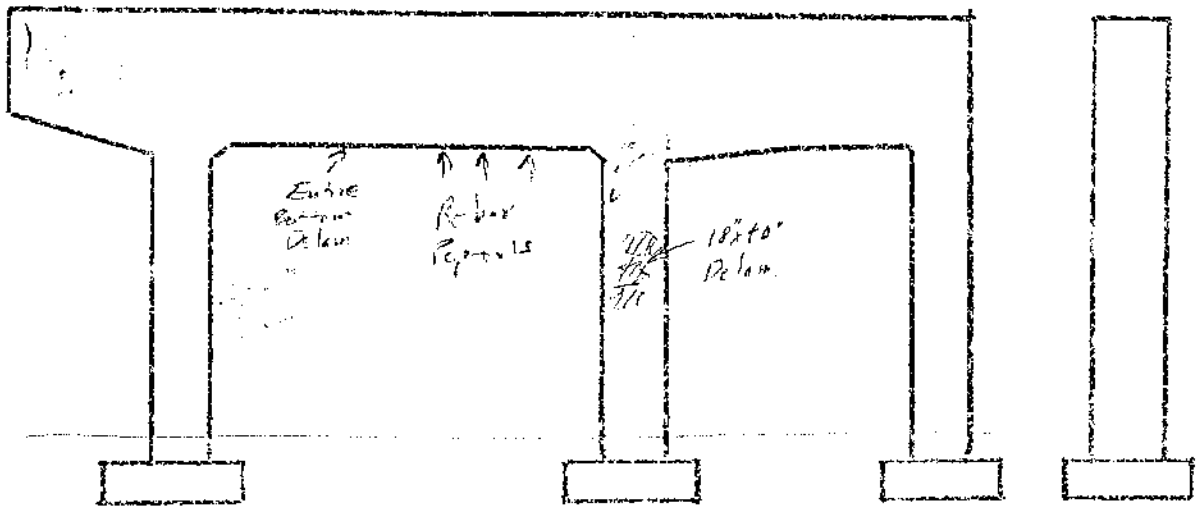


ABUTMENT No. 1

LT.

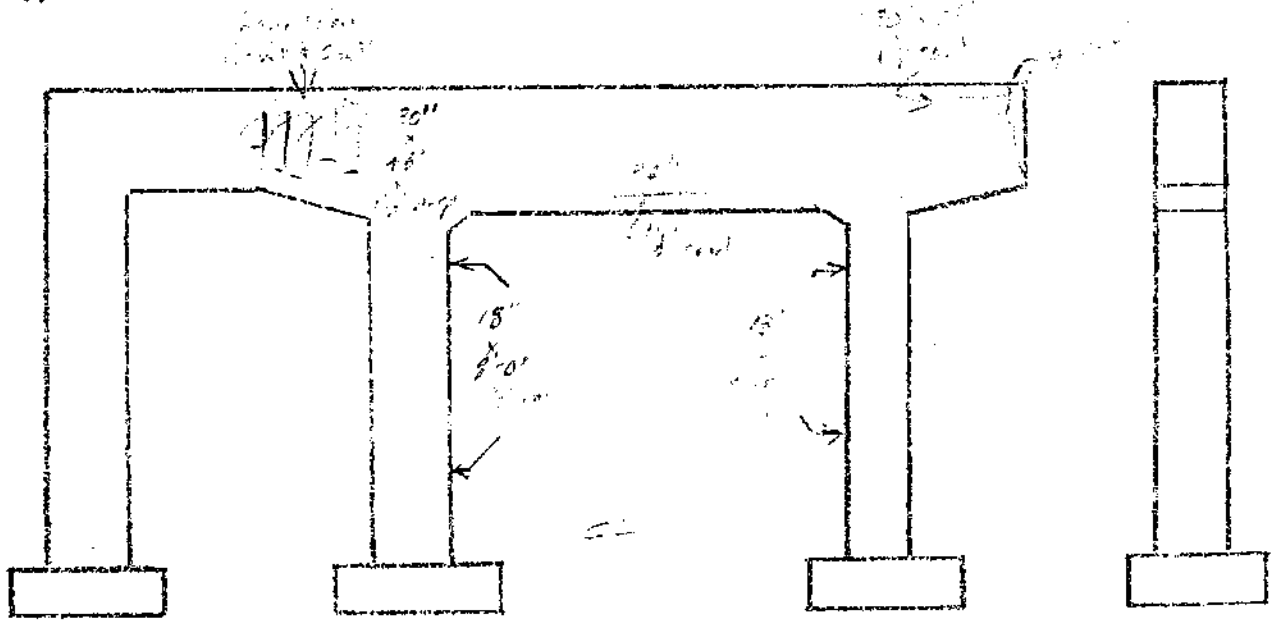
Br. No. 94-I65-4.78
Lt LANE
DATE: 8/14/01

Lt. Rt.



Back
~~Front~~ View Bent No. 1 Rt. End View

Rt. Lt.



Front
~~Back~~ View Bent No. 1 Lt. End View

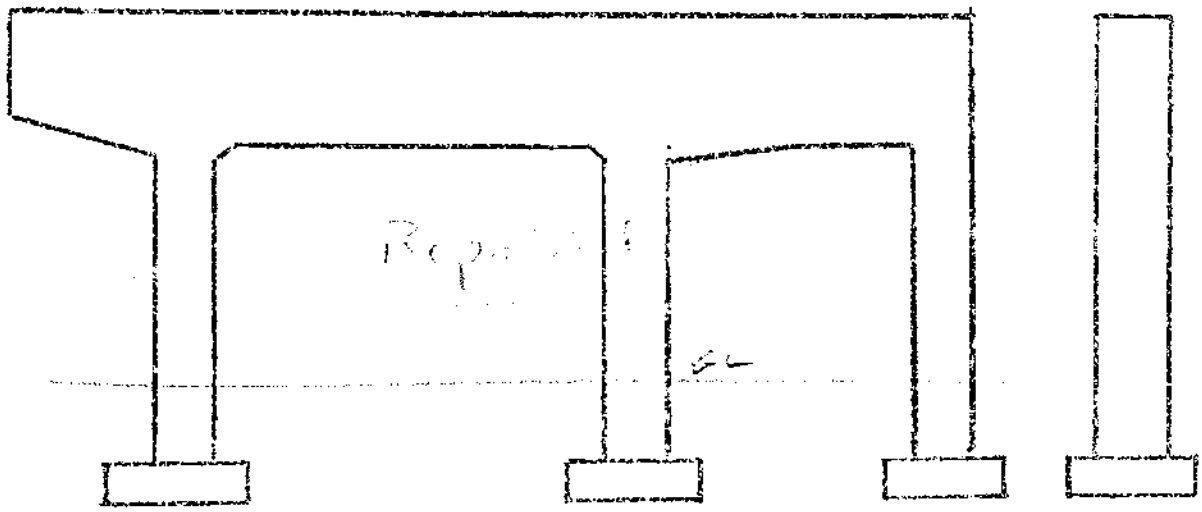
BR # 94-I65-4.79 LT. LANE

BENT # 1 DATE: 8/14/01

BEARINGS	Good	
CAP	Poor	Delam, cracks, rebar, spalls
COLUMN 'A'	Good	
Col. 'B'	Poor	Spalls, cracks, delam
Col. 'C'	"	SAME
FOOTINGS	N/V	

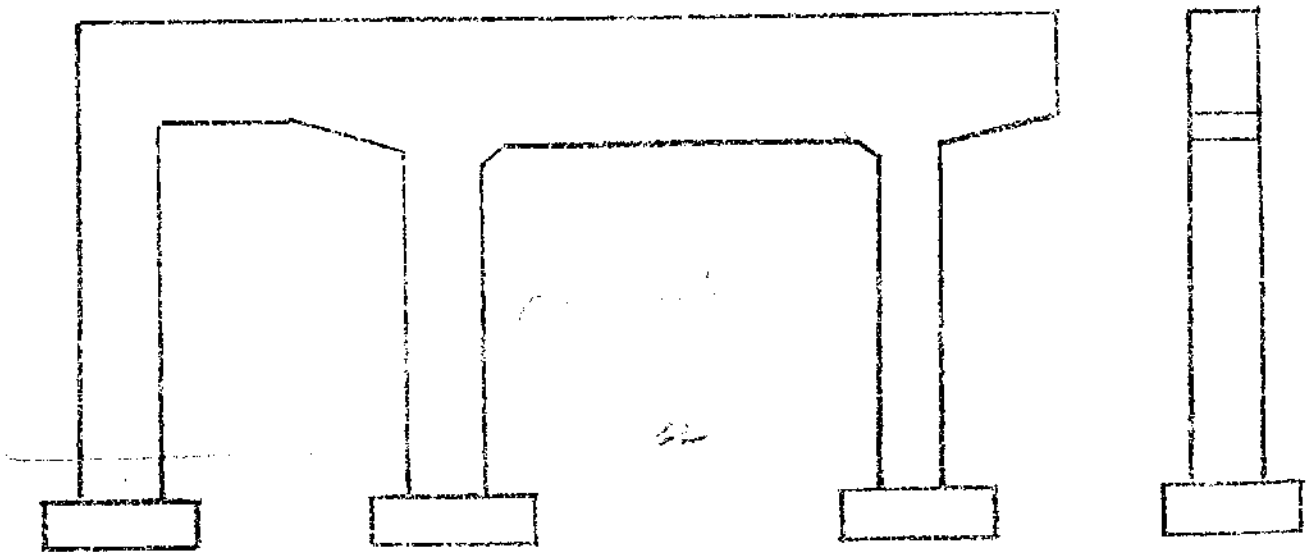
BR. No. 94-I65-4.79
Lt. LANE
DATE: 6/16/01

Lt. Rt.



~~BACK~~ VIEW BENT No. 2 Rt. End View

Rt. Lt.



~~FRONT~~ VIEW BENT No. 2 Lt. End View

BR # 94-I65-4.79 LT. LANE

BENT # 2 DATE: 2/8/01

BEARINGS (TYP.)

CAP

COLUMN 'A'

col. 'B'

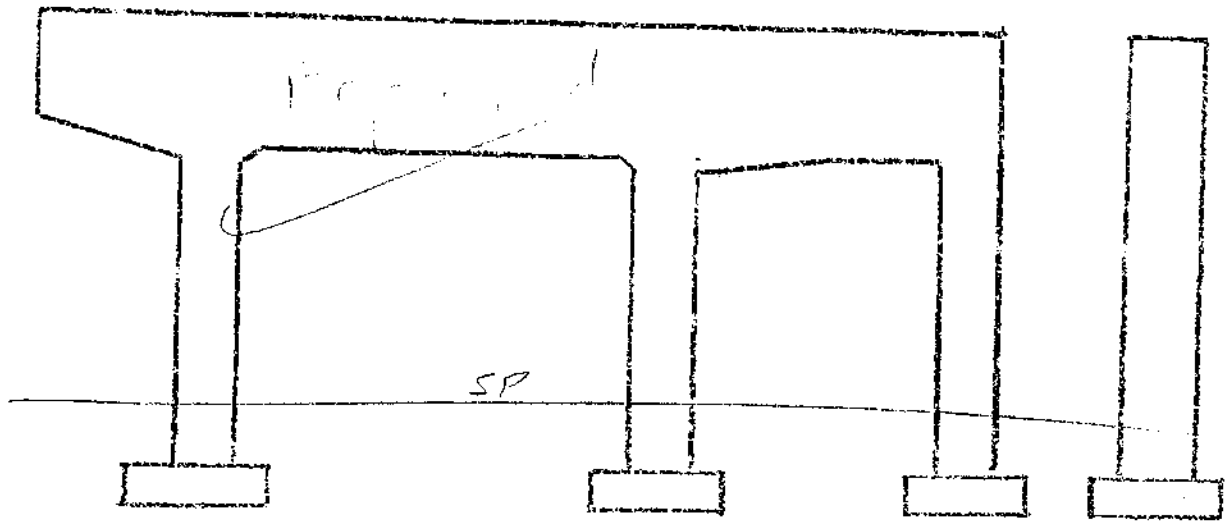
col. 'C'

FOOTINGS

Br. No. 94-I65-4.78
Lt Lane
Date: 7/16/01

Lt.

Rt.

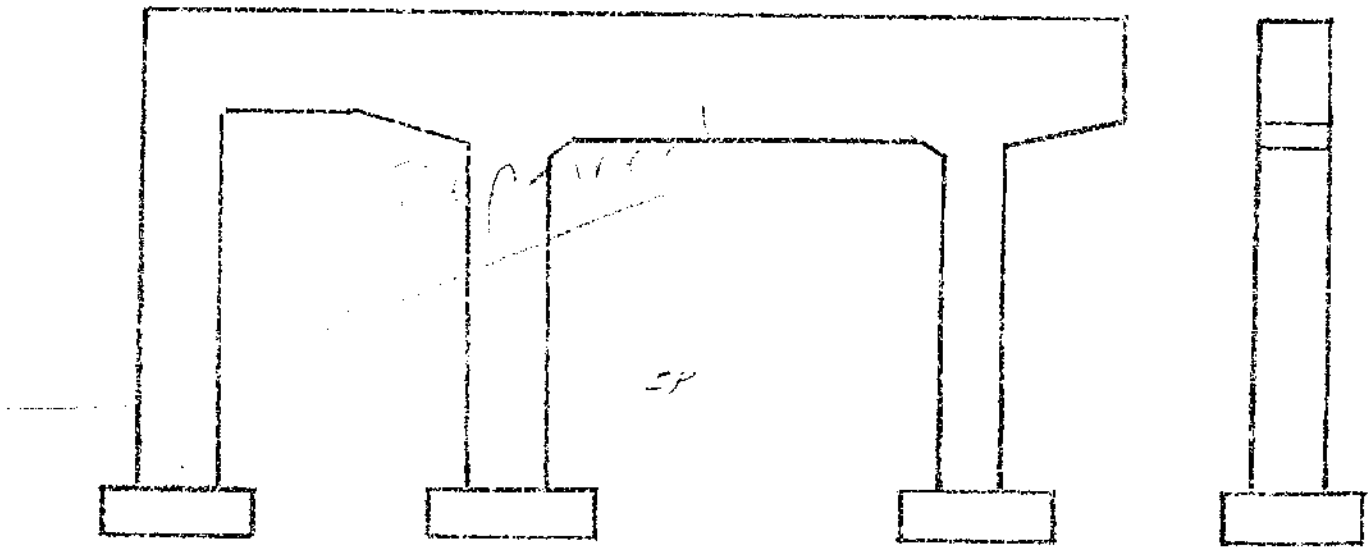


Front View Bent No. 3

Rt. End View

Rt.

Lt.



Back View Bent No. 3

Lt. End View

BR # 94-I65-4.79 LT. LANE

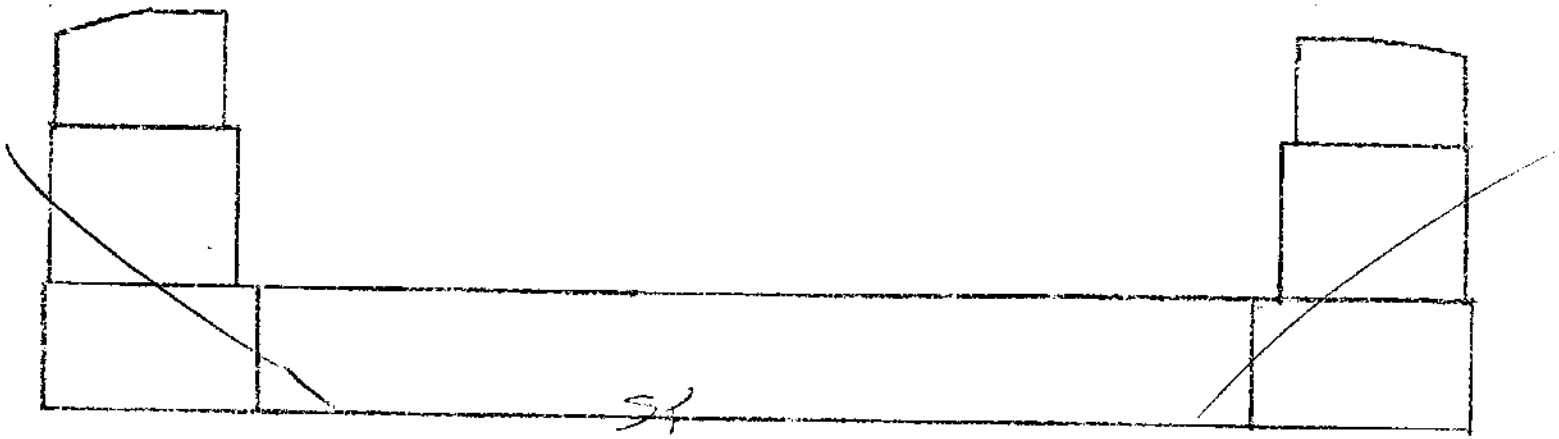
BENT # 3 DATE: 2/14/01

BEARINGS	Good
CAP	"
COLUMN 'A'	"
Col. 'B'	"
Col. 'C'	"
FOOTINGS	N/A

T.

7.

Br. No. 94-I65-4.72
Lic. LANE
DATE: 6/16/01



Abutment No. 2

BEARINGS	Good
~~Backwall~~	
Cap	Good
Lt. Wing	"
Rt. Wing	"
Slope Paving	"

BRIDGE PLANS ARE IN REPORT

94I00650005