



Hamilton County

Cursory Inspection Report

Location: 33-03578-00.80

Federal ID: 33100240059

Closeout Agency:

TDOT

Description:

4 Span Bridge

FAU 3578 - Moore Road

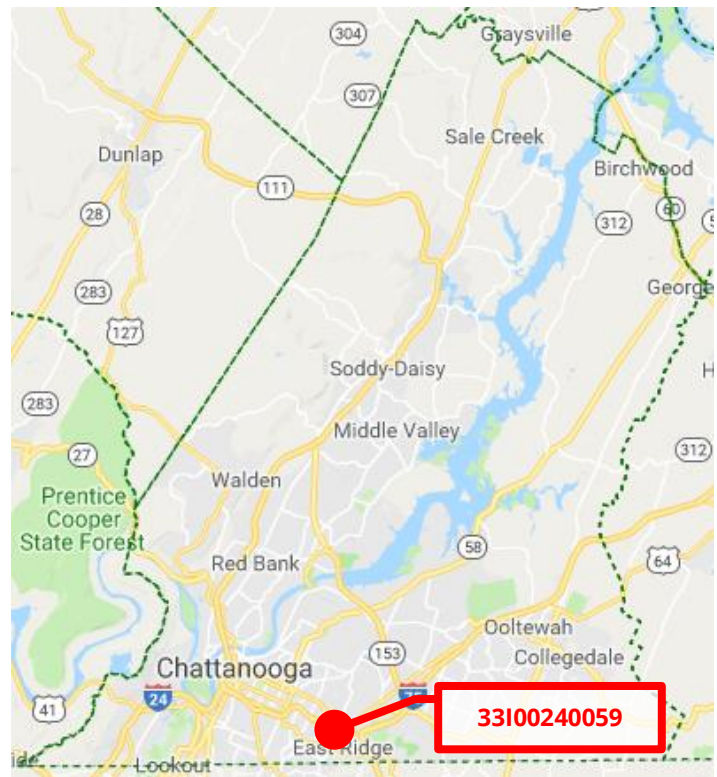
OVER

I-24 (LM 13.34) - Eastbound & Westbound

Inspection Date: April 7, 2022

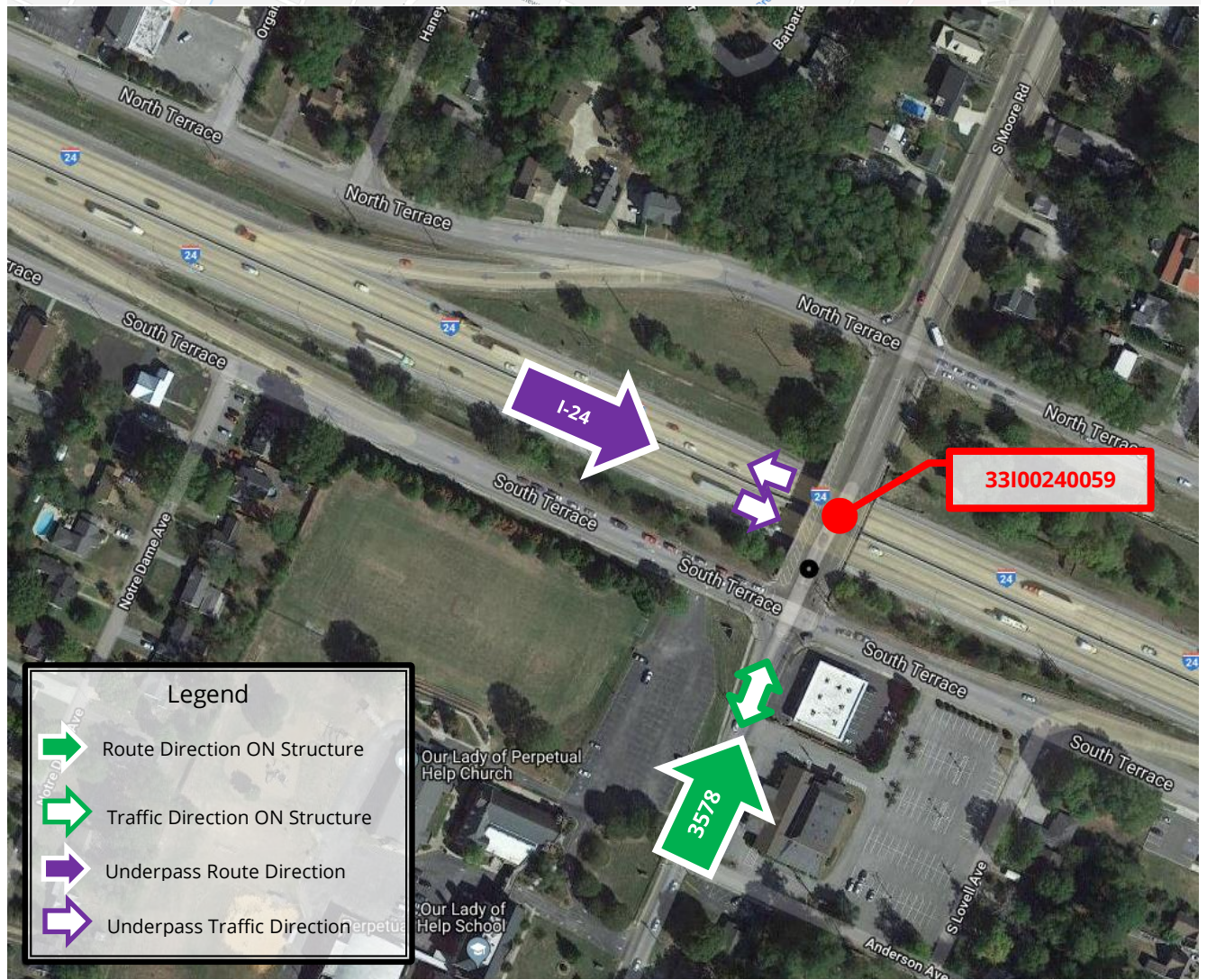
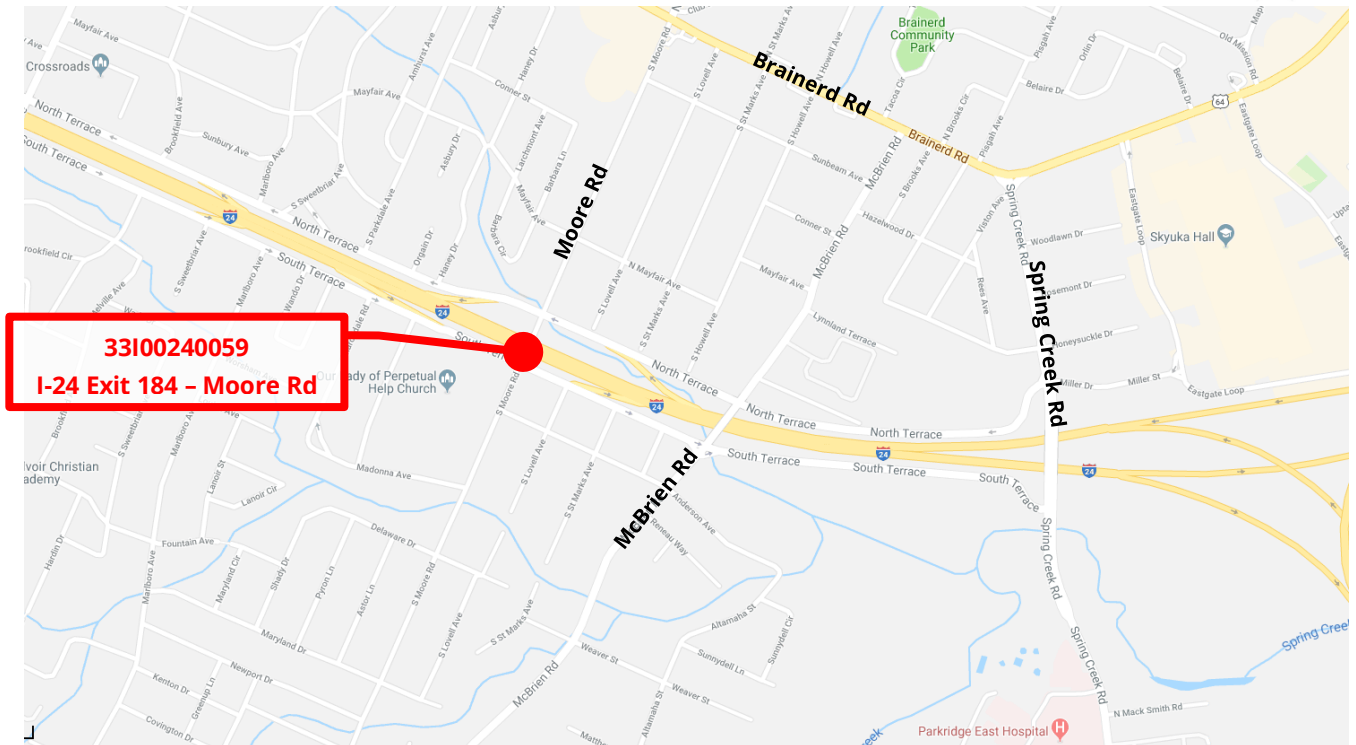
Overall Condition Rating:

POOR



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LOCATION MAP



Legend

- Route Direction ON Structure
- Traffic Direction ON Structure
- Underpass Route Direction
- Underpass Traffic Direction

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BRIDGE MAINTENANCE RECOMMENDATIONS



Tennessee Department of Transportation

COUNTY: HAMILTON
 LOCATION: 33-03578-00.80-
 CO. SEQ.: 1 SPEC. CASE: 0

CROSSING: I-24
 FED. BRIDGE NO.: 33I00240059
 MAINT. DIST.: 33

REPAIR LIST NO.: 2
 DATE ADDED: 10/18/2018
 REVISED: 04/07/2022

FACILITY CARRIED:	S. MOORE RD.	NUMBER OF MAIN SPANS:	4
HIGHWAY SYSTEM:	18-STP URBAN, NON-STATE SYS.	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	63 FT 11 IN	BRIDGE LENGTH (FT):	175
BRIDGE WIDTH (OUT TO OUT):	76 FT 5 IN	MAXIMUM SPAN LENGTH (FT):	55
APPROACH ROADWAY (W/SHOULDERS):	58 FT 0 IN	SKEW ANGLE (DEGREES):	90
MAINTAINED BY:	STATE HIGHWAY AGENCY		
MAIN SPAN MATERIAL:	PRESTRESSED CONCRETE		
MAIN SPAN DESIGN TYPE:	BOX BEAM OR GIRDERS - MULTIPLE		
APPROACH SPAN MATERIAL:	OTHER OR NOT APPLICABLE		
APPROACH SPAN DESIGN TYPE:	OTHER OR NOT APPLICABLE		
INSPECTION DATE:	10/14/2020	GENERAL CONDITION:	POOR
EVALUATION DATE:	11/13/2020	STRUCTURALLY DEFICIENT:	YES
PPRM PIN NUMBER:			
H TRUCK RATING @ INV.:	29 TONS	SUFFICIENCY RATING:	56.3

SUGGESTED ROUTINE MAINTENANCE AND COMMENTS
REPLACE BEAM "Y" - SPAN NO. 1
REPAIR CAPBEAM AT BENT NO. 3 (DELAMINATIONS CRACKS SPALLS AND REBAR SPALLS)
REPAIR COLUMN "B" AT BENT NO. 3 (DELAMINATION AND REBAR SPALLS)
REPAIR COLUMN "C" AND "F" AT BENT NO. 1 (DELAMINATION AND REBAR SPALLS)
SEAL CRACKS IN ASPHALT WEARING SURFACE
APPROACH GUARDRAIL TERMINALS ARE SUBSTANDARD (NONEXISTENT)
APPROACH GUARDRAILS ARE NON-EXISTENT
TRANSITIONS ARE SUBSTANDARD (NONEXISTENT)
INSTALL PADDLEBOARD SIGNS AT APPROPRIATE LOCATIONS (NO. 1 LEFT SIDE)
REPLACE THE MISSING "SIDEWALK CLOSED" SIGN AT APPROACH #2
TIGHTEN SIGN BOLTS AND MONITOR SIGN CONNECTIONS TO BEAM "B" SPAN NO. 2

GENERAL COMMENTS:
 SIGNS SHOW NO MOVEMENT SINCE 04/13/2021 ON 1/7/2020 BEAM "A" WAS STRUCK AT SPAN NO. 2 BY A LOAD OF EXCESSIVE HEIGHT IT WAS REMOVED ALONG WITH APPROXIMATELY 65 FEET OF THE SIDEWALK AND 75 FEET OF THE BRIDGE RAIL MONITOR SEPERATION BETWEEN BEAMS IN SPANS NO. 1 AND NO 4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 04/11/2022

Bridge Number:
(Includes Item 5A)

Feature Intersected:

Evaluation Status:

County:

Route:

Special Case:

County Sequence:

Log Mile:

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	CONDITION CODING GUIDELINES (Values for Coding Items 58, 59, 60 and 62)
90	LAST INSPECTION DATE	<input type="text" value="10/14/2020"/>	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.
	EARLIEST DATE OF NEXT REGULAR INSPECTION	<input type="text" value="08/15/2022"/>	
		<input type="text" value="/ /"/>	
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN. <input type="text"/> FT. <input type="text"/> IN.	
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN. <input type="text"/> FT. <input type="text"/> IN.	
36	TRAFFIC SAFETY FEATURES		
	Br. Rail	0	
	Trans.	0	
	Appr. Rail	0	
	Terminal	0	
	SPEED LIMIT	30	
	<input type="text"/>	<input type="text"/>	
41	STRC OPEN/CLOSED/POSTED	A	
	A K P	<input type="text"/>	
58	DECK	6	
59	SUPERSTRUCTURE	4	
60	SUBSTRUCTURE	5	
61	CHANL/CHANL PROTECTION	N	
62	CULVERT AND RETAIN WALL	N	
71	WATERWAY ADEQUACY	N	
72	APPROACH RDWY ALIGNMENT	8	
521	OVERALL CONDITION	POOR	
16	LATITUDE	N 35° .3770'	
17	LONGITUDE	W 85° 13.9020'	
	<input type="text"/>	<input type="text"/>	
	<input type="text"/>	<input type="text"/>	

TEAM LEADER SIGNATURE

REVIEW DATE

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



BRIDGE NO. - #1 RIGHT - BRIDGE RAIL



LOOKING AHEAD ON ROUTE

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LOOKING BACK ON ROUTE



TRAFFIC CONTROL - LOOKING AHEAD

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



TRAFFIC CONTROL - LOOKING BACK - "SIDEWALK CLOSED" SIGN IS MISSING



BEAM "A" REMOVED - SPAN #2 - LOOKING AHEAD

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



BOTTOM OF SPAN #2 - LOOKING AHEAD ON UNDERPASS



LEFT SIDEVIEW OF SPAN #2 - LOOKING AHEAD ON UNDERPASS

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



BEAM "A" REMOVED - BENT #2



BEAM "A" REMOVED - BENT #1

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



BOTTOM OF DECK - SPAN #2 - LEFT



BOTTOM OF DECK - SPAN #2 - RIGHT

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



SPALLED BEAMS - "F" AND "G" - SPAN #2



SPALLED BEAMS "P" AND "Q" - SPAN #2

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



DAMAGE TO PARAPET - FROM BEAM REMOVAL – BENT #1



ANGLE IRON INSTALLED AFTER THE CURSORY INSPECTION OF 7-23-2020

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



ANGLE IRON INSTALLED AFTER THE CURSORY INSPECTION OF 7-23-2020



2" GAP BETWEEN BEAMS "A" AND "B" - SPAN #1

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



SIGN ATTACHMENT - LEFT



LEFT BACK ATTACHMENT OF SIGN – PLAN VIEW

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN - FRONT RIGHT



LEFT BACK OF SIGN - FRONT MIDDLE

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN - FRONT LEFT



LEFT BACK OF SIGN - LEFT SIDE - MIDDLE

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN - LEFT SIDE FRONT



LEFT BACK OF SIGN - RIGHT SIDE BACK

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN - RIGHT SIDE - MIDDLE



LEFT BACK OF SIGN - RIGHT SIDE - FRONT

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN - WELD



LEFT BACK OF SIGN - WELD

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



LEFT BACK OF SIGN – LEFT CORNER - CRACK



LEFT BACK OF SIGN – LEFT CORNER - CRACK

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



BACK OF SIGN - RIGHT CORNER - CRACK



BACK OF SIGN - RIGHT CORNER - CRACK

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



PLAN VIEW – RIGHT BACK OF SIGN



RIGHT BACK OF SIGN - FRONT - RIGHT

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



RIGHT BACK OF SIGN - FRONT - MIDDLE



RIGHT BACK OF SIGN - FRONT - LEFT

Photographs

Bridge ID#: 33I00240059

Date: 04/07/2022



2.5" GAP BETWEEN BEAMS "B" AND "C" IN SPAN #4



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

REGION 2 BRIDGE
7508 VOLKSWAGEN DRIVE
CHATTANOOGA, TENNESSEE 37416
(423) 892-3430

JOSEPH GALBATO, III
INTERIM COMMISSIONER

BILL LEE
GOVERNOR

Date: April 7, 2022

Cursory Inspection Report

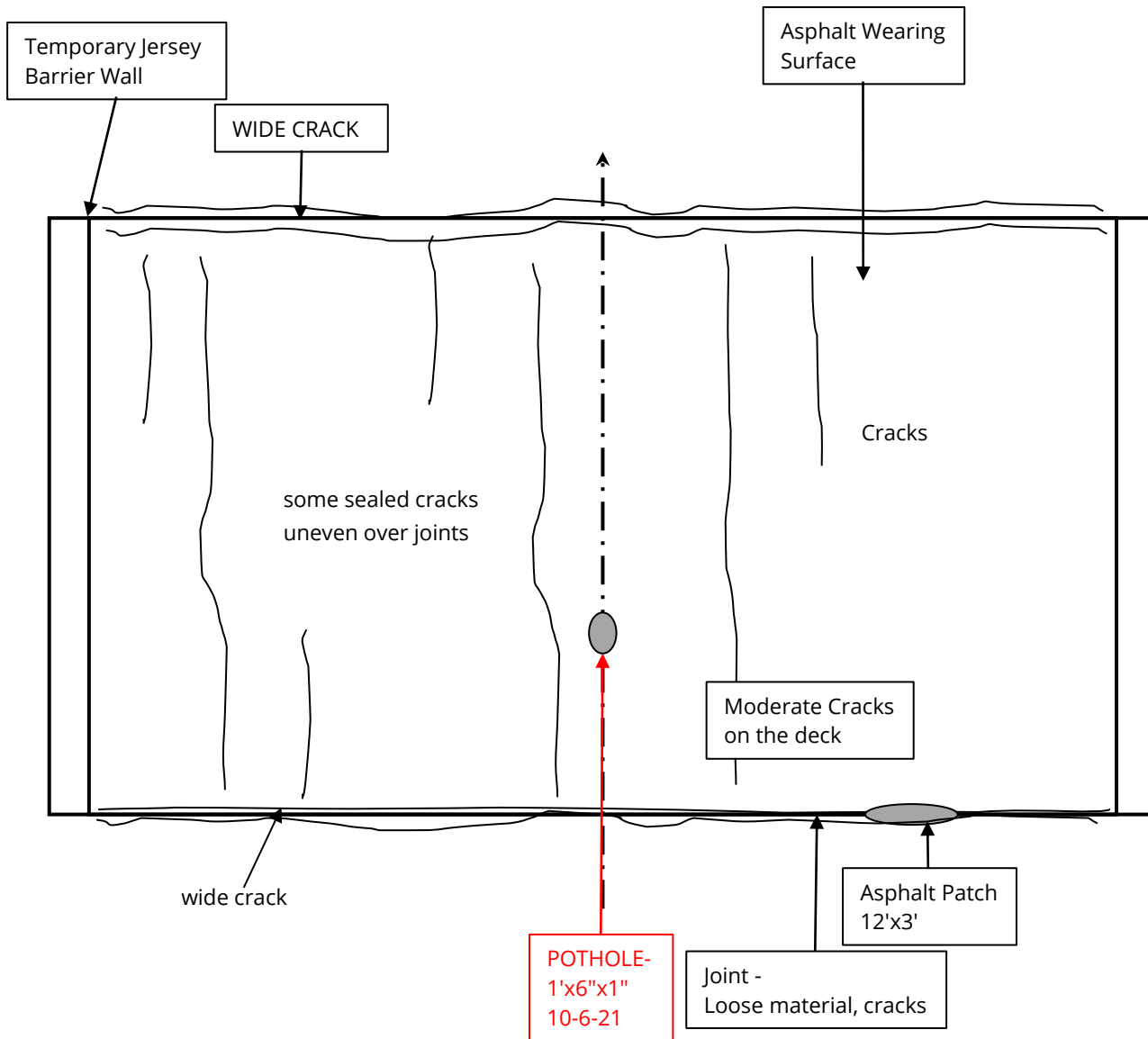
County: Hamilton
Bridge Location Number: 33-03578-00.80
Bridge Number: 33100240059
Route: Moore Road over Interstate 24

A TDOT Bridge Inspection crew conducted a cursory inspection on 4/07/2022.

Conclusions: The left bridge rail and Beam "A" in Span #2 have been removed. Concrete jersey barriers exist on the left side of the bridge. A sign reading "Sidewalk Closed" is present on the left side of the bridge at Approach #1, but it is missing on the left side at Approach #2. Spalls are present on Beams "F", "G", "P", "Q", "R", "S", and "W". Wide cracks are present in the asphalt wearing surface in all spans. The underpass right barrier wall between Columns "A" and "B" at Bent #1 has a spalled area (4' x 2' x 8") with rebar exposed due to the construction work of the removal of Beam "A" in Span #2. Separation up to 2" wide exists between Beams "A" and "B" and "B" and "C" in Span #1. Separation up to 2.5" exists between Beams "B" and "C" in Span No. 4. No additional separation or cracking of beams in Span #2 has been observed since the initial damage. Bridge repair installed angle irons on the bent caps of Bents #1 and #2 to inhibit Beam "B" from walking, noted from 10-14-2020 report. Signs attached to Beam "B" in Span #2 are showing no movement from the pictures taken on 04/26/2021.

Recommendations: Monitor the deck, superstructure, and substructure until permanent repairs have been designed and executed. Tighten sign bolts and monitor sign connections to Beam "B", Span #2. Monitor separation between Beams in Spans No. 1 and No. 4. Replace the missing "Sidewalk Closed" sign at Approach #2.

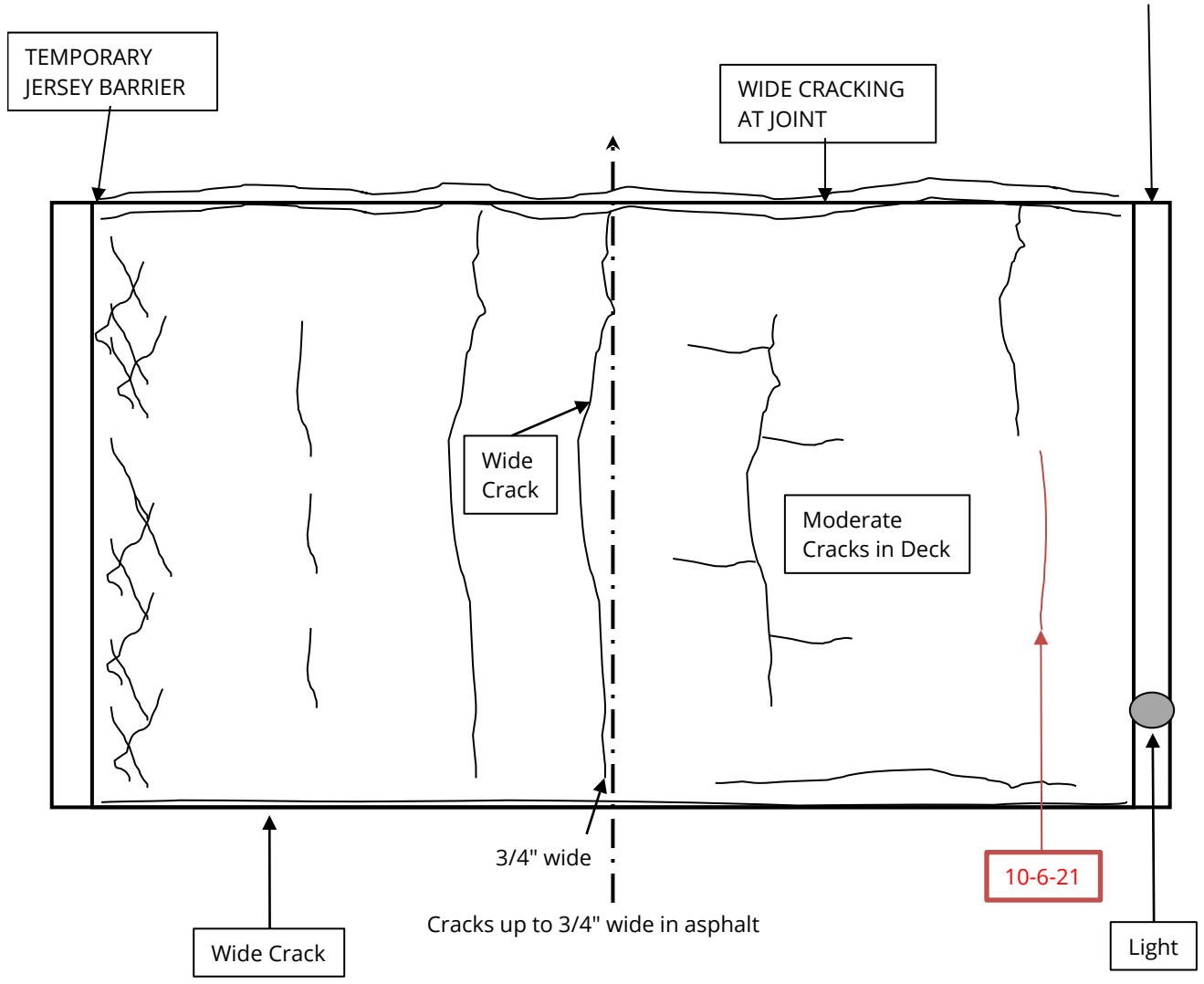
Inspection Crew: Jonathan Edwards (Team Leader) and John Garrison.



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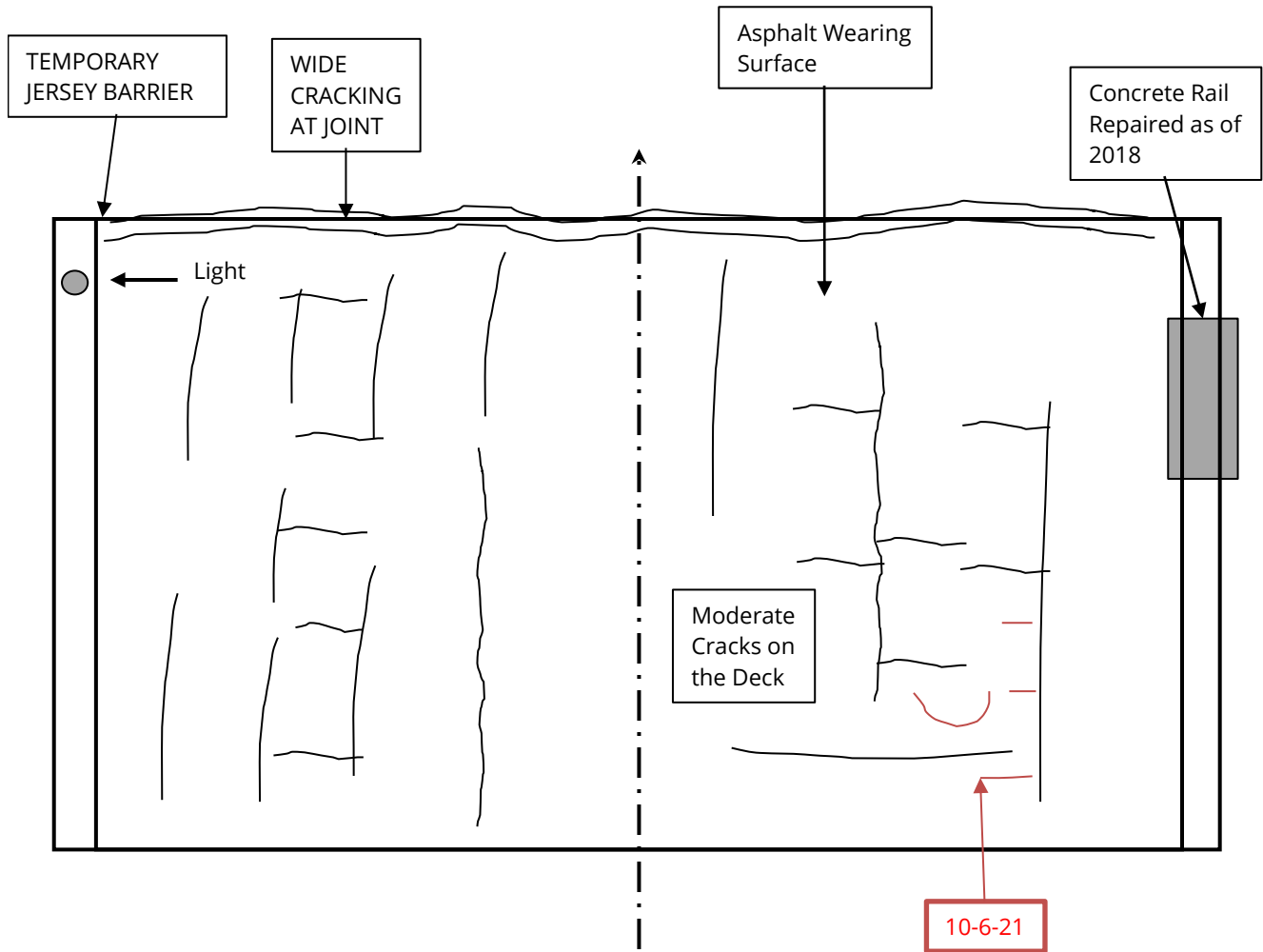
Inspector's Comment: The wearing surface is asphalt.

Rebar exposed up to 6" long in right bridge rail

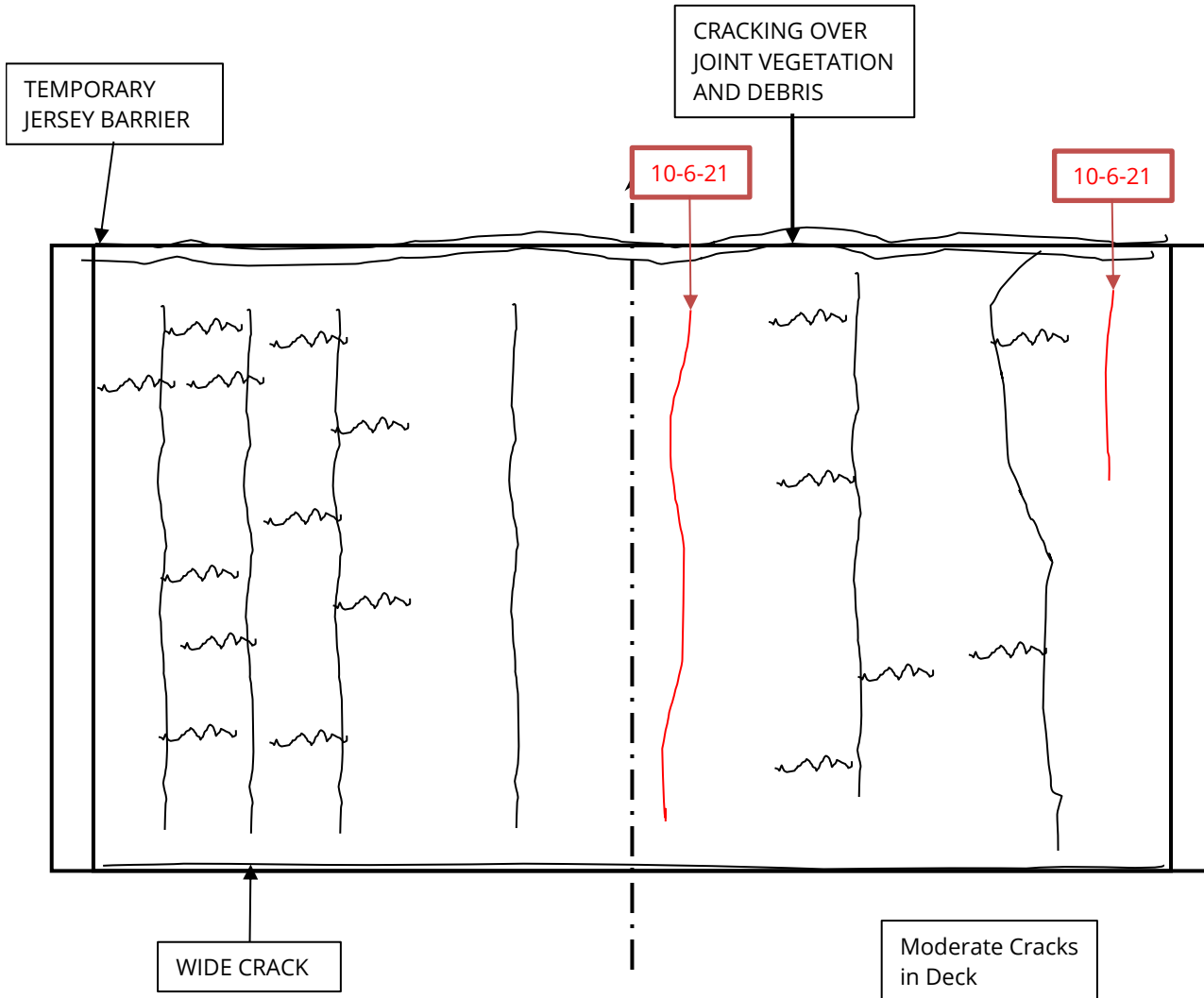


Note: Spalled areas (4'10"x7"x7" and 6"x2"x6") with rebar exposed exist on the left outside edge of the sidewalk behind the concrete barrier.

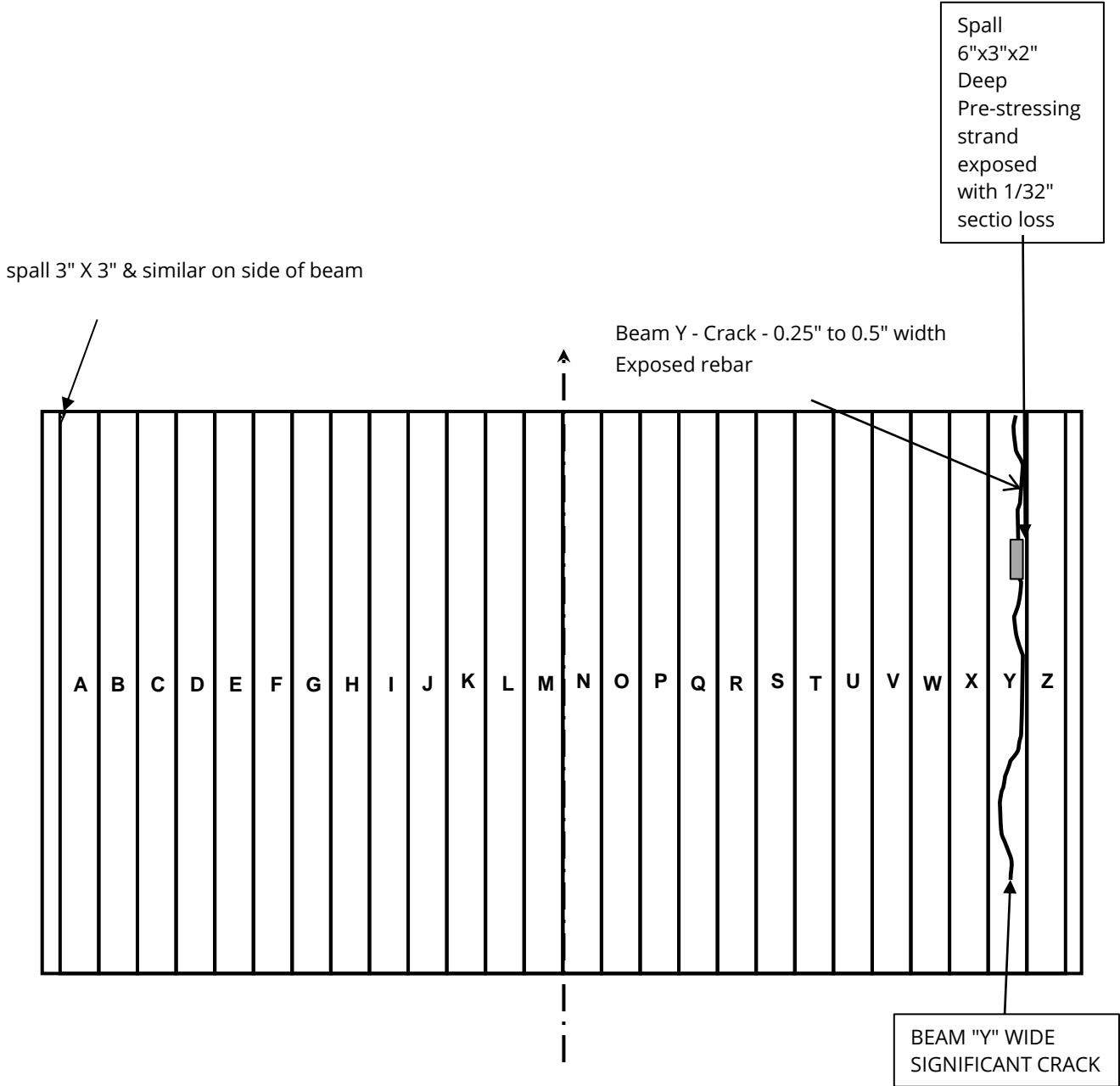
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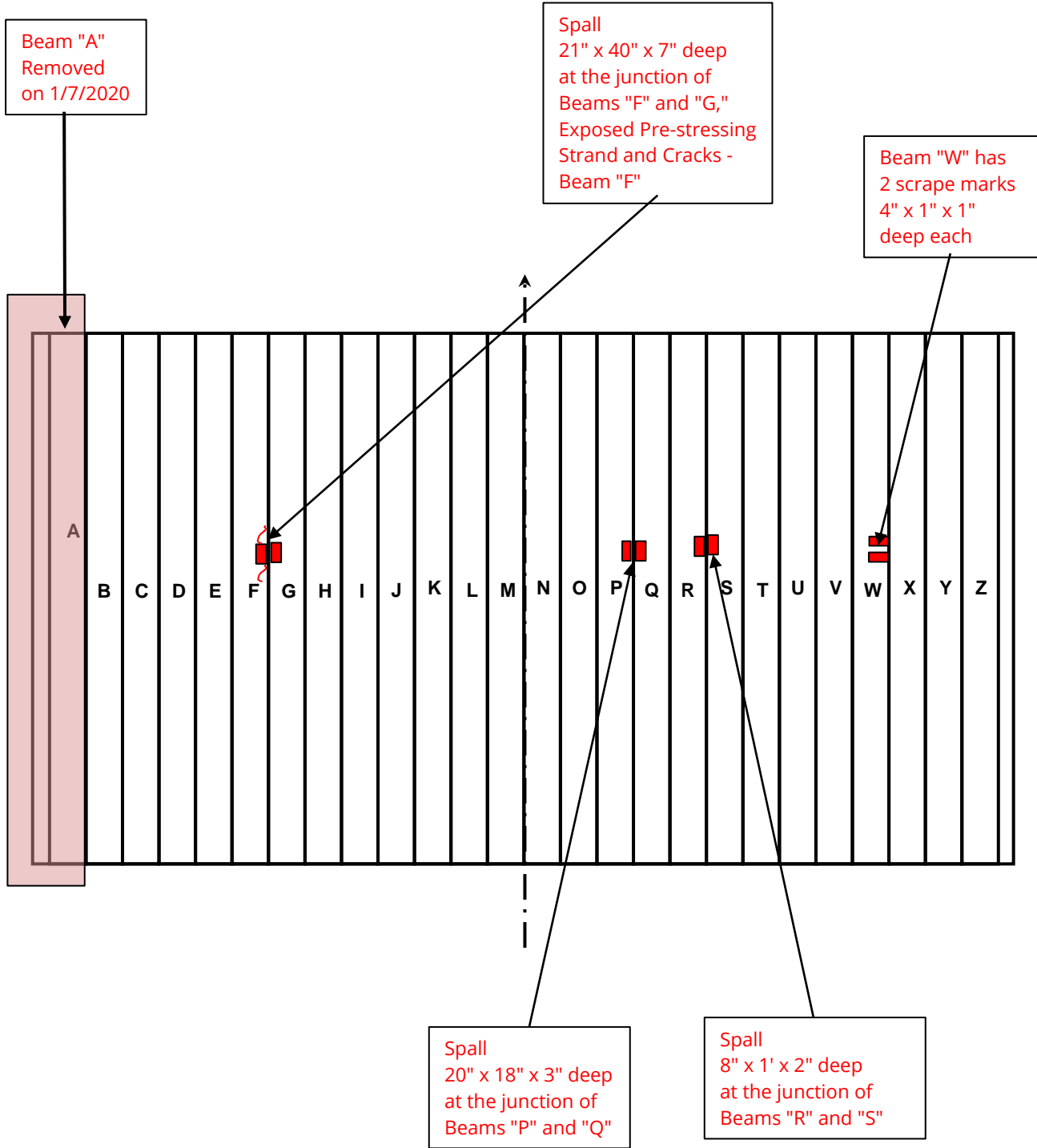


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Inspector's Note: The damage in red resulted from the collision on 1/7/2020.



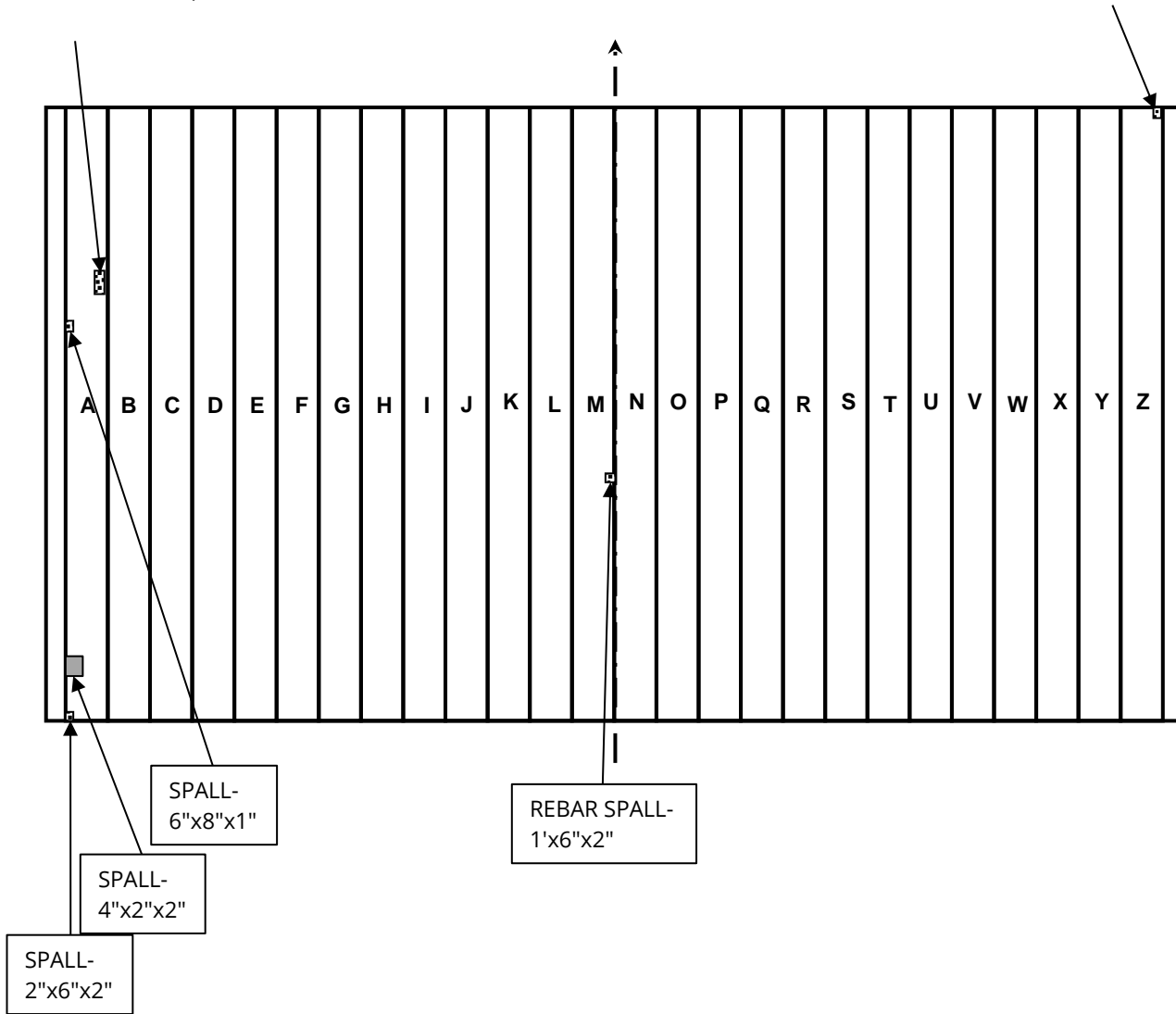
WATER LEAKAGE EXISTS BETWEEN SOME BEAMS

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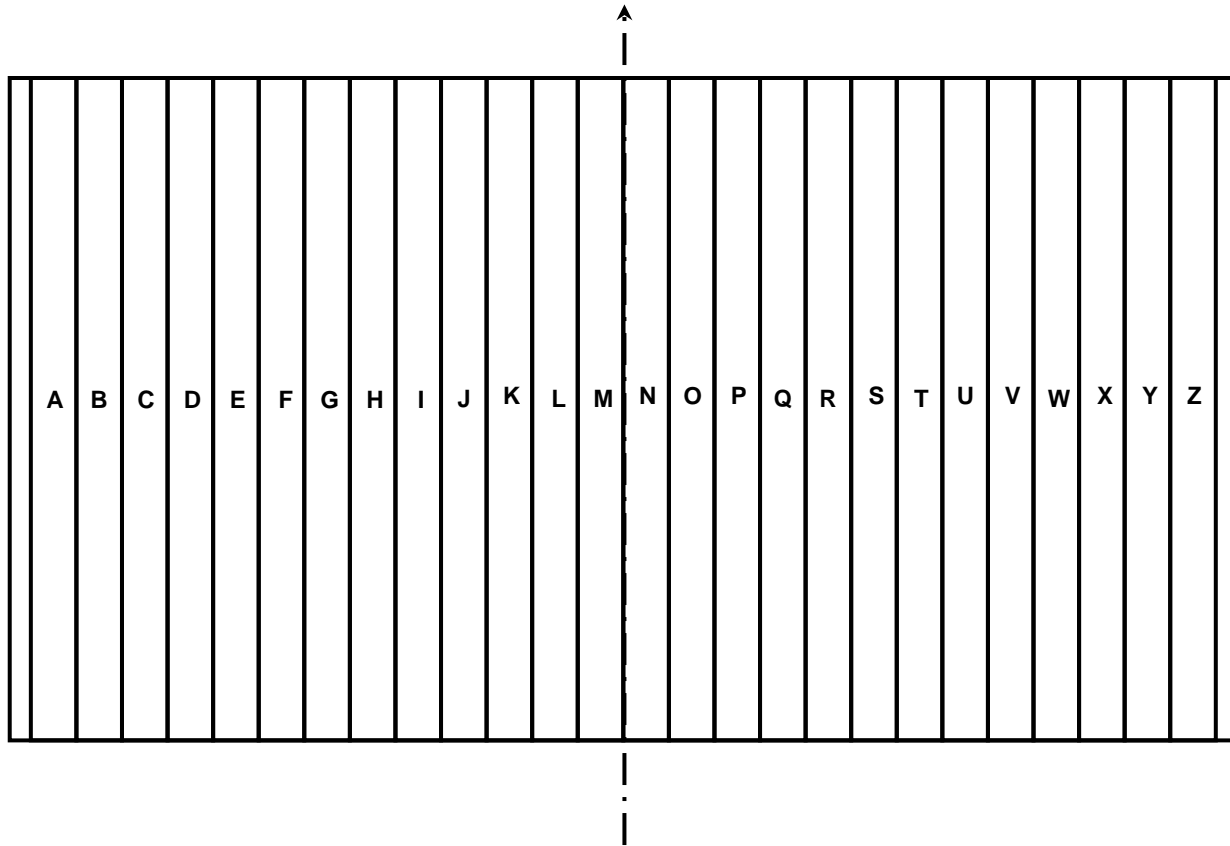
30"x10"x1.5" side face
spall 8" X 2' X 1.5" deep
with 1' of cable exposed

HAIRLINE SURFACE CRACKS IN BEAMS "B" AND "X"

spall 3" X 3" X 2" deep

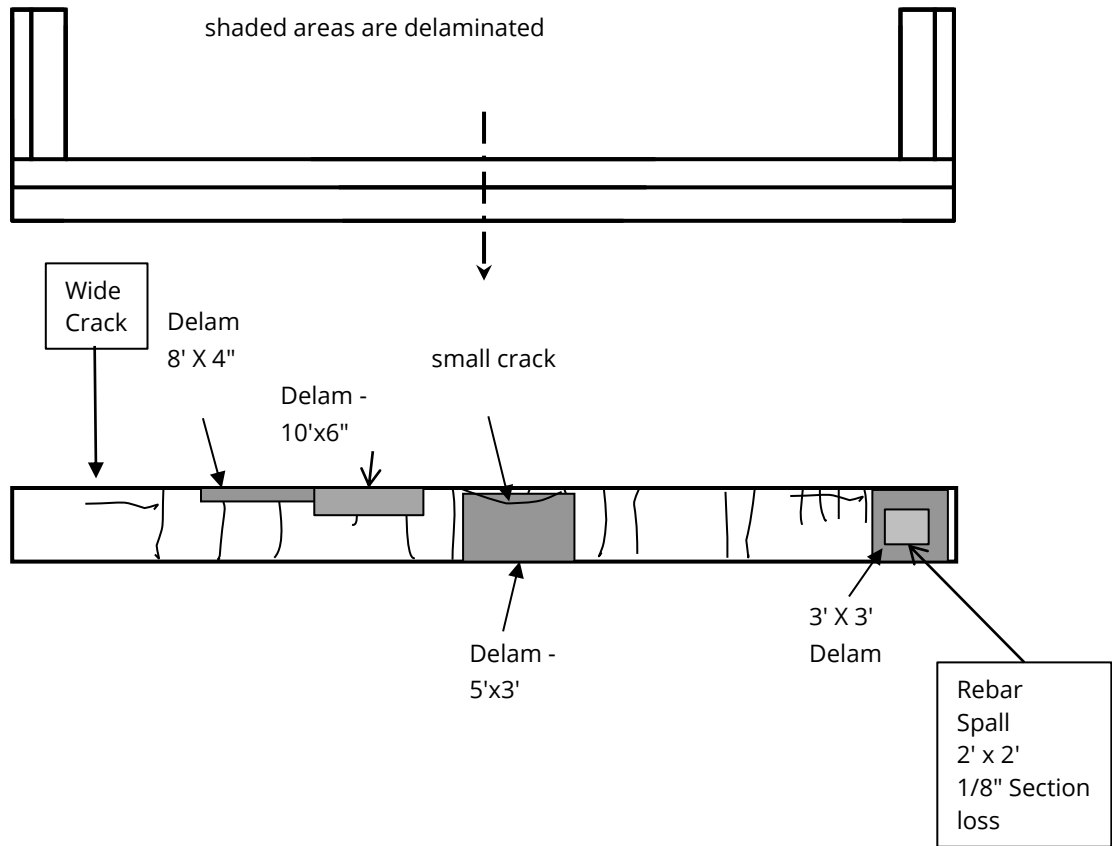


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WATER LEAKAGE BETWEEN SOME BEAMS
UP TO 2.5" BETWEEN BEAMS "B" AND "C"
UP TO 1" BETWEEN ALL OTHER BEAMS

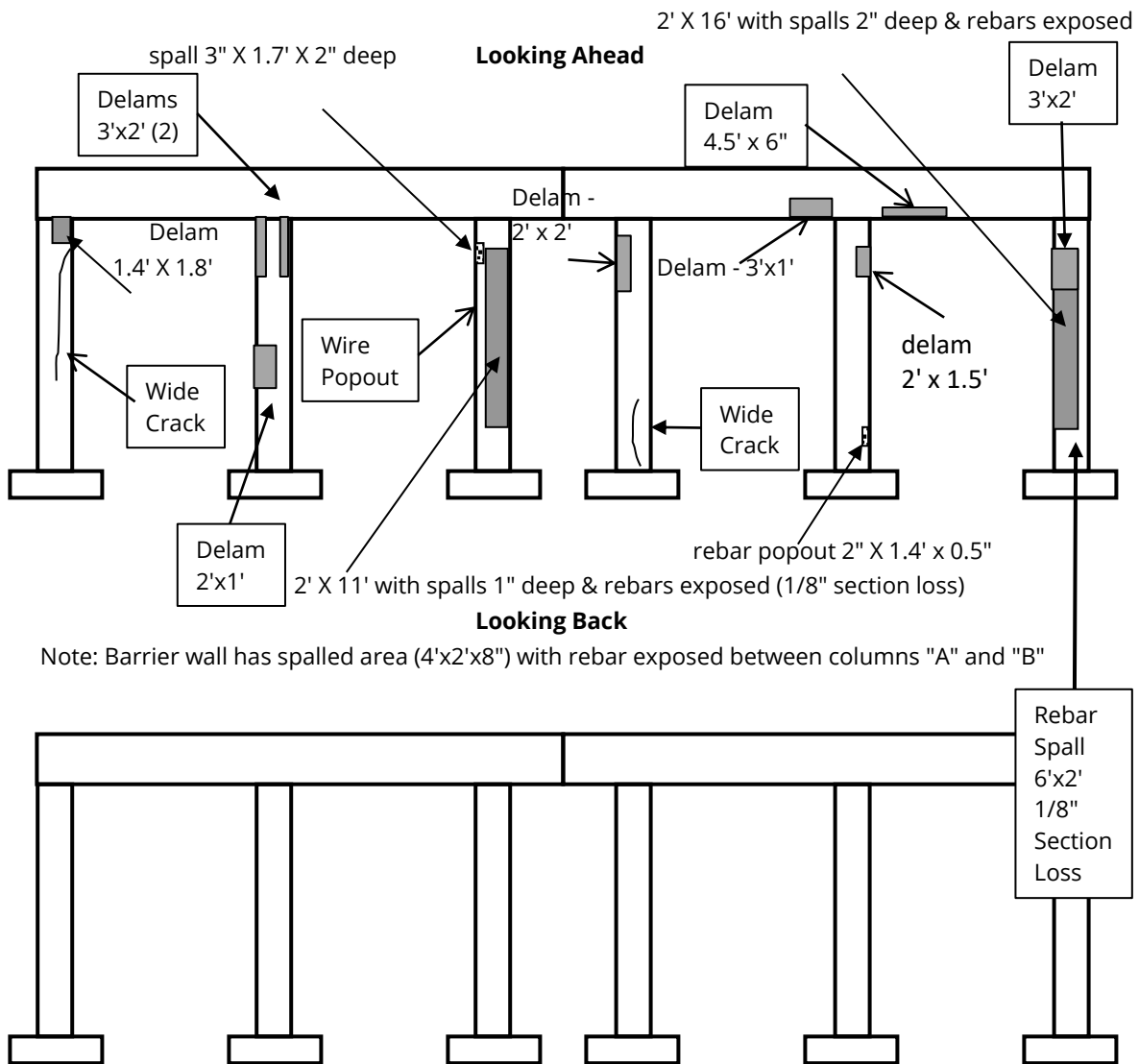
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WATER LEAKAGE ON CAP

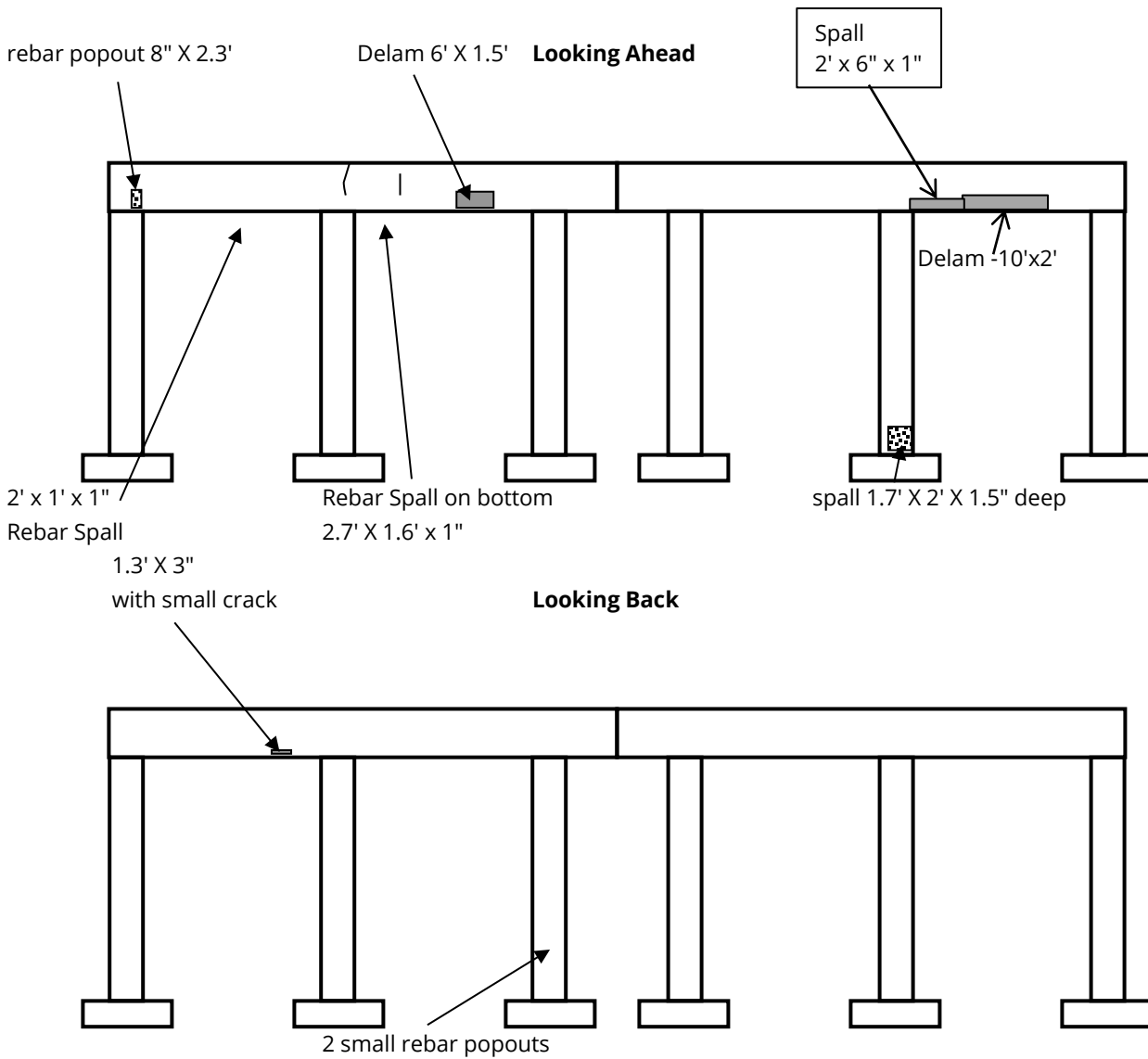
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shaded areas are delaminated
cracks are hairline unless noted otherwise



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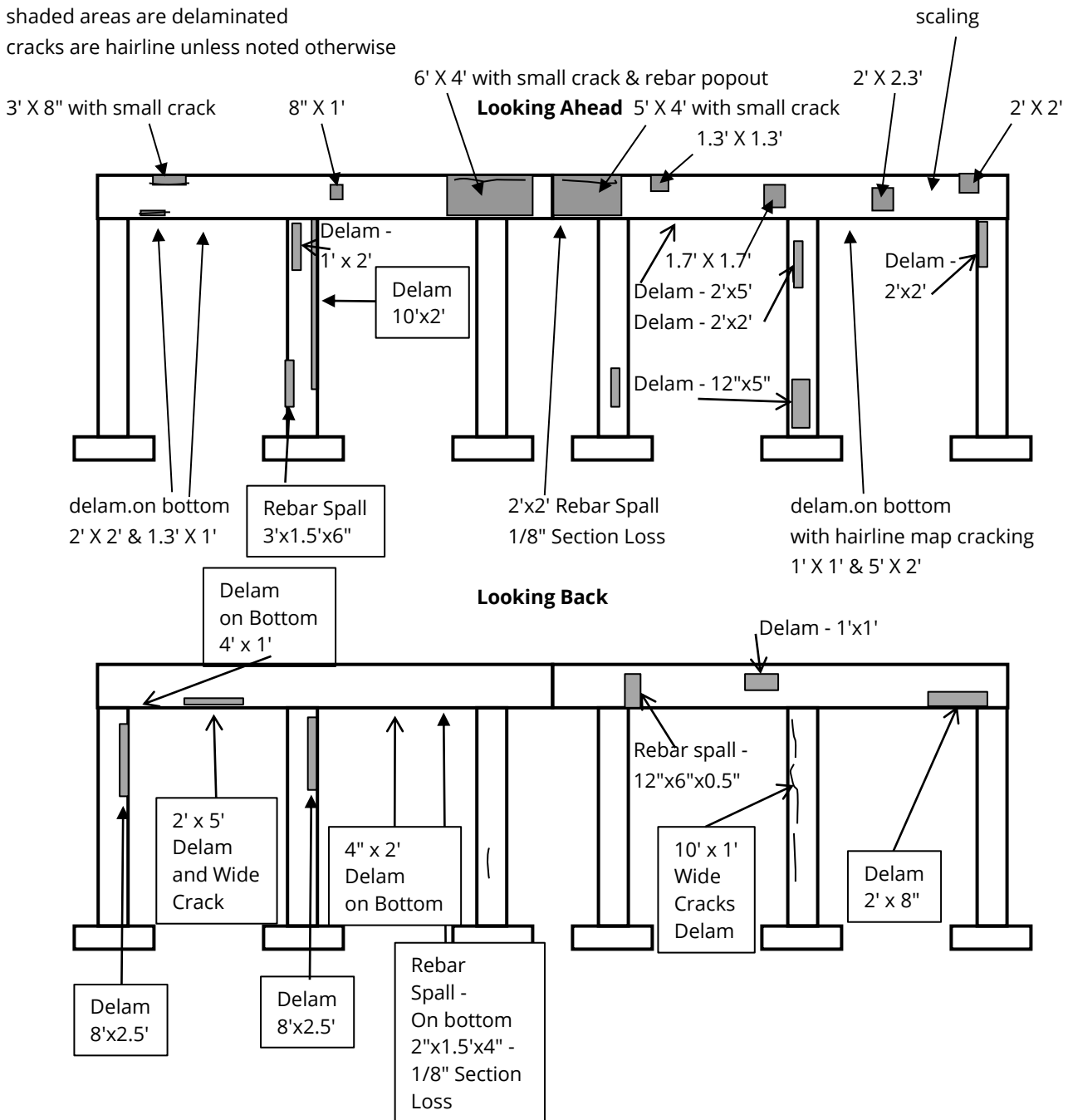
shaded areas are delaminated
cracks are hairline unless noted otherwise



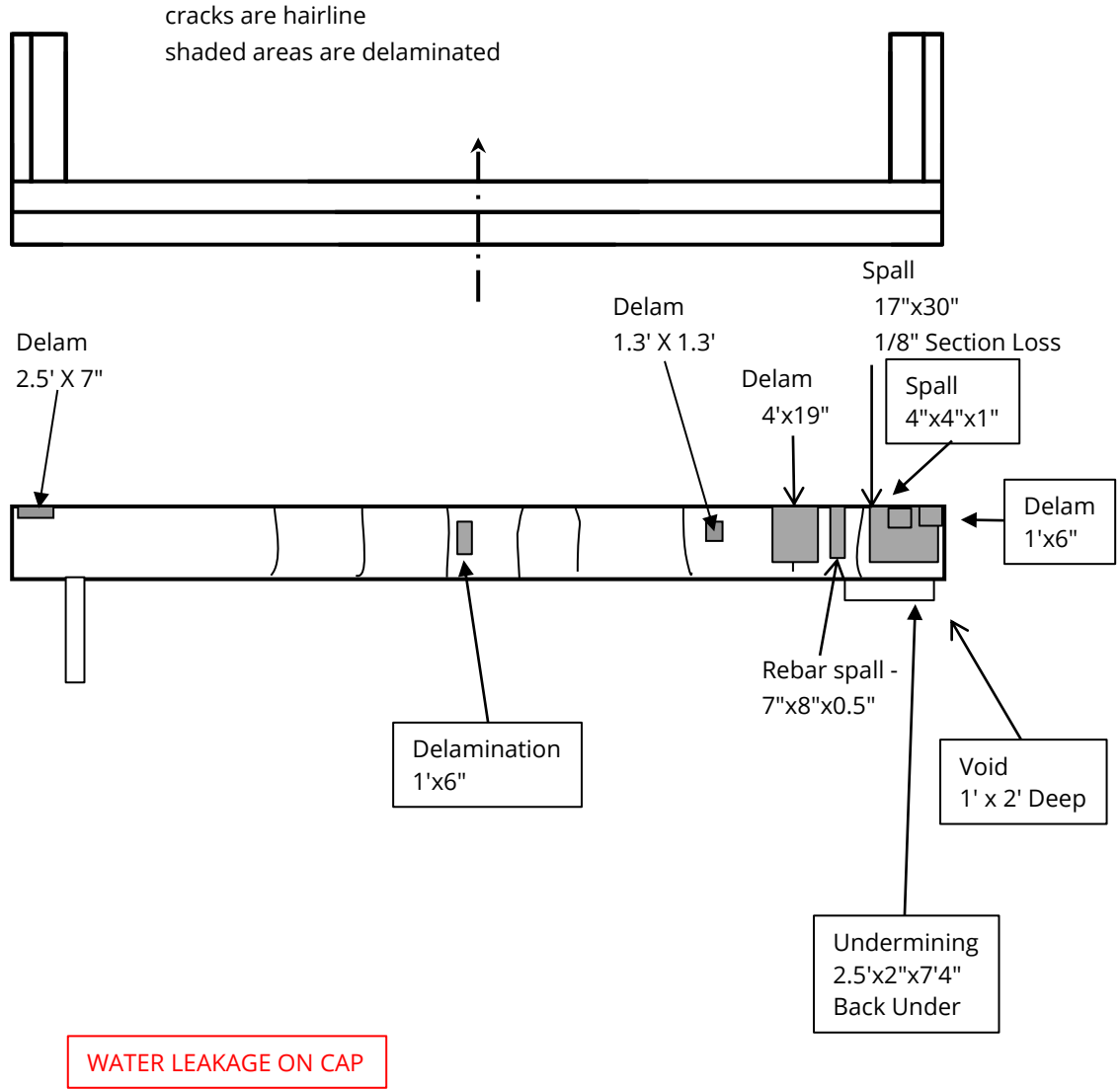
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App Guardrail: F Terminal - nonstandard. End of rail - missing bolts

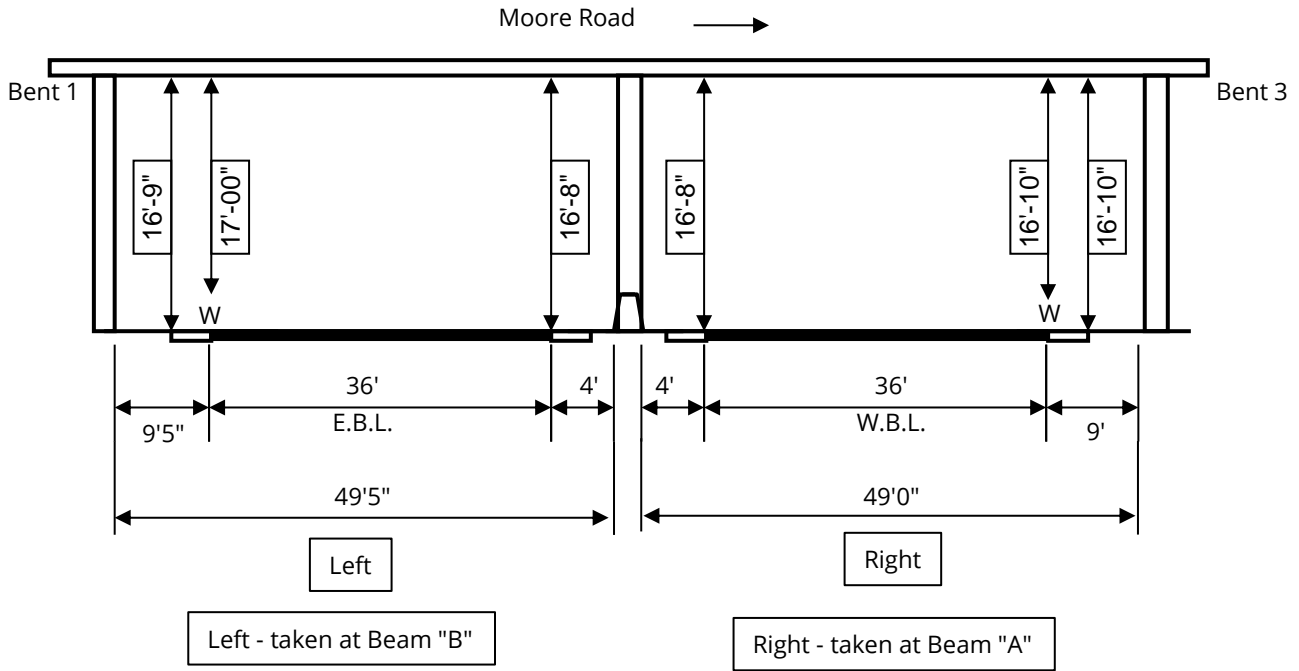
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Note: It was unsafe to measure the vertical clearances any closer than approximately 3 feet from the white lines at the outermost edge of the travelling lanes.

Looking Back on the Underpass Route (I-24)

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