



### **Hamilton County**

### **Regular Inspection Report**

Location: 33-I0075-01.38
<u>Federal ID</u>: 33I00240067
<u>Maintenance Responsibility</u>:

State of Tennessee

<u>Description</u>: 3 Span Bridge

I-75-LM 1.38 Southbound

**OVER** 

I-24-LM 14.52 Eastbound

<u>Inspection Date</u>: July 12, 2016 <u>Overall Condition Rating</u>:

### **FAIR**



# **LOCATION MAP** SKURLOCK RD. 33<u>I002</u>40067 GREENWAY VIEW DR MILLER TER 33100750013 33100240069 Hamilton Ensemble Theatre of Chattanooga Terrace **I-24** Artsyl Paint Party Studio Route Direction ON Structure Underpass Route Direction Recommended Parking Area

#### BRIDGE MAINTENANCE RECOMMENDATIONS

COUNTY: HAMILTON

LOCATION: 33-I0075-01.38-

CO. SEQ.: 1 SPEC. CASE: 0

MILEPOST: 1.32

CROSSING: I-75 / I-24 EB

FED. BRIDGE NO.: 33100240067



08/09/2002

REPAIR LIST NO.:

DATE ADDED:

MAINT. DIST.: 33			REVISED:	07/18/2016
FACILITY CARRIED:		I-75 SBL	NUMBER OF MAIN SPANS:	3
HIGHWAY SYSTEM:	02-INT	ERSTATE URBAN	NUMBER OF APPROACH SPA	ANS: 0
BRIDGE WIDTH (CURB TO CU	RB):	29 FT 10 IN	BRIDGE LENGTH (FT):	184
BRIDGE WIDTH (OUT TO OUT	):	36 FT 5 IN	MAXIMUM SPAN LENGTH (	FT): 68
APPROACH ROADWAY (W/SHOU	LDERS):	41 FT 11 IN	SKEW ANGLE (DEGREES):	39
MAINTAINED BY:			STATE HIGHWAY AGENCY	
MAIN SPAN MATERIAL:			PRESTRESSED CONCRETE	
MAIN SPAN DESIGN TYPE:		BOX BEAM C	OR GIRDERS - MULTIPLE	
APPROACH SPAN MATERIAL:		OTH	HER OR NOT APPLICABLE	
APPROACH SPAN DESIGN TYP	E:	OTH	HER OR NOT APPLICABLE	
INSPECTION DATE:	07/12/2016	G	ENERAL CONDITION:	FAIR
EVALUATION DATE:	08/12/2014	S	TRUCTURALLY DEFICIENT:	NO
PPRM PIN NUMBER:				
H TRUCK RATING @ INV.:	20 TONS	S	UFFICIENCY RATING:	76.6
SUGGESTED ROUTINE MAINTEN	ANCE AND COM	MENTS		
CLEAR VEGETATION FROM ABU	TMENT #1, Rig	ght		

GENERAL	COMMENTS:				

## **Bridge Condition Coding Form**

Revised 07/26/2016

**County: 33** DEPARTMENT OF TRANSPORTATION **Route:** I0075 Bridge Number: 33I002400671 (Includes Item 5A) **Special Case:** 0 **Feature Intersected:** I-75 / I-24 EB **County Sequence:** 1 Log Mile: 1.38 **Evaluation Status:** CONDITION ITEM CHANGE

#### **CODE ONLY THOSE VALUES WHICH HAVE CHANGED**

TEM#	DESCRIPTION	VALUE				
90	LAST INSPECTION DATE	07/12/2016				
	EARLIEST DATE OF	05/13/20	18			
	NEXT REGULAR INSPECTION	1 1				
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. FT.	99 IN.			
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. FT	99 IN.			
36	TRAFFIC SAFETY FEATURES  Br. Rail Trans. Appr. Rail Te 1 0 0	rminal SPE N	CED LIMIT 55			
41	STRC OPEN/CLOSED/POSTED A K P	A				
58	DECK	7				
59	SUPERSTRUCTURE	7				
60	SUBSTRUCTURE	7				
61	CHANL/CHANL PROTECTION	N				
62	CULVERT AND RETAIN WALL	N				
71	WATERWAY ADEQUACY	N				
72	APPROACH RDWY ALIGNMENT	6				
521	OVERALL CONDITION	FAIR				
	LATITUDE 17 LONGITUD N 35° .2570′ W 85° 12.6960					
	EAM LEADER SIGNATURE	/ 	/ 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.

Bridge ID#: 33I00240067 Date: 07/12/2016



**LOOKING AHEAD** 



**CLEARANCE - AHEAD ON 124** 



**LOOKING BACK** 



**CLEARANCE - BACK ON 124** 



**RIGHT SIDEVIEW - BACK ON 124** 



**LEFT SIDEVIEW - AHEAD ON 124** 



LEFT SIDEVIEW - AHEAD ON 124



SPAN 1



SPAN 3



**BEARINGS - ABUTMENT** 



**BEARINGS - BENT** 



**WEARING SURFACE** 



**TRAFFIC SAFETY FEATURES** 



APPROACH 2



**BEAM K - CRACKS AT BENT 1** 



**BEAM K - CRACKS AT BENT 1** 



BEAM A - SPAN 2 - CRACK

BRIDGE INSPECTION REPORT Page No								
Form BIR 3.0	Field Report No. 2	23 Date 7/12/2016						
(Rev. 9-22-98)	Previous Report No. 2							
DT-0069	Plans:	DESIGN						
Bridge No. 33100240067	Bridge Location No.	33 - 10075 - 0138						
Eleven Digit No.	(	Co. Route Log Mile						
Facility Carried by Structure Over 124 EB Cros	eina	Structure Name (If Named)						
Year Constructed 1959 ACTUAL Cour		Maintenance District 21						
	Rehabilitated 1983	ACTUAL						
FEATURES		TEAM LEADER						
Wearing Surface Concrete Depth	(in.)							
Flared Width NO Median Widt	``´	Tays						
Navigational Control NO Bridge Skew		INSPECTORS						
Structure Type (Main Span) PCBB		Haas						
Structure Type (Appr.Spans) NA		·						
No. Main Spans 3 No. Approach Spans	· 0							
Maximum Span Length 68.4 (**.* ft.)								
Total Length 183.8 (**.* ft.)								
\\(\I\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ARANCES_	·						
	Vertical Clearance over	r Deck 99-99 (ftin.)						
	Vertical Under Clearand	` ,						
· ———	Lateral Under Clearance							
· ———	Lateral Under Clearanc							
*Approach Roadway 24.0	CTURE CRITICAL: NO	. ,						
*(Does Not Include Shoulders) Approach Shoulder Rt. 12.0	If Yes, Include BIR 3.9)	<del></del>						
• •	S Bridge Length (<25 ft.)	) (ftin.)						
UNDERWATER INSPECTION								
To Be Performed By: NR	Date							
Change in Structural Condition: NO Major F	Repairs Made: NO	BRIDGE is: OPEN						
COMMENTS:								

Supervising Bridge Inspector: Tays BRIDGE RATING: FAIR

Farma DID 0.4				Page No
Form BIR 3.1 (Rev. 9-22-98) Bridge DT-0080	Location No. 33	- 10075 Route	- 0138 Log Mile	Date 7/12/2016
PERFORMANCE EVALUATI	<u>ON</u>			
Time of Day Inspected	PM Weathe	er Conditio	ons sunny 90 F	
Vehicles Observed ALL TYI	PES			
LIVE LOAD BEHAVIOR				
Substructure Yes/N	0		Comments	
Horiz./ Vert. Defl. NO				
Vibration NO				
Superstructure				
Horiz./ Vert. Defl. No				
Vibration NO				
APPROACH Rating			Comments	
Alignment FAIR	CURVE - Merging lane	s, requires s	peed reduction	
Slab NA				
Joints NA				
Pavement GOOD	NARROW-SMALL CRA	ACKS		
Embankment GOOD				
Drains GOOD				
TRAFFIC SAFETY FEATURE	Standard/		Comments	
	SubStandard	SIGNIFIC	ANT COLLISION SPAL	
Bridgerailing FAII Transitions GOC	`	3/3/1/1/10/	ANT GOLLIGION GI AL	
Guardrail GOC	_			
Guardrail Terminal GOC		> 100' from bridge end		
SIGNING	Yes/ No/ Nee		Weight Lin	nit Posted NO
Paddleboards	YES		Gross	
Vertical Clearance (<14'-6'			2 Axle	

NO

NO

3 or more Axles.. Tons

One Lane Bridge Signs
Other Signs or Plaques:

Narrow Bridge Signs

Comments Regarding any Problems with Signing:

Form BIR 3.2 (Rev. 9-22-98) DT-0081	Bridge	Location No	33 - Co.	I0075 Route	- 0138 Log Mile		Date	7/12/2016
DECK	Rating				Commer	nts		
Wearing Surface	GOOD							
Deck - Structural Condition	NV	PCBB - Top of de	eck - No	visible iss	sues			
Curbs	NONE							
Median	NONE							
Sidewalks	NONE							
Parapet	NA							
Railing	N/A							_
Paint	NA							_
Drains	NONE							
Lighting Standards	NONE							
Utilities	NONE							
Joint Leakage	FAIR	MODERATE						
Expansion Joints	N/A							
·								
SUPERSTRUCTUR	<u>RE</u>							
Bearing Devices	GOOD	Elastomeric						
Girders or Beams	G-F	HL-NARROW CF	RACKS					
Floor Beams	NA							
Stringers	NA							
Diaphragms	NA							
Bracing	NA							
Trusses - General	NA							
Portals	NA							
Bracing	NA							
Paint	NA							_
Alignment of	GOOD							_
Members								
TEXTURE COAT								
Condition Rating	FAIR	Needs Sp	oot Pai	nting	NO			
Overall Appearance	FAIR	Needs Re		_	/ES			
Staining Rating	FAIR	_	•	_				
Fading Rating	FAIR	Comment	ເຮ					
Scaling Rating	GOOD	_						

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

Bridge Location No.	33 -	10075	- 0138	
	Co.	Route	Log Mile	

Page No.\_\_\_\_ Date 7/12/2016

#### **SUBSTRUCTURE**

<u>ABUTMENTS</u>	Rating	Comments
Caps	GOOD	HEAVY VEGETATION.
Breastwall	N/A	HL-NARROW CRACKS
Wings	GOOD	
Backwall	GOOD	
Plumb	GOOD	
Footing	NA	
Piles	NV	
Embankment	GOOD	Concrete
Bearing Surface	GOOD	
Slope Paving	GOOD	
Rip Rap	NA	
<u>PIERS</u>		
Caps		
Columns		
Plumb		
Footings		
Piles		
Bearing Surface		
BENTS		
Caps	GOOD	HL-NARROW CRACKS
Columns	GOOD	REBAR POPOUTS
Plumb	GOOD	
Footings	NV	
Piles	NV	
Bearing Surface	G-F	

Piles Need Replacement: NO

Piles To Be Replaced:

# Inspection Team's Summary Bridge Location No. 33 - 10075 - 0138 Inspection Date 7/12/2016 Bridge Rating FAIR

TYPE SERVICE: I 75 SBL OVER: I24 EB

On Tuesday, July 12, 2016, a Region Two bridge inspection team inspected

this structure and found it to be in FAIR condition.

#### TOP OF DECK

#### Traffic Safety Features

Bridge Rail: FAIR STANDARD SIGNIFICANT COLLISION SPALLS.

Transitions: GOOD NONSTANDARD
Approach Rail: GOOD NONSTANDARD

Terminals: GOOD N/A > 100' from bridge end

Wearing Surfaces

Approach Pvmt: GOOD NARROW-SMALL CRACKS

Deck - Wearing Surface: GOOD

**BOTTOM OF DECK** 

Deck - Structural Condition: NV PCBB - Top of deck - No visible issues

**SUPERSTRUCTURE** 

Beams: G-F HL-NARROW CRACKS

Bearings: GOOD Elastomeric

#### **SUBSTRUCTURE**

#### **Abutments**

Caps: GOOD HEAVY VEGETATION.

Breastwall: N/A HL-NARROW CRACKS

Wings: GOOD
Backwall GOOD
Bearing Surface: GOOD

**Bents** 

Caps: GOOD HL-NARROW CRACKS
Columns: GOOD REBAR POPOUTS

Bearing Surface: G-F

#### **UNDERCLEARANCE**

Min Vert Under Clear(ft-in): 16

#### SPECIAL NOTES

Items 58, 59, 60 - Visible elements are in good condition. HL-SM cracks

ELEVATIONS OF DECK PAGE NO.\_\_\_\_

BRIDGE LOCATION NO. 33 175 1.38 2.22 DATE: 9-11-98 COUNTY ROUTE LOG MILE LOG km

STATION/	TOP OF LT.	GUTTER/	CENTERLINE	GUTTER/	TOP OF RT.
LOCATION	CURB/RAIL	EDGE DECK		EDGE DECK	CURB/RAIL
	·				·
ABUT # 1		213.73		212.71	
BENT # 1		213.28		212.16	
DENTE # 0		010 63		011 41	
BENT # 2		212.63		211.41	
ABUT # 2		211.97		210.73	
ABUI # Z		211.97		210.73	

BENCH	MARK	LOCATION	BRID	GE	SEAT,	, ABI	JT.	# :	1,	RT.	SIDE
DEMCU	мари	ET.EVATTON	608	36	£+ _	212	96	m			

NOTE: ELEVATIONS TAKEN FROM PREVIOUS REPORT.

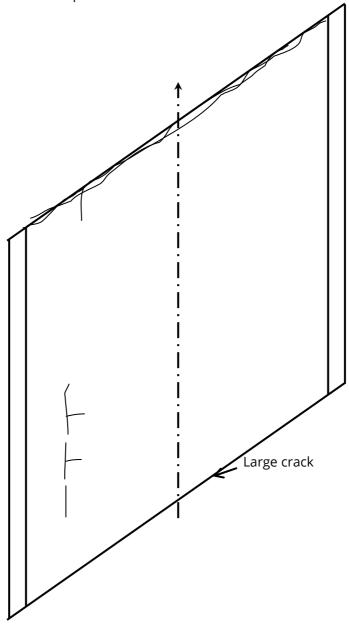
I-75 Southbound Top Deck 1 OVER: I-24 Eastbound Inspection Route: To Knoxville Inspection Route: To I-75 NB

App Pvmt: G

App Rail:

Wearing Surface: G

Bridge Rail: F collision spalls

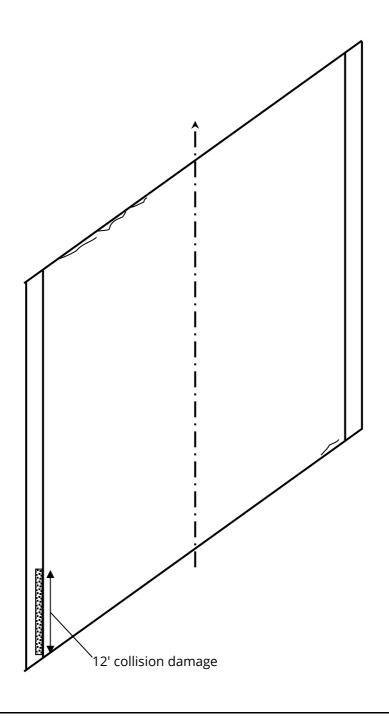


Inspection Date: 07/12/2016

I-75 Southbound Top Deck 2 OVER: I-24 Eastbound Inspection Route: To Knoxville Inspection Route: To I-75 NB

Wearing Surface: G

Bridge Rail: F collision spalls



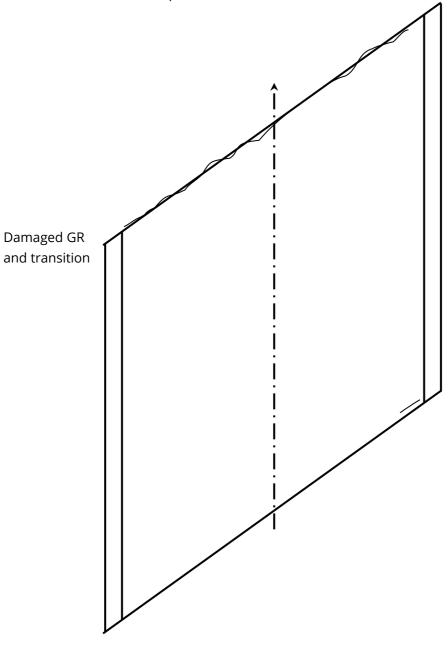
I-75 Southbound Top Deck 3 OVER: I-24 Eastbound Inspection Route: To Knoxville OVER: I-24 Eastbound Inspection Route: To I-75 NB

App Pvmt: G

App Rail:

Wearing Surface: G

Bridge Rail: F collision spalls



Inspection Date: 07/12/2016

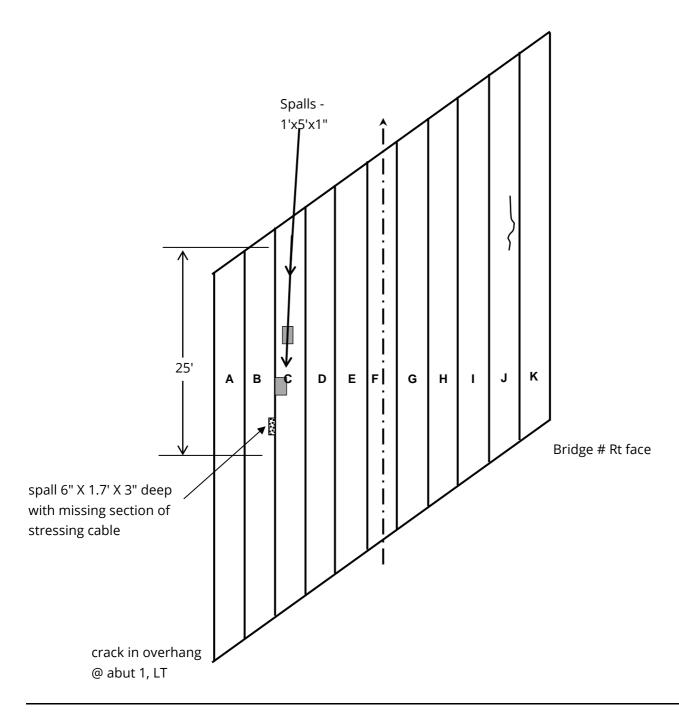
Bottom Deck 1

OVER: I-24 Eastbound Inspection Route: To I-75 NB

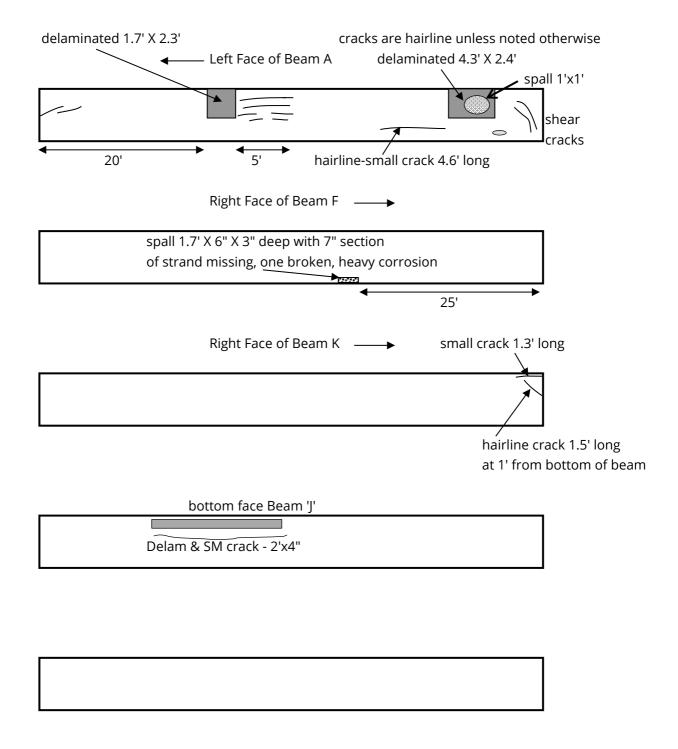
Beams: GF

Bearings:

Eff between 'J' and 'K'



OVER: I-24 Eastbound Inspection Route: To I-75 NB



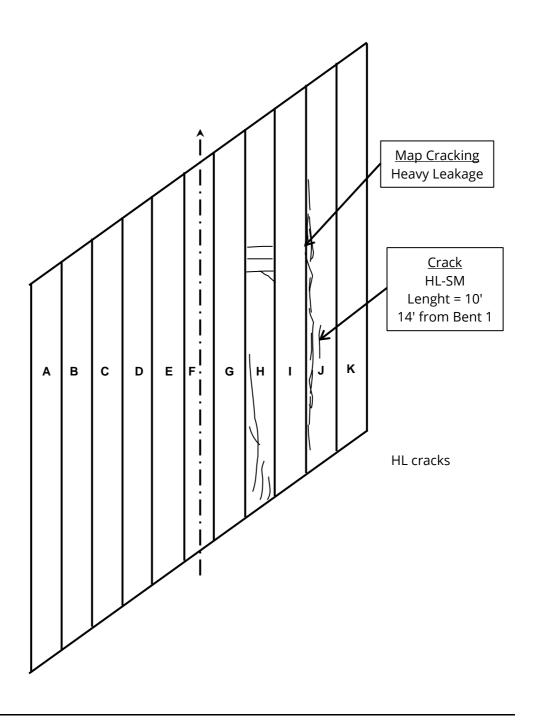
Structure: 33-I0075-01.38 Underpass: 33-I0024-14.52 Beam Sheet 1 33100240067

Inspection Date: 07/12/2016

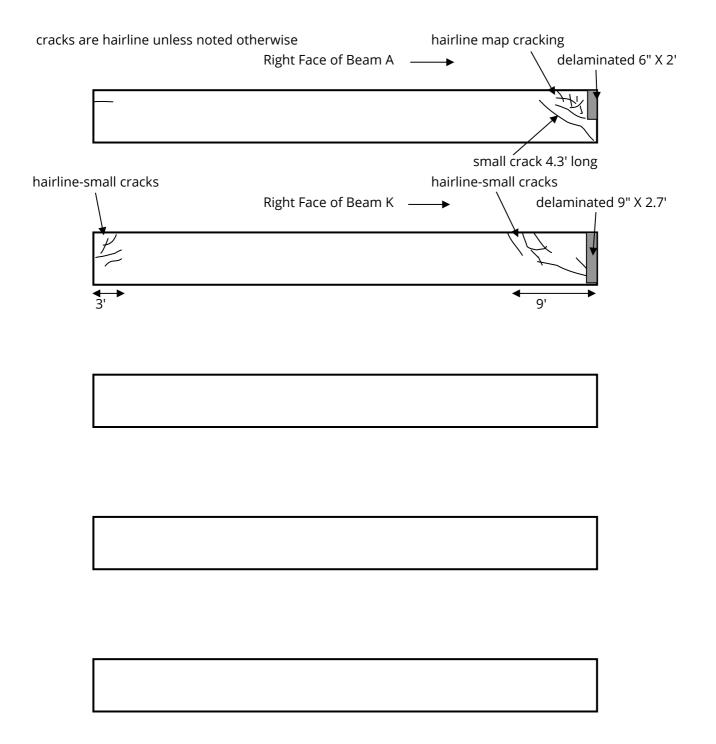
OVER: I-24 Eastbound Inspection Route: To I-75 NB

Beams: GF HL cracks

Bearings:



OVER: I-24 Eastbound Inspection Route: To I-75 NB

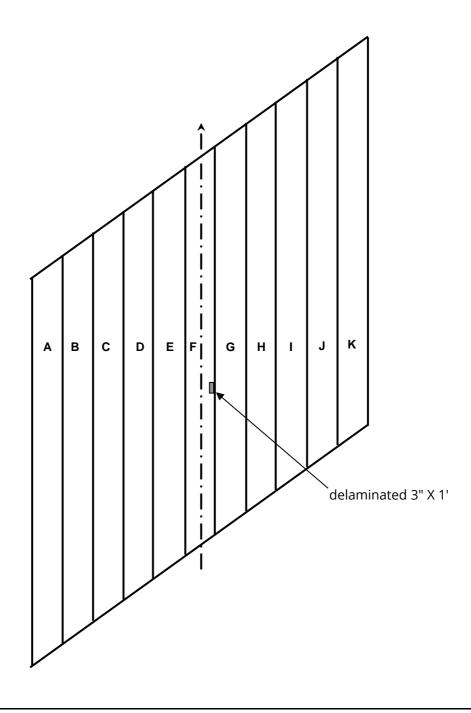


Inspection Date: 07/12/2016

OVER: I-24 Eastbound
Inspection Route: To I-75 NB

Beams: GF

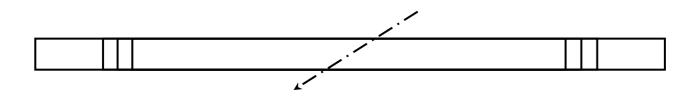
Bearings:

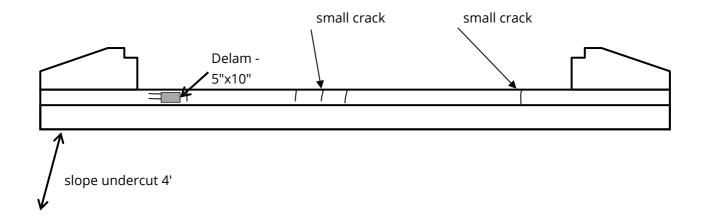


OVER: I-24 Eastbound Inspection Route: To I-75 NB

Walls: G SM cracks

Slope:





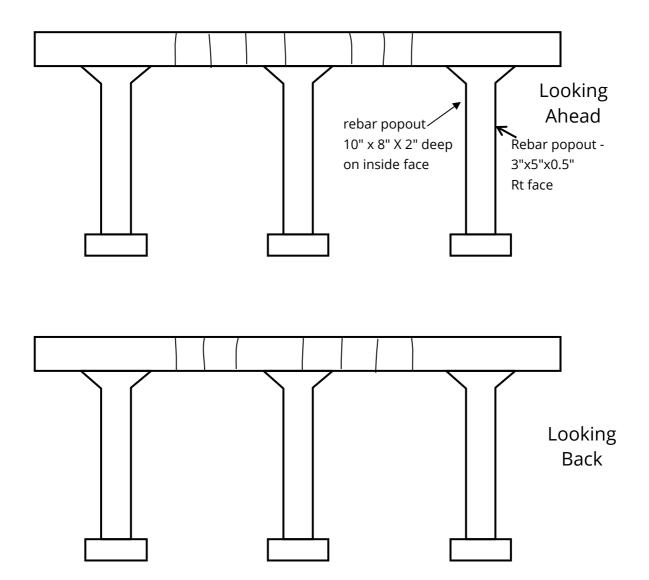
I-75 Southbound
Inspection Route: To Knoxville

Bent 1
Inspection Route: To I-75 NB

Columns: GF Heavy vegetation growth around

base of columns

Cap: G



Structure: 33-I0075-01.38 Underpass: 33-I0024-14.52 Bent 1 33100240067

Inspection Date: 07/12/2016

I-75 Southbound

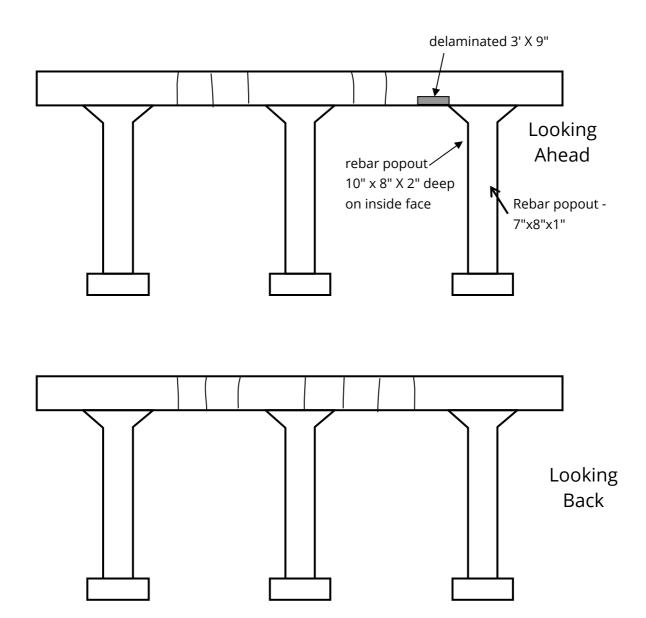
Inspection Route: To Knoxville

Bent 2

Inspection Route: To I-75 NB

Columns: G

Cap: GF



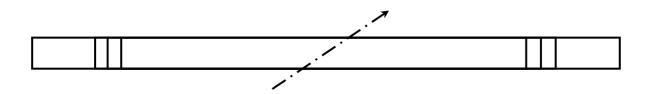
Structure: 33-I0075-01.38 Underpass: 33-I0024-14.52 Bent 2 33100240067

Inspection Date: 07/12/2016

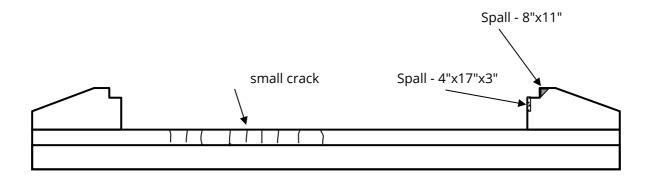
OVER: I-24 Eastbound Inspection Route: To I-75 NB

Walls: G SM cracks

Slope:



cracks are hairline unless noted otherwise

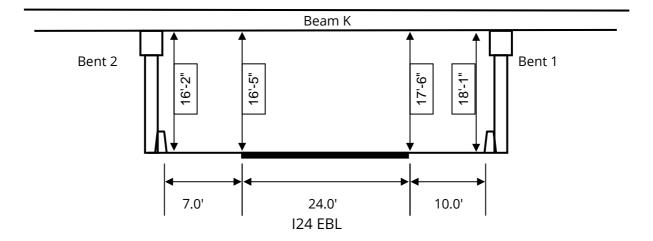


Inspection Route: To I-75 NB

OVER: I-24 Eastbound

Facility Carried: I-75 Southbound

Inspection Route: Toward Knoxville Traffic: 2 Thru Lanes - Southbound



Looking Ahead on I-24 - Toward Knoxville

Underpass Facility: I-24 Eastbound

Inspection Route: Toward Knoxville Traffic: 2 Thru Lanes - Eastbound

Clearances 33100240067

Inspection Date: 07/12/2016

#### BRIDGE MAINTENANCE RECOMMENDATIONS

COUNTY: HAMILTON

LOCATION: 33-I0024-14.52-

CO. SEQ.: 2 SPEC. CASE: 0

MILEPOST: 185.46

CROSSING: I-24 EB

FED. BRIDGE NO.: 33100240067

MAINT. DIST.: 33



REPAIR LIST NO.: N

DATE ADDED:

REVISED: 07/30/2012

FACILITY CARRIED: I-75 SB NUMBER OF MAIN SPANS:	
HIGHWAY SYSTEM: 02-INTERSTATE URBAN NUMBER OF APPROACH SPANS:	
BRIDGE WIDTH (CURB TO CURB): N/AFT IN BRIDGE LENGTH (FT):	169
BRIDGE WIDTH (OUT TO OUT): N/A FT IN MAXIMUM SPAN LENGTH (FT):	68
APPROACH ROADWAY (W/SHOULDERS): 41 FT 11 IN SKEW ANGLE (DEGREES): I	N/A
MAINTAINED BY: MAIN SPAN MATERIAL: PRESTRESSED CONCRETE	
MAIN SPAN DESIGN TYPE: BOX BEAM OR GIRDERS - MULTIPLE	
APPROACH SPAN MATERIAL:	
APPROACH SPAN DESIGN TYPE:	
INSPECTION DATE: 07/12/2016 GENERAL CONDITION: G	OOD
EVALUATION DATE: 08/12/2014 STRUCTURALLY DEFICIENT:	
PPRM PIN NUMBER:	
H TRUCK RATING @ INV.: TONS SUFFICIENCY RATING:	

GENERAL	COMMENTS:



# **Underpass Condition Coding Form**

Revised 07/26/2016

County: 33

**Route: I0024** 

Bridge Number: 33I002400672 Special Case: 0
(Includes Item 5A) County Sequence: 2

Featu	re Intersected:		I-24	4 EB					Log Mile:	14.52
CODE	ONLY THO	SE VALUES V	VHICH	HAVE (	CHAN	IGED	)			
TEM#	DESCRIPTIO	N			VALU	E	_	UN	NDERPASS SAFETY FEAT	<b>FURES</b>
90	LAST INSPECT EARLIEST DAY NEXT REGULAR INS	TE OF			7/12/2 5/13/2 /		]	515	(A) TYPE UNDERPASS BACOMBINATION OF M. & CONCRETE BARRI RAIL	<b>IETAL</b>
10	MINIMUM V.C DECK (ROADWAY + S			16	FT				Revised Barrier Typ  (B) ADEQUACY OF	oe 1
520	MINIMUM V.C (EXCLUDES SI			16	FT.		IN. IN.		BARRIER OR RAIL	
47	TOTAL HORIZONTAL UNDERCLEAR			40	FT.		IN.		(C) ADEQUACY OF TRANSITIONS	0
54		RTICAL UNDERC	CLEARAN	CE					(D) ADEQUACY OF TERMINALS	1
55	MINIMUM LA	Circle One: 1	H R		FT		IN.	554	VERTICAL CLEARANCE LISTED ON HEIGHT POSTING	
		RANCE ON RIGHT			FT		IN.		FT. FT.	IN. IN.
56	MINIMUM LA' UNDERCLEAR SIDE	TERAL NANCE ON LEFT			FT		IN.	16		ONGITUDE 5° 12.6960′
521	OVERALL CO	NDITION		GOOD					HEIGHT POSTED AT BOTH APPROACHES?	YES [ ] NO [ ] N/A [ ]
555	COMMENTS									
	-				I LEAD					/ W DATE

Page 1 of 2 <b>INSPECTIO</b>	N REP	ORT FO	R L	JNDER	PASS RC	UTE	Pag	je No
Form BIR 3.0A	Field Report No. 23 Date 7/12/2							
(Rev. 9-22-98)	Previous Report No. 22 Date 7/7/2014							
DT-1443								
Bridge No. 33100240067		Un	derp	ass Locati	on No. 33	- 100	)24 -	1452
Eleven Digit No.					Co.	Ro	ute	Log Mile
		10075 -			over 33			
Railroad/Walkway	Co.		.og Mi		Co.			Log Mile
County		Structure	Nan	ne (If Nam	ed)			
Year Constructed 1959 A	CTUAL							
Year Widened NA	NA	Year	Reha	abilitated _	1983	ACT	JAL	-
GEOMETRIC FEATURES UND	ER BRID	DGE (*. '	ft. u	nless othe	erwise noted	d)		
Divided Highway NA	A			Type of \	Nearing Su	rface	ASI	PHALT
Width of Approach Traveled Roa		24.0	ft.	(Does No	ot Include S	houlde	rs)	
Width of Median if Divided High	way	NA	ft.					
Approach Shoulder Width		10.0	ft.	Right	7.0	ft.	Left	
*Horizontal Clearance Under Bri	idge	41.0	ft.					
*Distance Between Pier Protecti	on							
Guardrail and Substructure		0	ft.	Right	0	ft.	Left	
*Width of Sidewalk Under Bridge	e	NA	ft.	Right	NA	ft.	Left	
*Minimum Vertical Clearance:	_	16 ft		2 in.	(ftin.)			
*Show on Sketch						<u>т</u>	EAM LI	<u>EADER</u>
TRAFFIC SAFETY FEATURES	i	Rating	Stan	dard/ SubSt		Tays		
Pier Protection Railing or Par	apet	GOOD	STA	Non Exis				
Approach Guardrail Terminal	GOOD		NDARD		<u>II</u>	NSPEC	<u>TORS</u>	
Approach Guardrail	GOOD					Haas		
Approach Guardrail Terminal		GOOD		NDARD				
CICNING	Vac/N	lo/ Needed						
SIGNING Paddleboards	NO	7						
	NO							
Vertical Clearance (<14'-6") Narrow Passage	NO NO							
One Lane Passage		NO.						

Other Underpass Signs Needed

Page 2 of 2		Page No.							
Form BIR 3.0A (Continued)			Date	7/12/2016					
(Rev. 9-22-98)	Underpa	ss Location No.	33 - 10024	- 1452					
DT-1443	5115151		Co. Route	Log Mile					
Other Signs or Plaques:									
Comments Regarding any Problems with Signing:									
BRIDGE FEATURES (*.* ft.)									
Bridge Skew 39 ° RT Number of Lanes/Tracks of									
Structure Type (Main Span) PCBB			_ No. Main S <sub>l</sub>	pans 3					
Structure Type (Appr.Spans) NA			No. Appr. S	pans 0					
Maximum Span Length 68.4	(ft.) Total L	.ength 183.8	(ft.)						
Width of Bridge Out-to-Out 36.5	(ft.) Right A	Angle to Centerlin	ne of Bridge)						
Width of Bridge Along Skew NA	、 , 、 、	(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 t	at would Effect I	Roadway Beneat	h:						

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

#### **NOTES:**

Items 58, 59, 60 - Visible elements are in good condition. HL-SM cracks

### Structure Inventory and Appraisal Sheet (English Units)

ELI	ELEMENT CONDITION STATE DATA												
St	r Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
	0	12/1	Re Concrete Deck	sq.ft	6,105	100%	6,105	0%	0	0%	0	0%	0
	0 510/1 Wearing Surfaces		sq.ft	5,775	100%	5,775	0%	0	0%	0	0%	0	
	0	104/1	Pre Clsd Box Girder	ft	1,815	100%	1,815	0%	0	0%	0	0%	0
	0	205/1	Re Conc Column	each	6	100%	6	0%	0	0%	0	0%	0
	0	215/1	Re Conc Abutment	ft	176	100%	176	0%	0	0%	0	0%	0
	0	310/1	Elastomeric Bearing	each	66	100%	66	0%	0	0%	0	0%	0
	0	331/1	Re Conc Bridge Railing	ft	330	100%	330	0%	0	0%	0	0%	0