



Hamilton County

Regular Inspection Report

Location: 33-I0075-02.68

Federal ID: 33I00750023

Maintenance Responsibility:
State of Tennessee

Description:

3 Span Bridge

I-75

OVER

CSX Railroad

Inspection Date: July 21, 2020

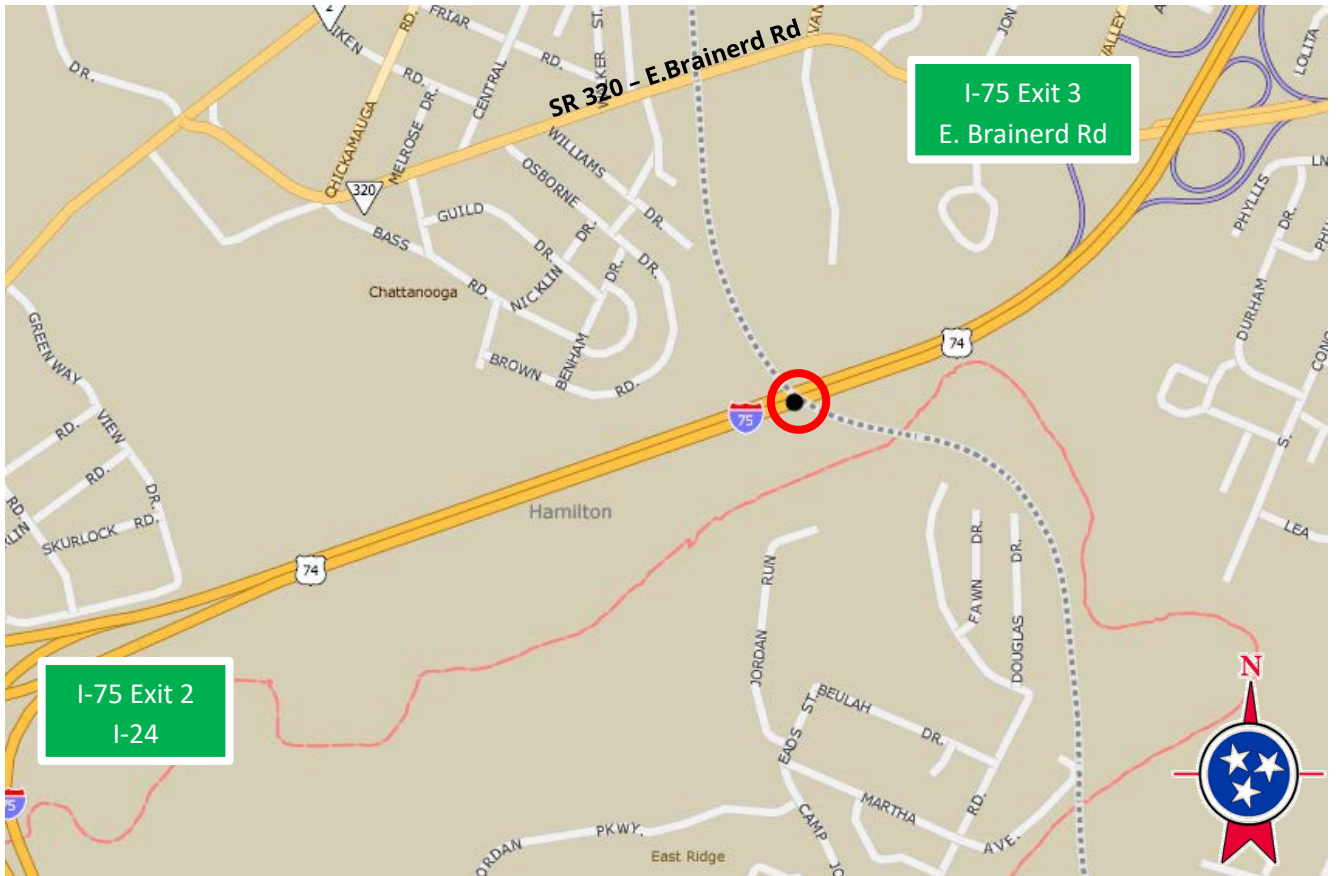
Overall Condition Rating:


FAIR



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LOCATION MAP



 Direction of Inspection Route

BRIDGE MAINTENANCE RECOMMENDATIONS



Tennessee Department
of Transportation

COUNTY: HAMILTON
 LOCATION: 33-I0075-02.68-
 CO. SEQ.: 1 SPEC. CASE: 0
 MILEPOST: 2.68

CROSSING: CSX RAILROAD
 FED. BRIDGE NO.: 33I00750023
 MAINT. DIST.: 33

REPAIR LIST NO.: N
 DATE ADDED: 08/09/2002
 REVISED: 07/21/2020

FACILITY CARRIED:	I75	350029M	NUMBER OF MAIN SPANS:	3
HIGHWAY SYSTEM:	02-INTERSTATE	URBAN	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	124 FT	4 IN	BRIDGE LENGTH (FT):	140
BRIDGE WIDTH (OUT TO OUT):	129 FT	11 IN	MAXIMUM SPAN LENGTH (FT):	51
APPROACH ROADWAY (W/SHOULDERS):	124 FT	0 IN	SKEW ANGLE (DEGREES):	58
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:	07/21/2020	GENERAL CONDITION:	FAIR	
EVALUATION DATE:	08/21/2018	STRUCTURALLY DEFICIENT:	NO	
PPRM PIN NUMBER:				
H TRUCK RATING @ INV.:	20 TONS	SUFFICIENCY RATING:	77.0	

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	REPAIR UNDERCUTTING AT ABUTMENT #1, LEFT		
2.	APPROACH GUARDRAIL TRANSITIONS ARE SUBSTANDARD		

GENERAL COMMENTS:

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 07/23/2020

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="07/21/2020"/>	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="05/22/2022"/>	
		<input type="text" value="/ /"/>	
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN. <input type="text" value=""/> FT. <input type="text" value=""/> IN.	
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN. <input type="text" value=""/> FT. <input type="text" value=""/> IN.	
36	TRAFFIC SAFETY FEATURES		
	Br. Rail Trans. Appr. Rail Terminal SPEED LIMIT		
	1 0 1 N 55		
	<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		
41	STRC OPEN/CLOSED/POSTED	A	
	A K P	<input type="text" value=""/>	
58	DECK	7	
59	SUPERSTRUCTURE	6	
60	SUBSTRUCTURE	7	
61	CHANL/CHANL PROTECTION	N	
62	CULVERT AND RETAIN WALL	N	
71	WATERWAY ADEQUACY	N	
72	APPROACH RDWY ALIGNMENT	8	
521	OVERALL CONDITION	FAIR	
16	LATITUDE	N 35° .6600'	
17	LONGITUDE	W 85° 11.3620'	
		<input type="text" value=""/> <input type="text" value=""/>	
	TEAM LEADER SIGNATURE	<input type="text" value=""/>	
	REVIEW DATE	<input type="text" value=""/>	

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Photographs

Bridge ID#: 33100750023

Date: 07/21/2020



BRIDGE NUMBER - NUMBER 1, RT, BEAM "II"



LOOKING AHEAD ON STRUCTURE - RT, NORTHBOUND

Photographs



LOOKING AHEAD ON STRUCTURE - LT, SOUTHBOUND



LOOKING BACK ON STRUCTURE - LT, SOUTHBOUND

Photographs



LOOKING BACK ON STRUCTURE - RT, NORTHBOUND



LOOKING ACROSS TOP OF DECK - AHEAD

Photographs



SIDEVIEW - RIGHT



SIDEVIEW - LEFT

Photographs



SUPER/SUBSTRUCTURE - ABUTMENT #2



SUPER/SUBSTRUCTURE - BENT

Photographs



BEARING TYPE - ABUTMENT



BEARING TYPE - BENT

Photographs



BOTTOM OF DECK



UTILITIES - BEAM "II" OVERHANG

Photographs



APPROACH #1 - RT, NORTHBOUND



APPROACH #1 - LT, SOUTHBOUND

Photographs



WEARING SURFACE - LOOKING AHEAD, NB



TRAFFIC SAFETY FEATURES

Photographs



APPROACH #2 - LT, SOUTHBOUND



APPROACH #2 - RT, NORTHBOUND

Photographs



SEPARATION OF RETAINING WALL - BENT #1, RT



APPROACH DRAIN #1, RT - TYPICAL

Photographs



CRACK/SETTLEMENT IN SLOPE PAVEMENT - #1, LT



CRACK - BEAM "A", LT FACE AT ABUTMENT #1

Photographs



CRACK W/ EFFLORESCENCE - BEAM "A", LT FACE AT ABUTMENT #1



DRAIN CLOGGED - APPROACH #1, LT

Photographs



EFFLORESCENCE ACCUMULATION BETWEEN BEAMS "A" AND "B" – SPAN #1

BRIDGE INSPECTION REPORT

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

Field Report No. 25 Date 7/21/2020
Previous Report No. 24 Date 7/18/2018

Bridge No. 33100750023
Eleven Digit No.

Plans: DESIGN
Bridge Location No. 33 - 10075 - 0268
Co. Route Log Mile

10075 - 175 over CSX Railroad
Facility Carried on Structure Crossing
Year Constructed 1960 - ACTUAL County Hamilton Maintenance District: 29
Year Widened 1992 - ACTUAL

FEATURES

Wearing Surface CONCRETE Depth 8.3 in
 Flared Width Median Width CLOSED ft
 Navigation Control Bridge Skew 58° - RT
Structure Type (Main) Prestressed Continuous | Box Beam / Girders - Multiple
Structure Type (Appr.) _____
No. Main Spans 3 No. Approach Spans 0
Maximum Span Length 51.0 ft
Total Length 140.0 ft

TEAM LEADER

S. Davis

INSPECTORS

A. Lawal
D. Westmoreland
J. Edwards

WIDTHS (*.* ft.)

Deck Out-to-Out 131.5 ft
Roadway Curb/Curb NA ft
Sidewalk Lt. NA ft Rt. NA ft
*Approach Roadway 47 ft
*(Does Not Include Shoulders)
Approach Shoulder Lt. 10 ft
Rt. 6 ft

Min. Vertical Clearance over Carried Route - 10075 99 ft - 99 in

See Underpass Inspection for underpass clearances
 Fracture Critical Bridge (See BIR 3.9 if Fracture Critical)
 NBIS Bridge (Length > 20ft)
Underwater Inspection Performed By: _____
Underwater Inspection Date _____
See bottom of "Bents" page for applicable notes from underwater reports

COORDINATES

Latitude: N 35° 0.66'
Longitude: W 85° 11.362'
Date Collected: 7/19/2016

EQUIPMENT + RESOURCES

Tape / Laser GPS Traffic Control - TDOT
 Ladder Big Boat Traffic Control - Bridge
 Flashlight Little Boat Other: _____
 Reach All Bucket Truck

General Inspection Comments:

Overall Rating Comments:

STRUCTURE DOWNGRADED TO FAIR DUE TO CRACKS ON BEAMS

BRIDGE is: OPEN Closeout Agency TDOT OVERALL RATING: FAIR

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PERFORMANCE EVALUATION

Time of Day Inspected AM Weather Conditions 90° - Sunny

Vehicles Observed ALL TYPES

LIVE LOAD BEHAVIOR

Substructure	Yes/No	Comments
Horiz./ Vert. Defl.	NO	NO VISIBLE DEFECTS FOUND
Vibration	NO	NO VISIBLE DEFECTS FOUND
Superstructure		
Horiz./ Vert. Defl.	NO	NO VISIBLE DEFECTS FOUND
Vibration	NO	NO VISIBLE DEFECTS FOUND

APPROACH

	Rating	Comments
Alignment	GOOD	NO VISIBLE DEFECTS FOUND
Slab	GOOD	HAIRLINE TO WIDE CRACKS, MINOR SPALL
Joints	GOOD	NO VISIBLE DEFECTS FOUND
Pavement	GOOD	NO VISIBLE DEFECTS FOUND
Slope	GOOD	NO VISIBLE DEFECTS FOUND
Drains	GOOD	OPEN

TRAFFIC SAFETY FEATURES

	Rating	Standard/ NonStandard	Comments
Bridgerailing	GOOD	Standard	NO VISIBLE DEFECTS FOUND
Transitions	GOOD	Nonstandard	NO SHOE
Approach Rail	GOOD	Standard	NO VISIBLE DEFECTS FOUND
Guardrail Terminal	GOOD	N/A	>100'
Median	GOOD		Closed With Barrier

SIGNS POSTED ON ROUTE

Weight Limit Posted

Paddleboards NO Gross..... Tons
 Vertical Clearance (<14'-6") NO 2 Axle..... Tons
 Narrow Bridge Signs NO 3 or more Axles. Tons
 One Lane Bridge Signs NO
 Other Signs or Plaques:

ATTACHED SIGNS

Sign Number:

Location:

Directions:

Problems with Signs:

DECK

	Rating	Comments
Wearing Surface	GOOD	HAIRLINE TO WIDE CRACKS
Deck - Structural Condition	GOOD	HAIRLINE TO MODERATE CRACKS, SOME WITH EFFLORESCENCE
Curbs	NONE	
Median	GOOD	Closed With Barrier
Sidewalks	NONE	
Paint	NA	
Drains	GOOD	SOME DEBRIS
Lighting Standards	NONE	
Utilities	GOOD	TDOT Fiber - Right Side
Joint Leakage	NA	
Expansion Joints	NONE	

SUPERSTRUCTURE

Bearing Devices	GOOD	EPADS
Girders or Beams	FAIR	HAIRLINE TO WIDE CRACKS, DELAM, PATCHES, SPALL W/ CABLE EXPOSED. REBAR POPOUTS
Floor Beams	NA	
Stringers	NA	
Diaphragms	NA	
Bracing	NA	
Paint	NA	
Alignment of Members	GOOD	NO VISIBLE DEFECTS FOUND
Trusses - General	NA	
Portals	NA	
Bracing	NA	

TEXTURE COAT

Condition Rating	<u>GOOD</u>	Needs Spot Painting	<u>NO</u>
Overall Appearance	<u>GOOD</u>	Needs Repainting	<u>NO</u>
Staining Rating	<u>GOOD</u>	Comments	
Fading Rating	<u>GOOD</u>		
Scaling Rating	<u>GOOD</u>		

SUBSTRUCTURE**ABUTMENTS**

	Rating	Comments
Caps	GOOD	<i>HAIRLINE TO MODERATE CRACKS, DELAMINATION</i>
Stem:	N/A	
Wings / Walls	GOOD	<i>NO VISIBLE DEFECTS FOUND</i>
Backwall	GOOD	<i>HAIRLINE TO MODERATE CRACKS, SOME WITH EFFLORESCENCE</i>
Plumb	GOOD	
Footing	NA	
Piles	NV	
Embankment	GOOD	<i>ABUTMENT #1, LEFT - UNDERCUTTING</i>
Bridge Seat:	GOOD	<i>NO VISIBLE DEFECTS FOUND</i>
Rip Rap	NA	

BENTS

Bridge Seat:	GOOD	<i>NO VISIBLE DEFECTS FOUND</i>
Caps	GOOD	<i>DELAMINATION, MODERATE CRACKS</i>
Columns / Shaft	GOOD	<i>FEW MINOR SPALLS</i>
Pier / Crash Walls:	NA	
Plumb	FAIR	<i>BENT #1, RT WALL SEPARATING FROM COLUMN TO 4.5"</i>
Footings	NV	
Piles	NV	
Piles Need Replacement:	NV	

Underwater
Substructure
Comments

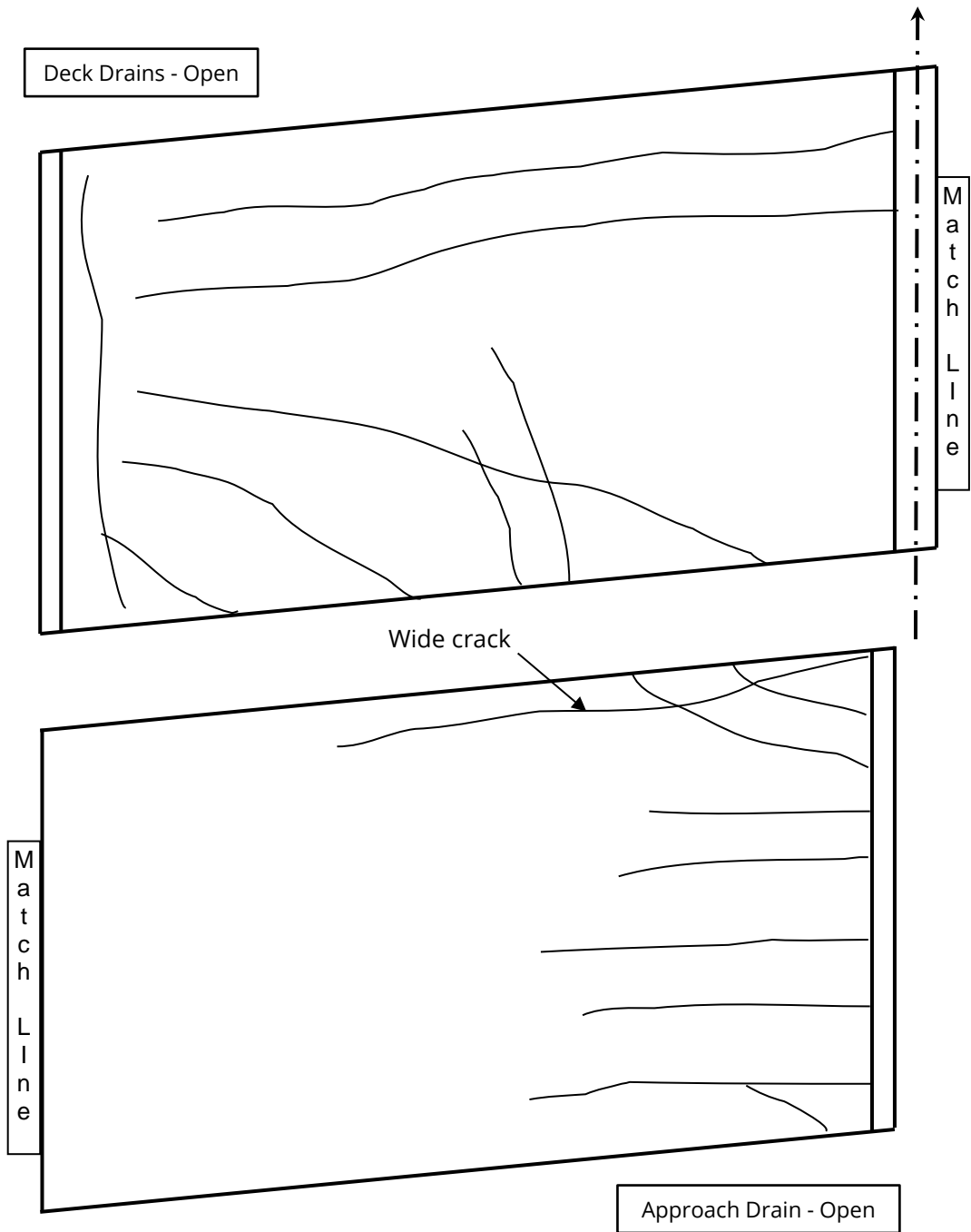
Inspection Team's Summary
Bridge Location No: 33-I0075-02.68
Inspection Date: 7-21-2020
Bridge Rating: FAIR

This is a three span prestressed multi-box beam bridge. It was inspected by a Chattanooga bridge inspection team from Region 2. The approach guardrail transitions do not meet current safety standards. Deck elevations were not performed during this cycle due to the shoulders being too narrow for an attenuator truck to protect inspectors.

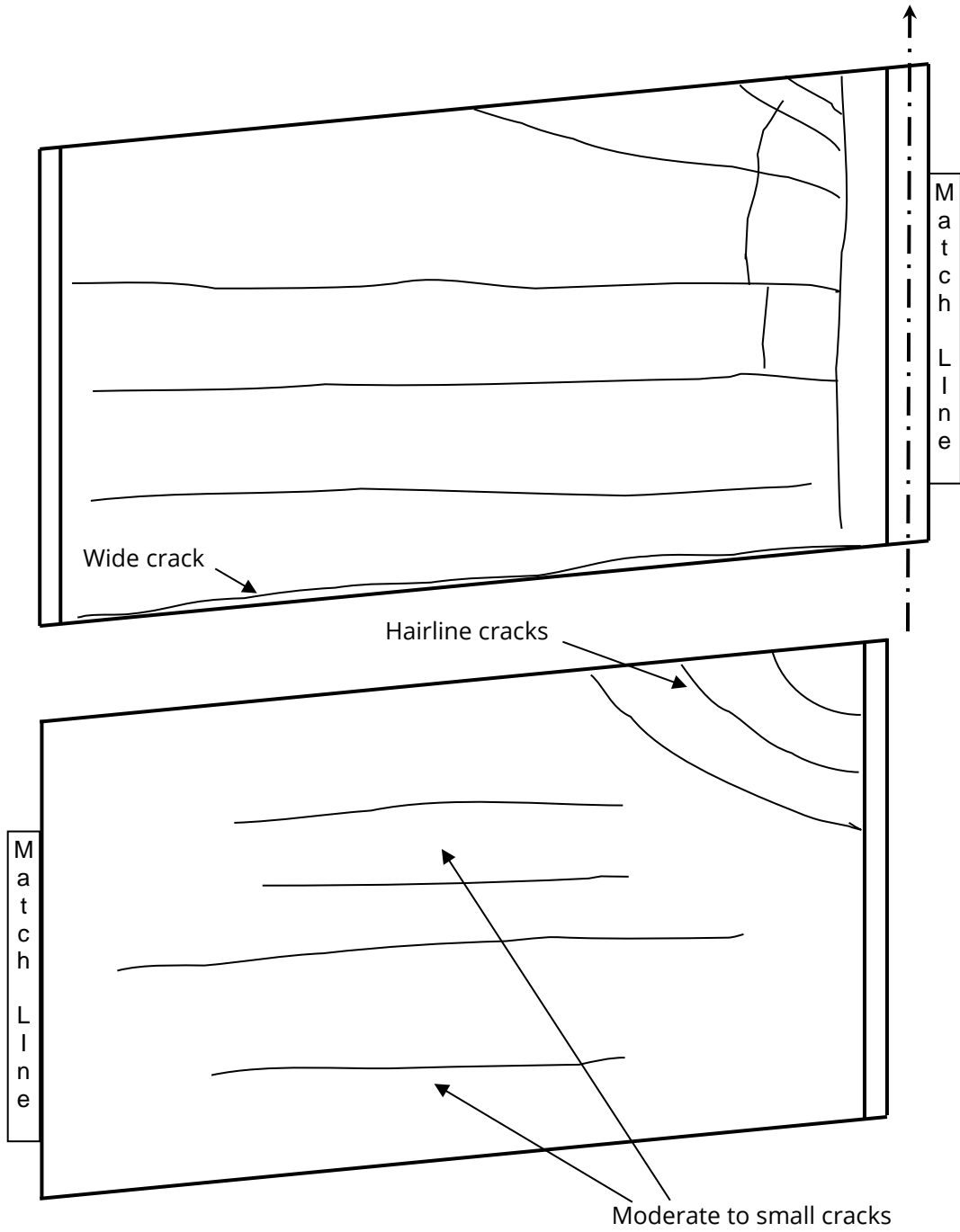
The deck is rated "GOOD". Hairline to wide cracks exist in the wearing surface. On the bottom of the deck, hairline to moderate cracks, some with efflorescence, are present.

The superstructure is rated "FAIR". Hairline to wide cracks exist in the beams along with delamination, patches, rebar popouts and a spall with prestressed cable exposed.

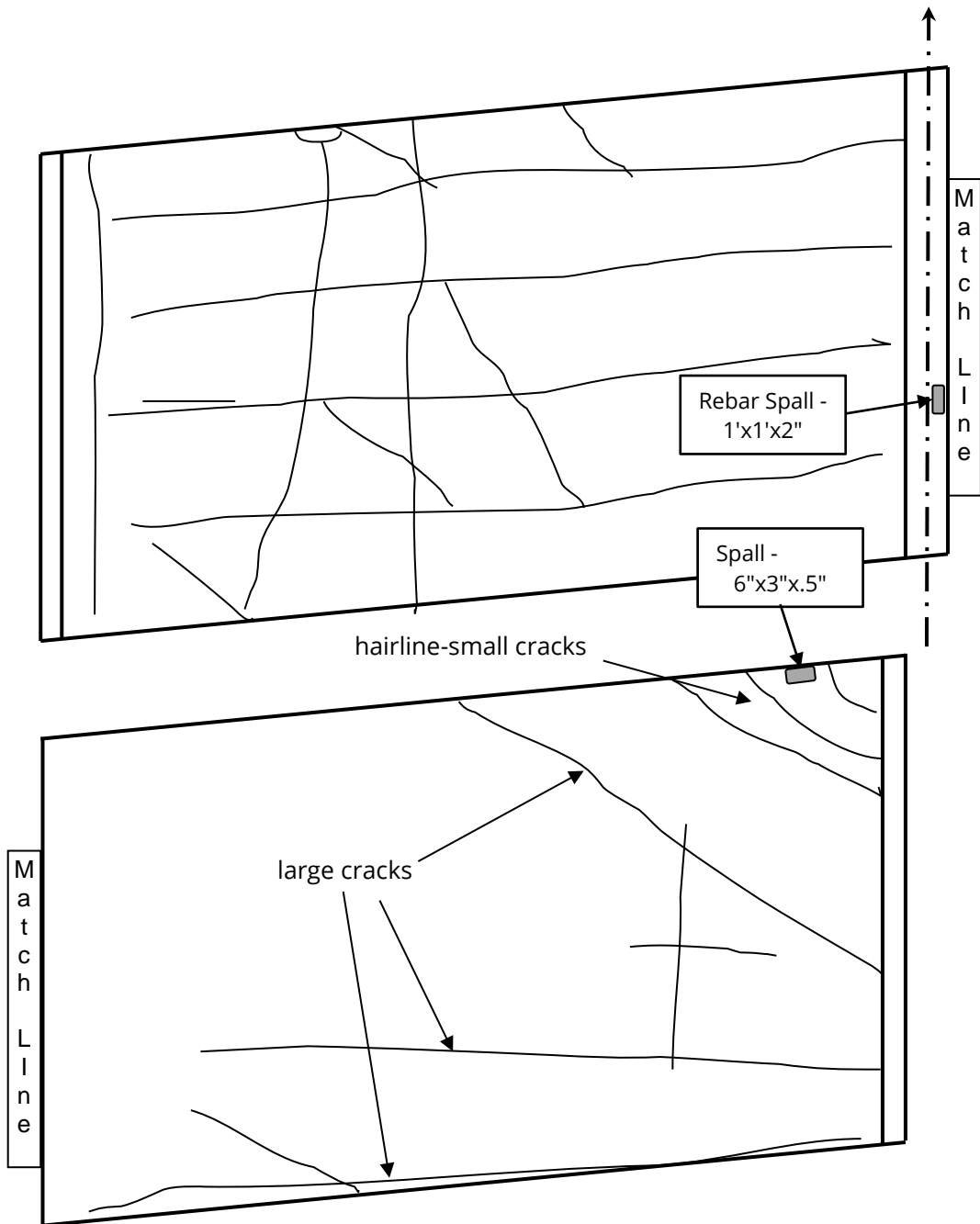
The substructure is rated "GOOD". Hairline to moderate cracks, some with efflorescence, exist in the abutments. At Bent #1, right, the retaining wall has rotated out exposing steel. Delamination and moderate cracks are present in the bents.



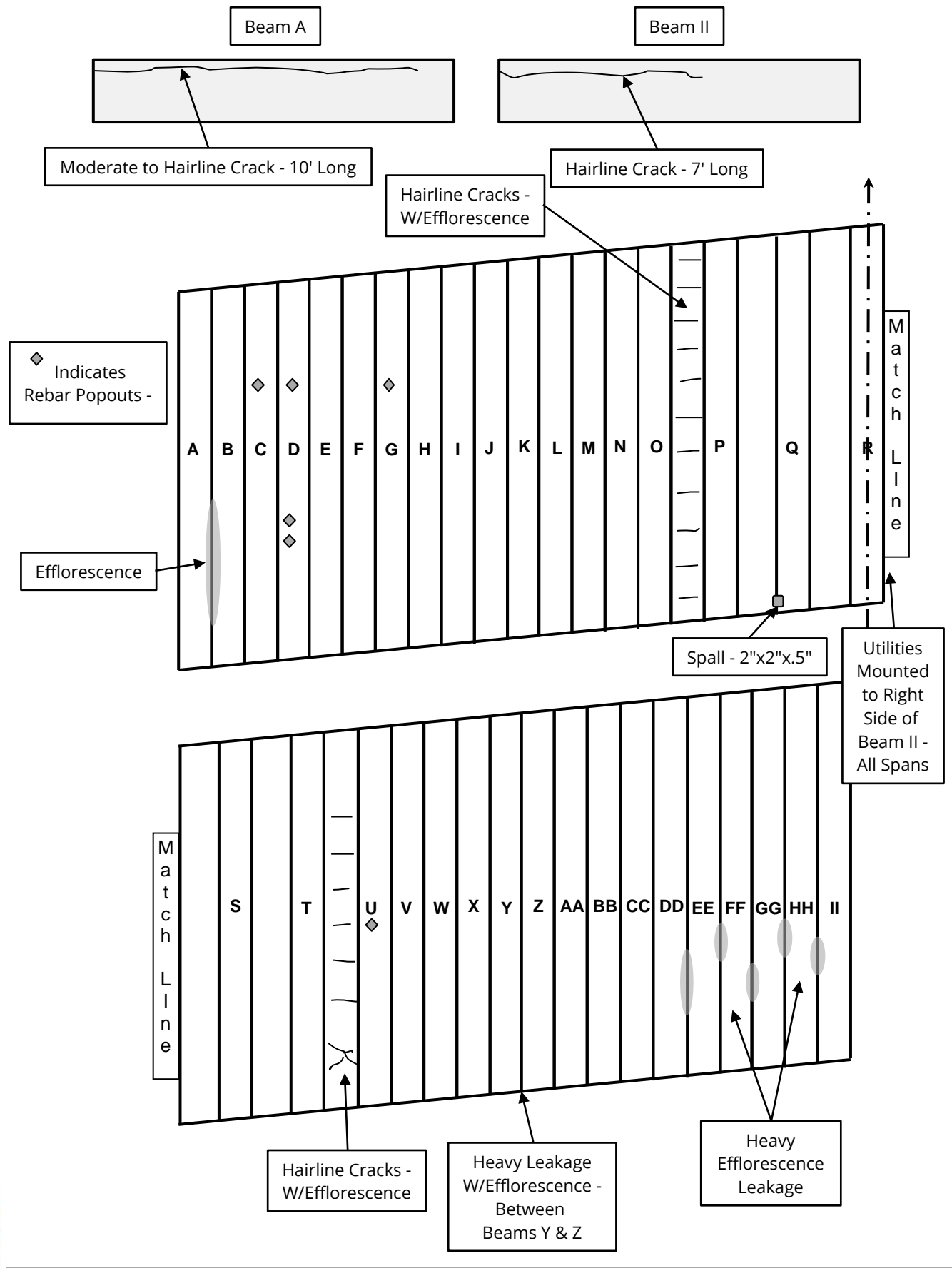
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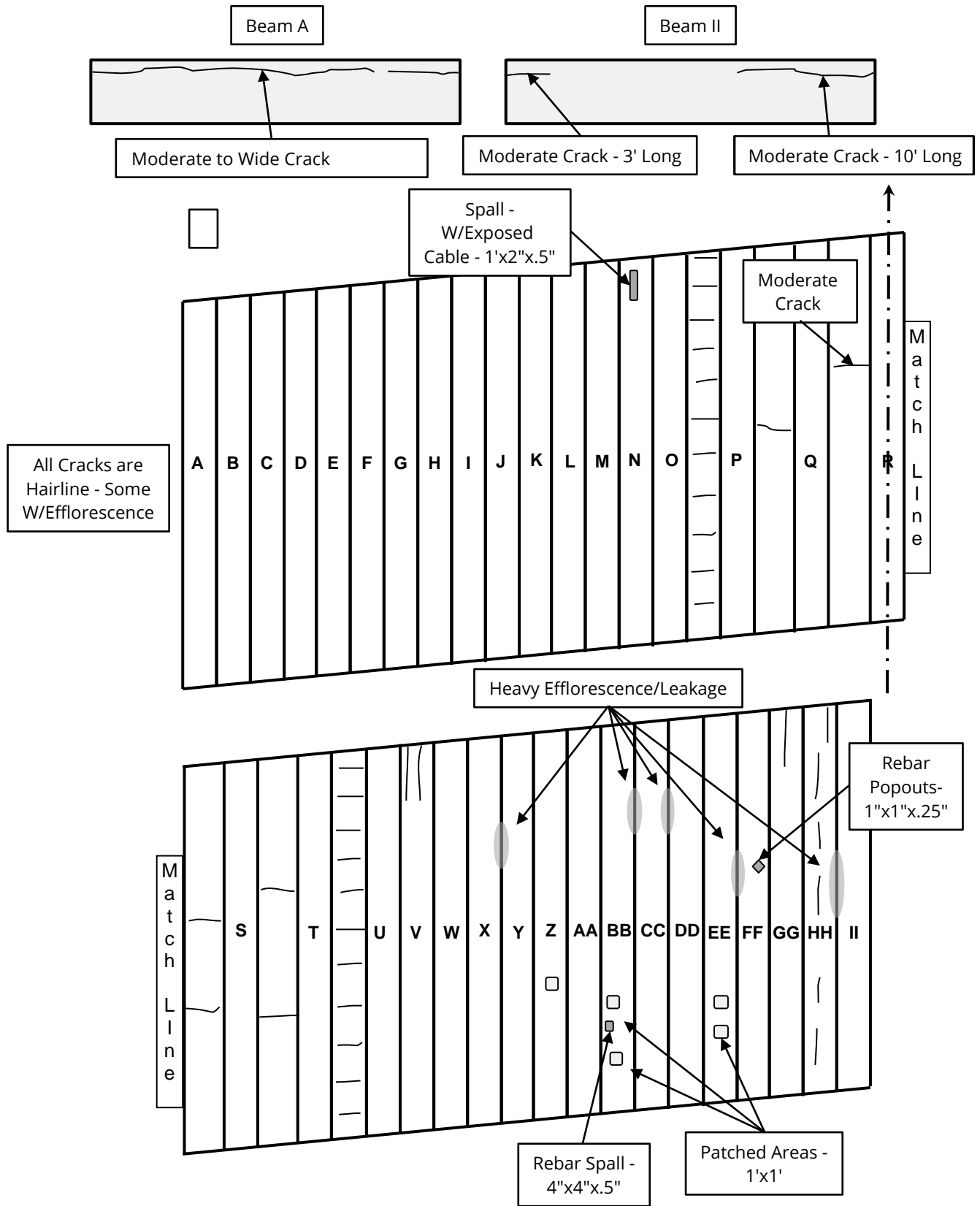
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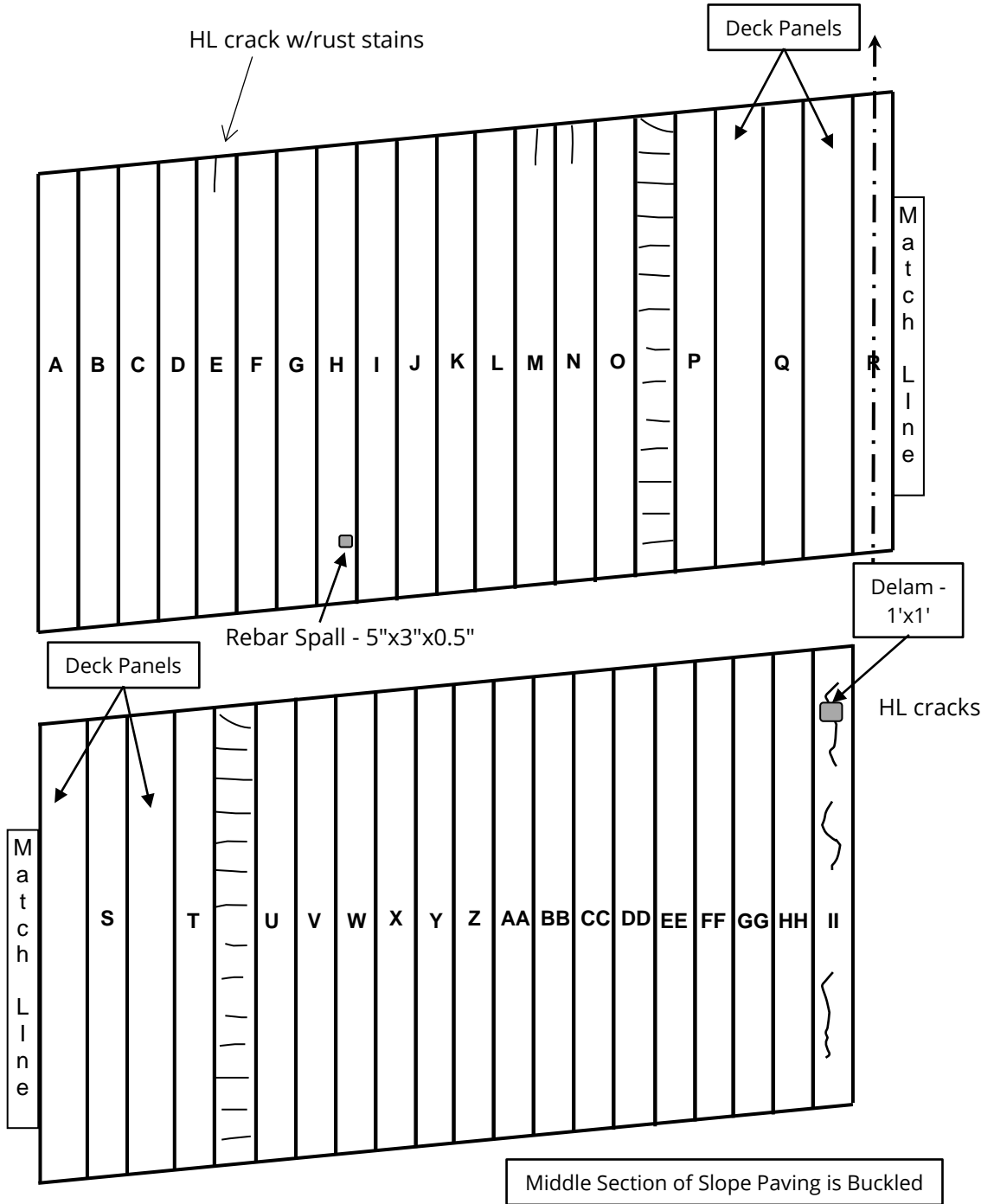


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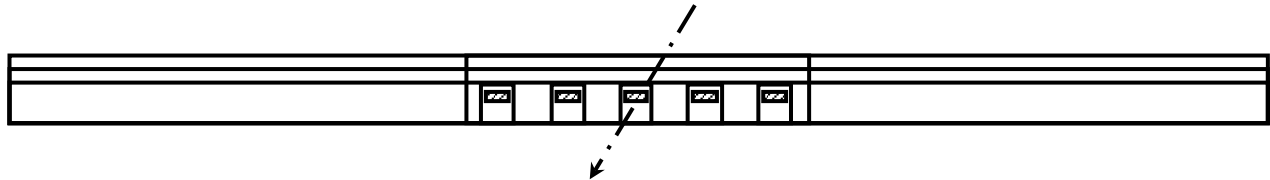


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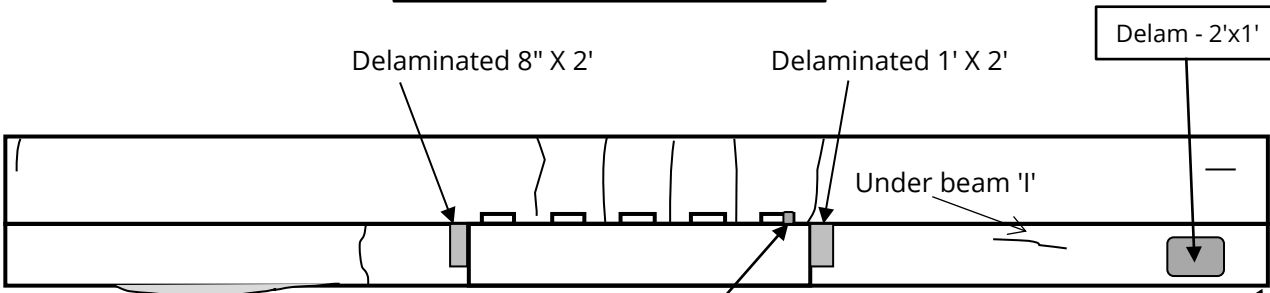
Rust Stains are present on some beams.
Cracks W/Efflorescence present in Bay between beams O and P and T and U.



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All Cracks are Hairline to Moderate



20' ← → 20'

Gap of 3" between slope pavement and abutment

Spall - 6"x2"x1"

Wide Cracks - Top of Slope - Soil Visible Beneath Slope Paving

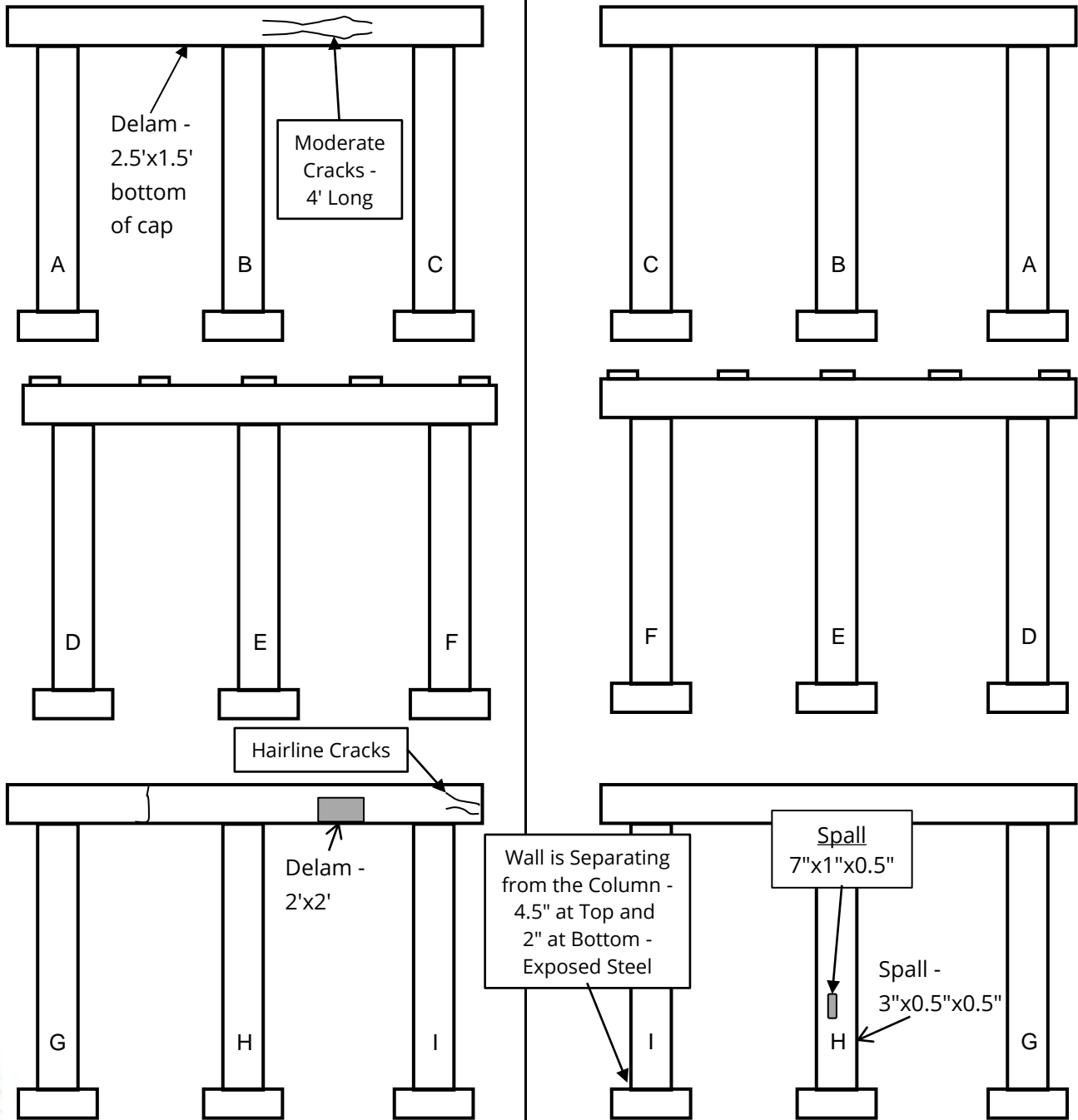
Undercutting - 2.8'x6"x3' Back Under

Wide Cracks - Middle and Bottom of Slope -

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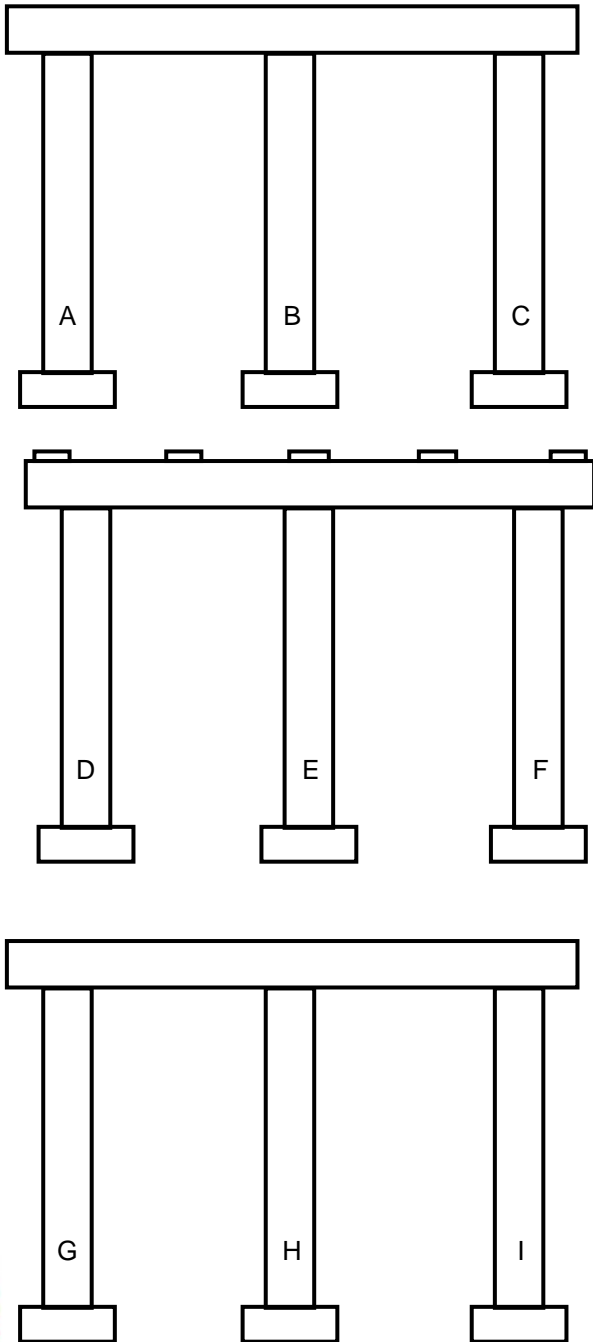
Looking Ahead

Looking Back

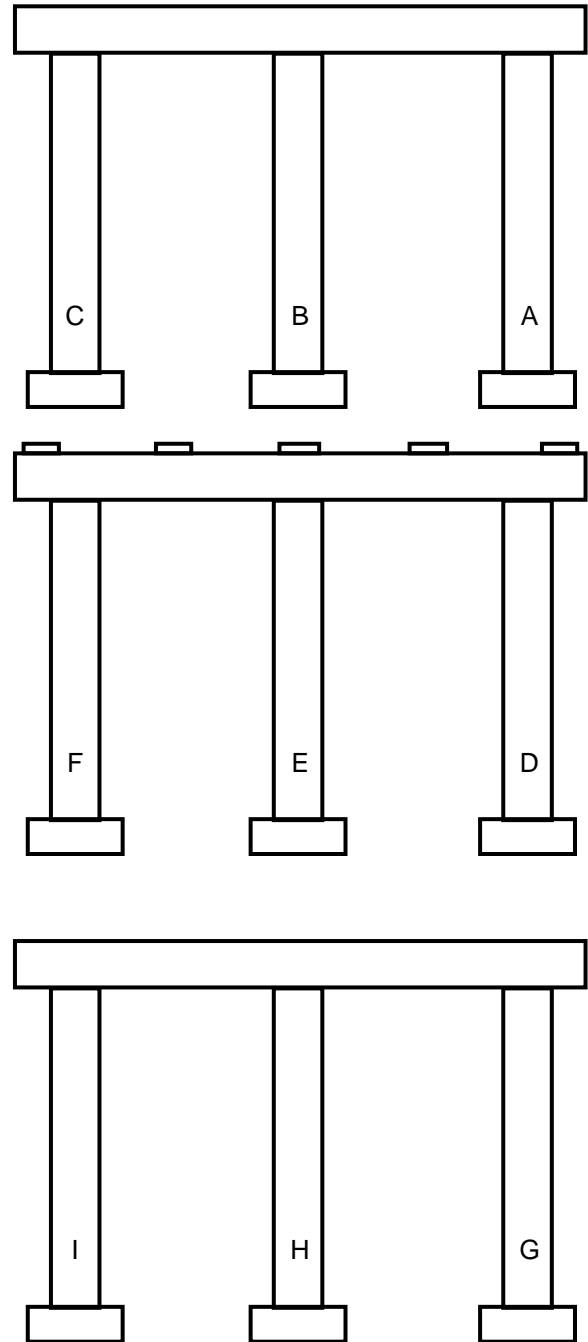


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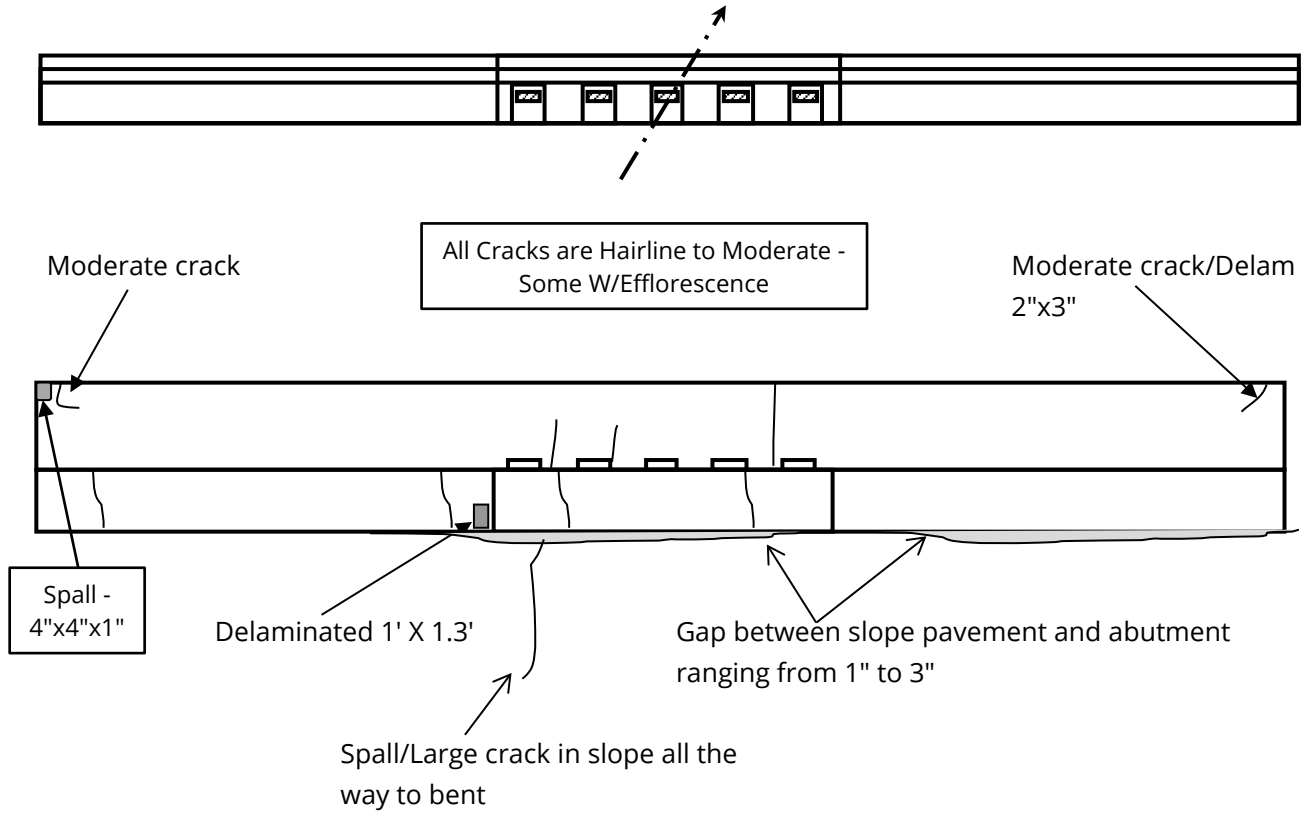
Looking Ahead



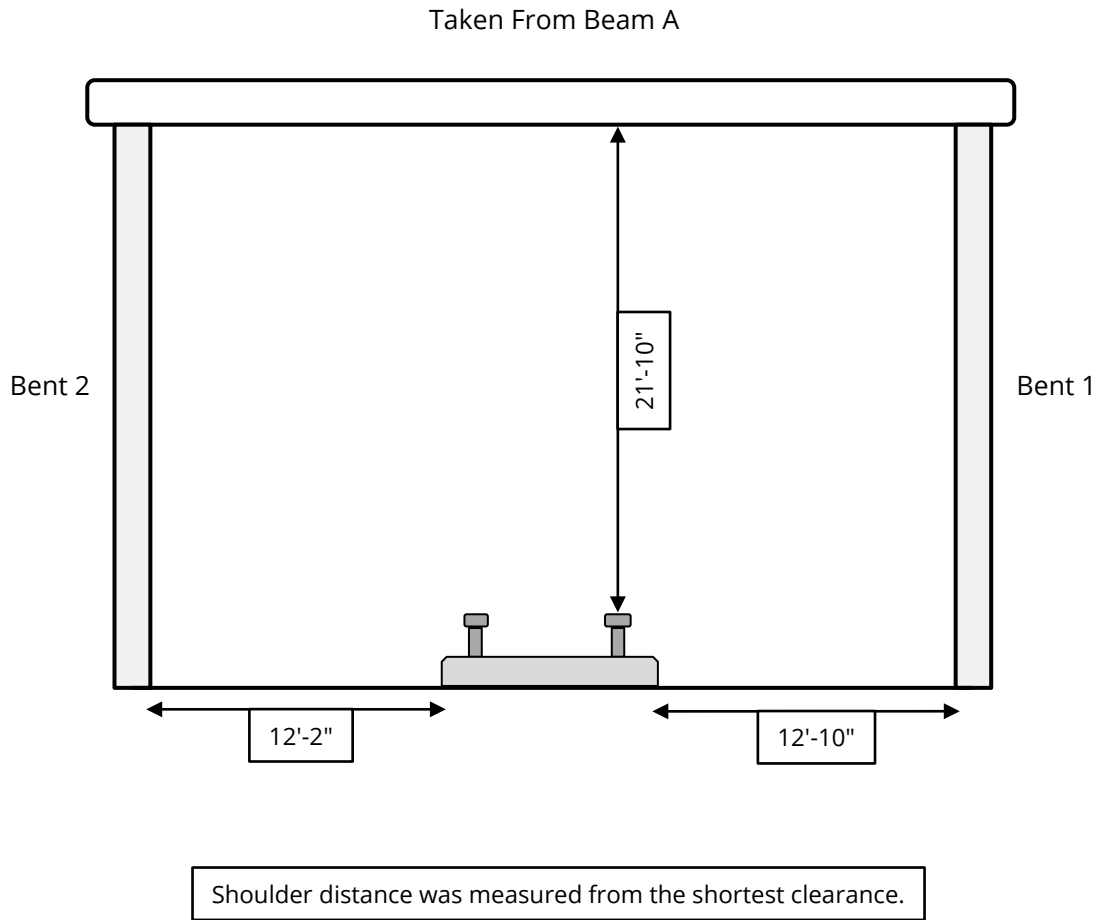
Looking Back



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Your Agency Name

Your Office Name

Your Department Name

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 33100750023 Agency ID: 33100750023 SR: 77.0 SD/FO: ND

IDENTIFICATION

State 1: 47 Tennessee Struc Num 8: 33100750023
 Facility Carried 7: I75 350029M Location 9: 1.4 MI N OF I-24 JUNCTION
 Rte.(On/Under) 5A: Route On Structure Rte. Signing Prefix 5B: 1 Interstate Hwy
 Level of Service 5C: 1 Mainline Route Number 5D: 00075
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility: Unknown
 SHD District 2: Region 2 County Code 3: Hamilton
 Place Code 4: Chattanooga Mile Post 11: 2.680 mi
 Feature Intersected 6: CSX RAILROAD
 Latitude 16: 35° 00' 40" Longitude 17: 085° 11' 22"
 Border Bridge Code 98: Unknown (P)
 Border Bridge Number 99: Unknown

INSPECTION

Frequency 91: 24 months Inspection Date 90: 7/21/2020 Next Inspection: 7/21/2022
 FC Frequency 92A: FC Inspection Date 93A: NA Next FC Inspection: NA
 UW Frequency 92B: UW Inspection Date 93B: NA Next UW Inspection: NA
 SI Frequency 92C: SI Date 93C: NA Next SI: NA
 Element Frequency: 24 months Element Insp. Date: 1/1/1901 Next Elem. Insp.: 1/1/1901

CLASSIFICATION

Defense Highway 100: 1 On Interstate STRAHNET Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 2 2-way traffic Temporary Structure 103: Unknown (NBI)
 Highway System 104: 1 On the NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 11 Urban Interstate
 Defense Hwy 110: 1 On Interstate STRAHNET Historical Significance 37: 4 Hist sign not determin
 Owner 22: 01 State Highway Agency
 Custodian 21: 01 State Highway Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 3
 5 Prestressed Concrete
 Deck Type 107: 2 Concrete Precast Panel
 Wearing Surface 108A: 1 Monolithic Concrete
 Membrane 108B: 0 None
 Deck protection 108C: 1 Epoxy Coated Reinforci

CONDITION

Deck 58: 7 Good Super 59: 6 Satisfactory Sub 60: 7 Good
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: N N/A (NBI)

AGE AND SERVICE

Year Built 27: 1960 Year Reconstructed 106: 1992
 Type of Service on 42A: 1 Highway
 Type of Service under 42B: 2 Railroad
 Lanes on 28A: 8 Lanes under 28B: 0 Detour Length 19: 123.7 mi
 ADT 29: 116,440 Truck ADT 109: 22% Year of ADT 30: 2013

LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor Operating Rating Method 63: 1 LF Load Factor
 Inventory Rating 66: HS21.8 Operating Rating 64: HS41.9
 Design Load 31: 5 MS 18 (HS 20) Posting 70: 5 At/Above Legal Loads
 Posting Status 41: A Open, no restriction

APPRAISAL

Bridge Rail 36A: 1 Meets Standards Approach Rail 36C: 1 Meets Standards
 Transition 36B: 0 Substandard Approach Rail Ends 36D: N N/A or not required
 Str Evaluation 67: 7 Above Min Criteria Deck Geometry 68: 9 Above Desirable Crit
 Underclearance, Vertical and Horizontal 69: 5 Above Tolerable
 Waterway Adequacy 71: N Not applicable Approach Alignment 72: 8 Equal Desirable Crit
 Scour Critical 113: N Not Over Waterway

GEOMETRIC DATA

Length Max Span 48: 50.85 ft Structure Length 49: 140.09 ft
 Curb/Sdwik Width L 50A: 0.00 ft Curb/Sidewalk Width R 50B: 0.00 ft
 Width Curb to Curb 51: 124.34 ft Width Out to Out 52: 129.92 ft
 Approach Roadway width 32: 124.02 ft Median 33: 3 Closed Med
 Deck Area: 18,200.90 sq. ft
 Skew 34: 32.00° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horizontal Clearance 47: 63.98 ft
 Minimum Vertical Clearance Over Bridge 53: 99.99 ft
 Minimum Vertical Underclearance Reference 54A: R Railroad beneath struc
 Minimum Vertical Underclearance 54B: 22.01 ft
 Minimum Lateral Underclearance Reference R 55A: R Railroad beneath struc
 Minimum Lateral Underclearance R 55: 13.12 ft
 Minimum Lateral Underclearance L 56: 0.00 ft

PROPOSED IMPROVEMENTS

Bridge Cost 94: \$2,382,000 Type of Work 75: 35 Rehabilitate-gen.
 Roadway Cost 95: \$239,000 Length of Improvement 76: 140.1 ft
 Total Cost 96: \$3,574,000 Future ADT 114: 186,304
 Year of Cost Estimate 97: 2014 Year of Future ADT 115: 2034

NAVIGATION DATA

Navigation Control 38: NA-no waterway
 Vertical Clearance 39: 0.0 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: Unknown (NBI) Lift Bridge Vertical Clearance 116:

Your Agency Name

Your Office Name

Your Department Name

Structure Inventory and Appraisal Sheet (English Units)

ELEMENT CONDITION STATE DATA												
Str Unit	Elm/Env	Description	Unit	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
0	12/3	Re Concrete Deck	sq.ft	18,410.00	66%	12,209.00	34%	6,200.00	0%	1.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	sq.ft	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	sq.ft	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	sq.ft	1,600.00	25%	400.00	75%	1,200.00	0%	0.00	0%	0.00
0	104/3	Pre Cld Box Girder	ft	4,900.00	97%	4,730.00	3%	145.00	1%	25.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	ft	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
0	1090/3	Exposed Rebar	ft	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
0	1100/3	Exposed Prestressing	ft	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
0	1110/3	Cracking (PSC)	ft	160.00	47%	75.00	53%	85.00	0%	0.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	ft	75.00	0%	0.00	67%	50.00	33%	25.00	0%	0.00
0	205/3	Re Conc Column	each	18.00	94%	17.00	0%	0.00	6%	1.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
0	215/3	Re Conc Abutment	ft	300.00	93%	280.00	6%	17.00	1%	3.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	ft	9.00	0%	0.00	67%	6.00	33%	3.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	ft	6.00	0%	0.00	100%	6.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	ft	6.00	50%	3.00	50%	3.00	0%	0.00	0%	0.00
0	4000/3	Settlement	ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
0	234/3	Re Conc Pier Cap	ft	260.00	96%	249.00	4%	11.00	0%	0.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	ft	4.00	0%	0.00	100%	4.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	ft	7.00	0%	0.00	100%	7.00	0%	0.00	0%	0.00
0	313/3	Fixed Bearing	each	70.00	100%	70.00	0%	0.00	0%	0.00	0%	0.00
0	321/3	Re Conc Approach Slab	sq.ft	6,312.00	100%	6,292.00	0%	20.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	sq.ft	100.00	80%	80.00	20%	20.00	0%	0.00	0%	0.00
0	331/3	Re Conc Bridge Railing	ft	420.00	100%	420.00	0%	0.00	0%	0.00	0%	0.00

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