

P.I. No. 0008256 Cobb

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I-75 Southbound - The inspection of this three span deck revealed moderate surface wear with transverse grooving in all spans. Light map cracking was found in all spans. Concrete patches were found in Lane 4 at Bent 2, in Lane 6 at Bent 3 and in Span 2 Lane 6; all patches are in very good condition. Swiss hammering of the deck indicated an average compressive strength of 5567 psi. Inspection of the deck's underside could not be done because of the metal deck pans; however, the metal pans are in very good condition. On the approach end of the bridge, the approach slab in Lane 6 has an asphalt patch that has failed. On the exit end approach end, the approach slab for Lanes 1 thru 5 is overlaid with asphalt, with raveling of the asphalt in Lane 5.

Based on these findings, the corrective work recommended is the resealing of the joint at Bent 1, on the approach end of the bridge repairing the patch in the approach slab located in Lane 6 and replacing the exit approach slab.

Structure ID 067-0099-0

I-285 WB over SR 3/ US 41

According to the SI&A report, this bridge was constructed in 1963 and reconstructed in 1986. The deck has been widened and a two-part polymer overlay was placed on the original deck. The inspection of this four span deck revealed that the overlay is in good condition. Inspection of the deck's underside revealed the deck in good condition except for a spall with exposed rebar in Span 2 in the third bay on the north side. There is also utilities in the exterior bay.

Based on these findings, the only corrective work recommended is the resealing of the joint at Bent 2.

Structure ID 067-0102-0

I-285 CD WB over I-75

According to the SI&A report, this bridge was constructed in 1963 and reconstructed in 1986. The deck has been widened on both sides and a concrete overlay was placed on the original deck. The inspection of this four span deck revealed light surface wear with transverse grooving in all spans. The deck is in good condition. Spall repairs were found at joints located at Bents 2 and 3. All repairs are in good condition except for one patch that has failed at Bent 3. Swiss hammering of the deck indicated an average compressive strength of 5975 psi. Inspection of the deck's underside revealed the deck in good condition except for repaired areas where blow-throughs had occurred when constructing the overlay. Metal deck pans for the exterior bays are in good condition.

Based on these findings, the only corrective work recommended is the repair of the patch located at Bent 3 and resealing of the joint.

Structure ID 067-0104-0

I-285 CD WB over Ramp "V"

According to the SI&A report, this bridge was constructed in 1963 and reconstructed in 1985. The deck has been widened on both sides and a concrete overlay was placed on the original deck. The inspection of this three span deck revealed light to moderate surface wear with transverse grooving in all spans. Spalls ranging in length from 1 to 5 feet were found at the joints for Bents 2, 3 and 4. Swiss hammering of the deck indicated an average compressive strength of 5420 psi. Inspection of the deck's underside revealed the exposed deck of the interior bays to be in good condition. Metal deck pans for the exterior bays are in good condition. Both the approach and exit slabs have a full-length wide longitudinal crack. The approach also has a 2 foot spall along the longitudinal construction joint.

Based on these findings, corrective work recommended are the spalls located at Bents 2, 3 and 4, the repair/resealing of joints at all bents, sealing of the longitudinal crack located in both approach slabs and the repair of the spall located along the construction joint.

Structure ID 067-5237-0

I-285 CD WB over Rottenwood Creek

This bridge was constructed in 2003. The inspection of this four span deck revealed no surface wear with transverse grooving in all spans. Tight transverse cracks, spaced 5 to 8 feet were found in all spans; however these cracks were only found in the deck (staged construction) on the north side of the longitudinal construction joint located in Lane 2. Also a tight diagonal corner crack located near the longitudinal construction joint and Bent 3 was found. Swiss hammering of the deck indicated an average compressive strength of 6050 psi. Inspection of the deck's underside could not be done because of the metal deck pans; however, the metal pans are in very good condition. The approach slabs on both ends are in good condition.

Based on these findings, the only corrective work recommended is the joints at Bents 1 and 5 be repaired.

Structure ID 067-5248-0

I-285 CD EB over Rottenwood Creek

This bridge was constructed in 1999. The inspection of this three span deck revealed light surface wear with transverse grooving in all spans. Tight transverse cracks, spaced 3 to 5 feet were found in all spans; however these cracks were only found in the deck (staged construction) on the south side of the longitudinal construction joint located in Lane 2. Also tight diagonal corner cracks were found in all spans at the bents. Swiss hammering of the deck indicated an average compressive strength of 5533 psi. Inspection of the deck's underside could not be done because of the metal deck pans; however, the metal pans are in very good condition. The approach slab on the west end has both longitudinal and transverse cracks.

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Based on these findings, the only corrective work recommended is the joints at Bents 3 and 4 be repaired and the cracks in the west end approach slab be sealed.

If you have any questions, please contact Myron Banks at 404-608-4876.

GMG:mkb

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