WILSON COUNTY

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BRIDGE MAINTENANCE RECOMMENDATIONS

Tennessee Department of Transportation

COUNTY: WILSON
LOCATION: 95-I0040-09.42-
CO. SEQ.: 1 SPEC. CASE: 0
MILEPOST: 232.11

CROSSING: MIDDLE FORK CREEK
FED. BRIDGE NO.: 95I00400017
MAINT. DIST.: 95

REPAIR LIST NO.: N
DATE ADDED:
REVISED: 03/01/2010

FACILITY CARRIED:	I40	NUMBER OF MAIN SPANS:	2
HIGHWAY SYSTEM:	02-INTERSTATE URBAN	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	N/A FT IN	BRIDGE LENGTH (FT):	23
BRIDGE WIDTH (OUT TO OUT):	N/A FT IN	MAXIMUM SPAN LENGTH (FT):	10
APPROACH ROADWAY (W/SHOULDERS):	129 FT 11 IN	SKEW ANGLE (DEGREES):	75

MAINTAINED BY:	STATE HIGHWAY AGENCY
MAIN SPAN MATERIAL:	CONCRETE CONTINUOUS
MAIN SPAN DESIGN TYPE:	CULVERT (INCLUDES FRAME CULVERTS)
APPROACH SPAN MATERIAL:	OTHER OR NOT APPLICABLE
APPROACH SPAN DESIGN TYPE:	OTHER OR NOT APPLICABLE

INSPECTION DATE:	03/01/2010	GENERAL CONDITION:	GOOD
EVALUATION DATE:	03/10/2008	STRUCTURALLY DEFICIENT:	NO
PPRM PIN NUMBER:			
H TRUCK RATING @ INV.:	20 TONS	SUFFICIENCY RATING:	67.0

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	REPAIR COLLISION DAMAGE ON RT. SIDE ON FRONTAGE ROAD		

SUGGESTED ROUTINE MAINTENANCE AND COMMENTS
APPROACH GUARDRAILS ARE NON-EXISTENT
BRIDGERAILS ARE NON-EXISTENT

GENERAL COMMENTS:

CUT TREE OUT OF OUTLET SIDE 4/20/2007. NASHVILLE NEEDS TO LOOK AT OTHER SUGGESTED COMMENTS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 03/03/2010

County:	95
Route:	I0040
Special Case:	0
County Sequence:	1
Log Mile:	9.42

Bridge Number: (Includes Item 5A)	95I004000171
Feature Intersected:	MIDDLE FORK CREEK
Evaluation Status:	OTHER ITEM(S) HAVE BEEN CHANGED

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE
90	LAST INSPECTION DATE	03/01/2010
	EARLIEST DATE OF NEXT REGULAR INSPECTION	12/31/2011
		/ /
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
0	0	0	0	70

41	STRC OPEN/CLOSED/POSTED	A	K	P	A
58	DECK				N
59	SUPERSTRUCTURE				N
60	SUBSTRUCTURE				N
61	CHANL/CHANL PROTECTION				7
62	CULVERT AND RETAIN WALL				7
71	WATERWAY ADEQUACY				7
72	APPROACH RDWY ALIGNMENT				6
521	OVERALL CONDITION				GOOD

16 LATITUDE	17 LONGITUDE
N 36° 11.0680′	W 86° 24.1020′

Gilbert W Hunter

Digitally signed by Gilbert W Hunter
DN: cn=Gilbert W Hunter, c=US, o=TDOT, ou=Bridge Inspection
Date: 2010.03.03 07:57:01 -06'00'

TEAM LEADER SIGNATURE

/ /
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.

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Photographs

Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

ABUTMENT TYPICAL

PIER

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Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

BRIDGE NO.

SPALL W/EXP REBAR ABUT-1 @ CONSTRUCTION JOINT

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Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

DOWNSTREAM

UPSTREAM

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Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

INLET ELEVATION

COLLISION DAMAGE B -APPR R.S. GUARDRAIL SIDE

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Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

VIEW ACROSS DECK SIDE ROAD

B-APPROACH SIDE ROAD

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Photographs

Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

A-APPROACH SIDE ROAD

VIEW ACROSS DECK

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Bridge ID#: 95-I40-9.42 **Date: 03/01/2010**

B-APPROACH

A-APPROACH

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BRIDGE INSPECTION REPORT (CULVERTS)

Page No.___

Form BIR 3.5
03/20/78 (Rev. 9-22-98)
DT-1540

Field Report No. 19 Date 3/1/2010
Previous Report No. 18 Date 2/25/2008
Plans: YES

Bridge No. 95I00400017 (Eleven Digit No.)
Bridge Location No. 95 - I0040 - 9.42 (Co. - Route - Log Mile)

I-40 (Road Name) over MIDDLE FORK CREEK * (Stream Name) ____ (Structure Name (If Named))

Year Constructed ____ County Wilson Maintenance District 32

FEATURES

Wearing Surface ASPHALT Depth 15 (in.)
NBIS Bridge Length (<25 ft.) ____ (ft.-in.)
Flared Width NO Median Width NONE
Bridge Skew 75 ° RT Under 3 ft. Fill (Depth)

Structure Type CS Barrels 2 (No.) @ 10 (Span) X 10 (Depth) (ft.)

WIDTHS (*.* ft.)

Deck Out-to-Out: at 90° 321 Along Skew ____
Bridge Length: at 90° ____ Along Rdwy C.L. ____
Roadway: Rail/Rail ____ Curb/Curb ____
Approach Roadway (does not include shoulders): 24
Approach Shoulder: Rt. 8 Lt. 5
Sidewalk: Rt. ____ Lt. ____
Other (Ex: Median) ____

INSPECTORS

1. HUNTER
2. HALLIBURTON
3. WALLER
4. CRUTCHER
5. WHEELEY
6. DANIEL

SIGNING

	Yes/ No/ Needed
Paddleboards	NO/NEEDED
Bridge Number	YES
Narrow Bridge Signs	NO
One Lane Bridge Signs	NO

Weight Limit Posted NO
Gross..... ____ Tons
2 Axle..... ____ Tons
3 or more Axles.. ____ Tons
Bridge is: OPEN

Other Signs: ____
Problems with Signing: ____

UNDERWATER INSPECTION
To Be Performed By: NONE REQUIRED Date ____

COMMENTS:

Supervising Bridge Inspector: WAYNE HUNTER BRIDGE RATING: GOOD

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Form BIR 3.7
(Rev. 9-22-98)
DT-1424

Page No.___

Bridge Location No. 95 - I0040 - 9.42
Co. Route Log Mile

Date 3/1/2010

TRAFFIC SAFETY FEATURES

	Rating	Standard/ SubStandard	Comments
Bridgerailing	NONE		*NONE ON RIGHT INTERSTATE ROADWAY OR LEFT ACC*
Transitions	NONE		*NONE*
Guardrail		NONE	
Guardrail Terminal	NONE		

CULVERT and RETAINING WALLS

Barrel:	Rating	Comments
CONCRETE	GOOD	
Headwalls/Curbs	GOOD	
Cutoff Wall	NA	
Wingwall	GOOD	
Adequacy	GOOD	
Debris/Drift	GOOD	
Sediment	GOOD	
Vegetation	GOOD	
Channel Scour	GOOD	
Drains	NONE	

APPROACH

Alignment	GOOD	
Pavement	GOOD	
Embankment	GOOD	

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

Page No.___

Bridge Location No. 95 - I0040 - 9.42 (Co. - Route - Log Mile)

Date 3/1/2010

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing: MIDDLE FORK CREEK *

I. 1. Type of bed material? BEDROCK

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

3. Condition of rip-rap? NA 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: 7

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 YES
d. dead trees upstream NO e. dead trees downstream NO

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

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

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

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

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

2. Abutment encroaches into channel. . . . . NO

3. Large scour (blowhole) under bridge. . . . . NO

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 YES
c. dead trees upstream NO dead trees downstream NO

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:

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SUMMARY
95-I40-9.42
3/1/2010

I40/Middle Fork Cr
2 @ 10' x 10'/C.S.

This bridge was inspected and found to be in **good** condition. The approaches are asphalt in good condition. There are no traffic safety features at this bridge site. There is a guardrail on the right side on the frontage road that has 20' area of collision damage.

The left (West bound) roadway is more than 30' (9.1m) from the headwall and the right (East bound) is also. The concrete in the barrel is in good condition with a few hair cracks and leaching at the construction joints. There is a spalled area 4'x3'x2" exposed rebar at the construction joint. The adequacy appears to be in good condition, and there was no scour detected at time of inspection. There is no drift at inlet.

Gilbert Wayne Hunter

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Stream Profile Date 3/1/2010

Bridge Location No. 95 I 40 9.42
County Route Logmile

Elevations:

Benchmark Location: TOP OF BRIDGERAIL

Assumed elevation 100 feet

Station	Elevation in: 2006	
A1 0+ 00.0	0	
P1 0+ 00	0	NO UPSTREAM TAKEN
A2 0+ 00	0	

Station	Elevation in: 2006
A1 0+ 00.0	87.2
P1 0+ 11.2	88.2
A2 0+ 22	88.6

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Top of Deck Span No. 1

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

DECK	NV	ASPHALT GOOD
CURBS	GOOD	
RAIL		RAIL ON RIGHT SIDE OF FRONTAGE RD. HAS COLLISION DAMAGE

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Top of Deck Span No. 2

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

DECK	NV	ASPHALT GOOD
CURBS	GOOD	
RAIL	NONE	

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Bottom of Slab Span No. 1

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

DECK	GOOD	RANDOM HAIR CRACK

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Bottom of Slab Span No. 2

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

DECK	GOOD	

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HEADWALL

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

INLET

OUTLET

INLET	GOOD	
OUTLET	GOOD	

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Abutment No. 1

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

WALL	GOOD	RANDOM HAIRCRACKS WITH LEACHING
		(1) SPALL 4'W X 2'L X 5"DEEP AT JOINT
WINGS	GOOD	FEW HAIRCRACKS
FOOTINGS	GOOD	

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PIER WALL # 1

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

FRONT

BACK

WALL	GOOD	RANDOM HAIRCRACKS WITH LEACHING
FOOTING	G	

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Abutment No. 2

Date 3/1/2010

Bridge Location No. 95 (County) I40 (Route) 9.42 (Log Mile)

WALL	GOOD	RANDOM HAIRCRACKS WITH LEACHING
WINGS	GOOD	
FOOTINGS	G	

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