

# HAYWOOD COUNTY

**38-SR001-0213**

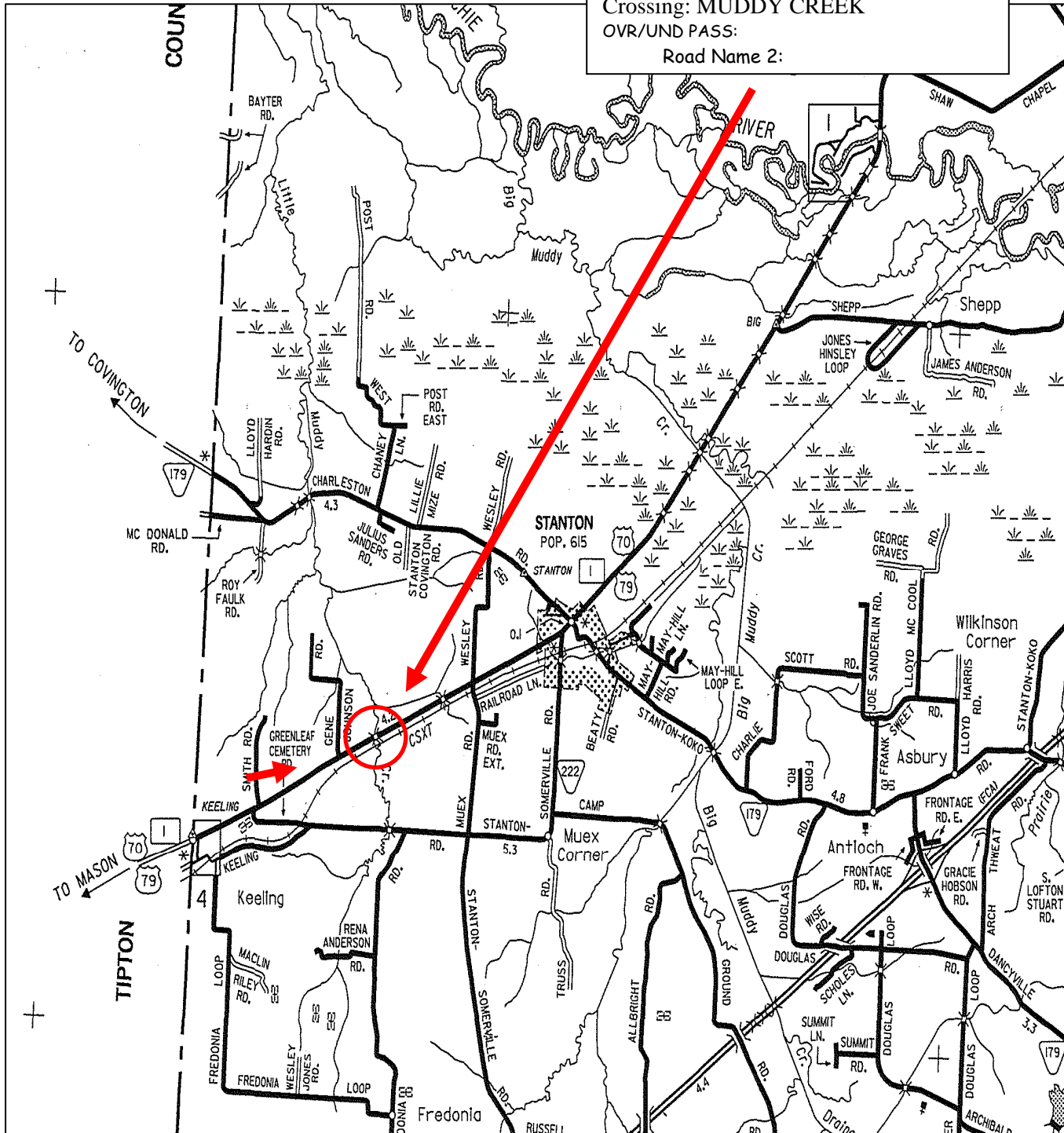
**Federal ID: 38SR0010001**

Road Name: HWY 79

Crossing: MUDDY CREEK

OVR/UND PASS:

Road Name 2:



**BRIDGE MAINTENANCE RECOMMENDATIONS**

COUNTY: HAYWOOD

LOCATION: 38-SR001-02.13-

CO. SEQ.: 1 SPEC. CASE: 0

Tennessee Department  
of Transportation

CROSSING: MUDDY CREEK

FED. BRIDGE NO.: 38SR0010001

MAINT. DIST.: 38

REPAIR LIST NO.: 2

DATE ADDED: 09/23/1999

REVISED: 09/09/2019

FACILITY CARRIED:	FAP 1	NUMBER OF MAIN SPANS:	2
HIGHWAY SYSTEM:	05-STP RURAL, STATE	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	28 FT 2 IN	BRIDGE LENGTH (FT):	65
BRIDGE WIDTH (OUT TO OUT):	34 FT 5 IN	MAXIMUM SPAN LENGTH (FT):	33
APPROACH ROADWAY (W/SHOULDERS):	31 FT 2 IN	SKEW ANGLE (DEGREES):	90
MAINTAINED BY:	STATE HIGHWAY AGENCY		
MAIN SPAN MATERIAL:	CONCRETE		
MAIN SPAN DESIGN TYPE:	TEE BEAM		
APPROACH SPAN MATERIAL:	OTHER OR NOT APPLICABLE		
APPROACH SPAN DESIGN TYPE:	OTHER OR NOT APPLICABLE		
INSPECTION DATE:	09/09/2019	GENERAL CONDITION:	POOR
EVALUATION DATE:	03/21/2018	STRUCTURALLY DEFICIENT:	YES
PPRM PIN NUMBER:	124505.00		
H TRUCK RATING @ INV.:	20 TONS	SUFFICIENCY RATING:	49.2

**SUGGESTED ROUTINE MAINTENANCE AND COMMENTS**

REPAIR CONCRETE GIRDER " C &amp; G " IN SPAN NO.2

REPAIR STEEL BEAM "A, B, H &amp; I" IN SPAN NO.1

REPAIR STEEL BEAM "B &amp; H" IN SPAN NO.2

PATCH BOTTOM OF DECK IN SPAN NO.1

REPAIR DECK IN SPAN NO.1

CUT AND REMOVE VEGETATION FROM CHANNEL

BRIDGERAILS ARE SUBSTANDARD

**GENERAL COMMENTS:**

BRIDGE IS ON THE IMPROVE ACT. EARLIEST LETTING DATE IS CY 2020



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

# Bridge Condition Coding Form

Revised 09/10/2019

Bridge Number: 38SR00100011  
(Includes Item 5A)

Feature Intersected: MUDDY CREEK

Evaluation Status: NO CHANGE BUT STILL EVALUATE

County: 38

Route: SR001

Special Case: 0

County Sequence: 1

Log Mile: 2.13

## CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	CONDITION CODING GUIDELINES
90	LAST INSPECTION DATE	<u>09/09/2019</u>	(Values for Coding Items 58, 59, 60 and 62)
	EARLIEST DATE OF NEXT REGULAR INSPECTION	<u>07/10/2021</u>	
		<u>/ /</u>	
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	99 FT. 99 IN.	N NOT APPLICABLE
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	99 FT. 99 IN.	9 EXCELLENT CONDITION
36	TRAFFIC SAFETY FEATURES		8 VERY GOOD CONDITION - NO PROBLEMS NOTED.
	Br. Rail Trans. Appr. Rail Terminal SPEED LIMIT	0 0 1 1 55	7 GOOD CONDITION - SOME MINOR PROBLEMS.
41	STRC OPEN/CLOSED/POSTED	P	6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.
	A K P		5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.
58	DECK	5	4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.
59	SUPERSTRUCTURE	4	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.
60	SUBSTRUCTURE	5	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.
61	CHANL/CHANL PROTECTION	6	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.
62	CULVERT AND RETAIN WALL	N	0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.
71	WATERWAY ADEQUACY	6	
72	APPROACH RDWY ALIGNMENT	8	
521	OVERALL CONDITION	<u>POOR</u>	
16	LATITUDE	17 LONGITUDE	
	N 35° 27.0317'	W 89° 26.3283'	
TEAM LEADER SIGNATURE		REVIEW DATE	

Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19



BRIDGE NUMBER



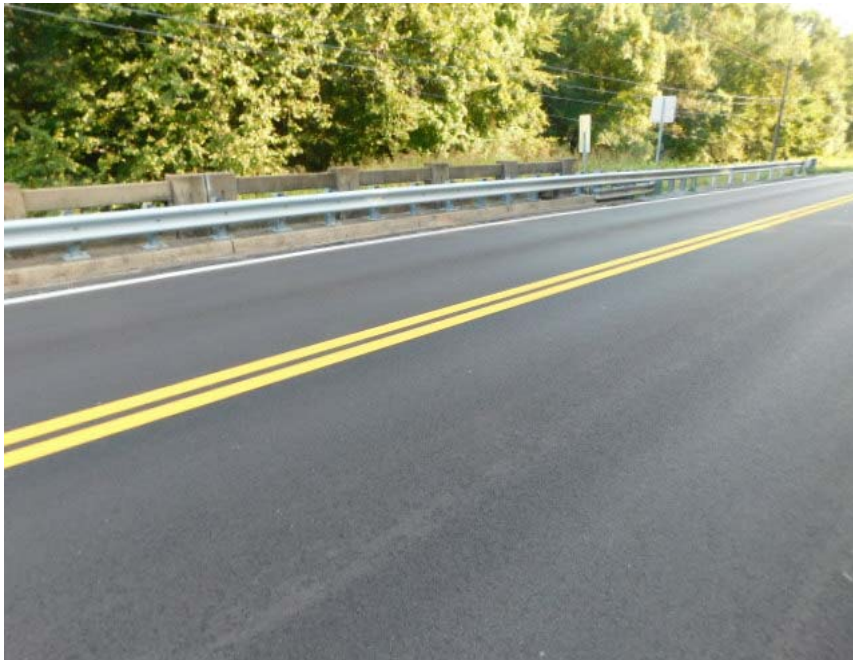
APPROACH # 1 WIEGHT LIMIT SIGN 40 T



**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**LOOKING AHEAD ON ROUTE**



**VIEW ACROSS TOP OF DECK**

Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19



**APPROACH # 2 WEIGHT LIMIT SIGN 40T**



**LOOKING BACK ON ROUTE**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**ABUTMENT # 1**



**SPAN # 1 STEEL I BEAM "A" HEAVY CORROSION**



**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**SPAN # 1 STEEL I BEAM "B" SECTION LOSS**



**SPAN # 1 GIRDER "C" SPALLING TO STEEL & CRACKING**



**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**SPAN # 1 BOTTOM DECK**



**SPAN # 1 GIRDER "G" SPALLING TO STEEL & CRACKING**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**SPAN # 1 STEEL I BEAM "H" HEAVY CORROSION & SECTION LOSS**



**SPAN # 1 STEEL I BEAM "H" HEAVY CORROSION & SECTION LOSS**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**SPAN # 1 BOTTOM DECK**



**PIER # 1 FRONT SIDE**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**LEFT SIDE VIEW**



**SPAN # 2 GIRDER "C" SPALLED TO STEEL**



**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**ABUTMENT # 2**



**SPAN # 2 GIRDER "G" SPALLED TO STEEL**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



**SPAN # 2 STEEL I BEAM "H" HEAVY CORROSION**



**SPAN # 2 BOTTOM DECK**

**Bridge Loc. No: 38-SR001-02.13      Date: 9-9-19**



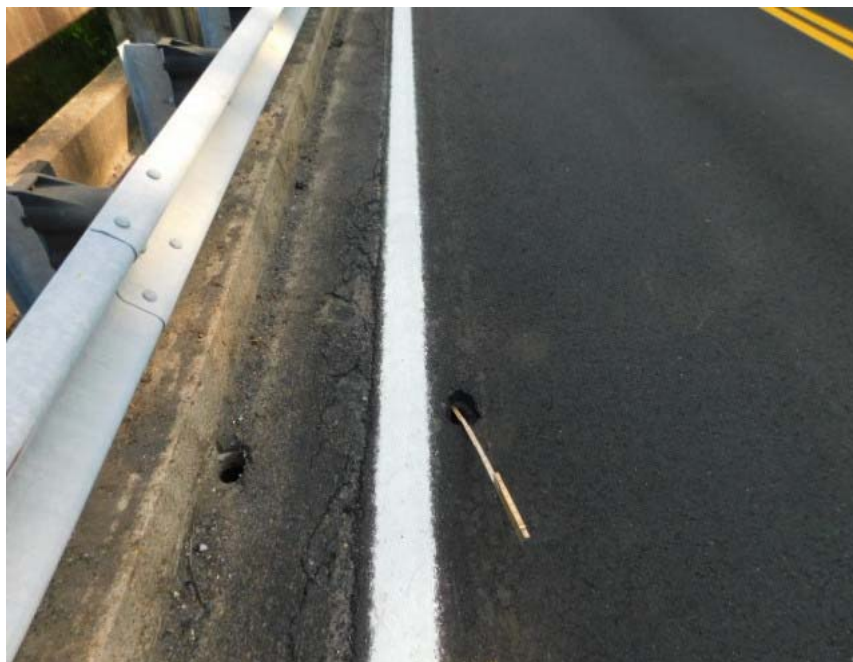
**SPAN # 1 STEEL I BEAM "H" SECTION LOSS**



**SPAN # 1 HOLE IN TOP DECK**

**Bridge Loc. No: 38-SR001-02.13**

**Date: 9-9-19**



**SPAN # 1 HOLE IN TOP DECK**



SEP 09 2019

**BRIDGE INSPECTION REPORT**Form BIR 3.0  
(Rev. 9-22-98)  
DT-0069Field Report No.: \_\_\_\_\_ Date: 9/9/19  
Previous Report No.: 24 Date: 10/31/17  
Co. Seq 01 Plans: YES ( ) NO ( )Bridge No. 38SR0010001 Bridge Location No. 38 - SR001 - 0213  
Eleven Digit No. Co. Route Log Mile OVER/UNDER PASSHWY 79 MUDDY CREEK  
Road Name Feature Intersected CITYYear Constructed 1926 County Haywood Maint. Dist: 48 Maint.Resp: 02

Year Widened \_\_\_\_\_ Year Rehabilitated \_\_\_\_\_

Structure Name (If Named)

**FEATURES**Wearing Surface Concrete ( ) Timber ( ) Asphalt (X) Depth 3 1/2 (in.)  
Flared Width Yes ( ) No (X) Median Width Open ( ) None (X) Closed ( )  
Navigational Control Yes ( ) No (X) Bridge Skew 90 ° LT ( ) RT ( )  
Structure Type (Main Span) C. D. G. & Steel I-Beam  
Structure Type (Appr.Spans) \_\_\_\_\_  
No. Main Spans 2 No. Approach Spans \_\_\_\_\_  
Maximum Span Length 33.0 (\*\*. ft.)  
Total Length 65.0 (\*\*. ft.)**INSPECTORS**1. Ellison, T.L.  
2. Wood  
3. Johnston  
4. Gillispir  
5. Long  
6. \_\_\_\_\_  
7. \_\_\_\_\_  
8. \_\_\_\_\_**WIDTHS** (\*. ft.)Deck Out-to-Out 34.0  
Roadway Curb/Curb 28.0  
Roadway Rail/Rail \_\_\_\_\_  
Sidewalk Rt. \_\_\_\_\_ Lt. \_\_\_\_\_  
\*Approach Roadway 24.0  
\*(Does Not Include Shoulders)  
Approach Shoulder Rt. 4.0  
Lt. 4.0**CLEARANCES**Min. Vertical Clearance over Deck \_\_\_\_\_ (ft.-in.)  
Min. Vertical Under Clearance \_\_\_\_\_ (ft.-in.)  
Min. Lateral Under Clearance Rt. \_\_\_\_\_ (\*. ft.)  
Min. Lateral Under Clearance Lt. \_\_\_\_\_ (\*. ft.)FRACTURE CRITICAL: \_\_\_\_\_  
(If Yes, Include BIR 3.9)

NBIS Bridge Length (&lt;25 ft.) \_\_\_\_\_ (ft.-in.)

**UNDERWATER INSPECTION**

To Be Performed By: \_\_\_\_\_ Date \_\_\_\_\_

DOT FIELD TEAM ( ) CONTRACT DIVERS ( ) NONE REQUIRED (X)

Change in Structural Condition: Yes ( ) No (X) Major Repairs Made: Yes ( ) No (X)

**COMMENTS:**LATITUDE: N35 ° 27.0316 'LONGITUDE: W89 ° 26.3283 '

G.P.S. Location

BRIDGE RATING: ( ) ( ) (X) ( )  
GOOD FAIR POOR CRITICALSupervising Bridge Inspector: John Ellison

SEP 09 2019

**PERFORMANCE EVALUATION**

Time of Day Inspected 8:55 Weather Conditions Clear 72°

Vehicles Observed All types

**LIVE LOAD BEHAVIOR**

Substructure	YES	NO	Comments
Horiz./ Vert. Defl.	( )	( <input checked="" type="checkbox"/> )	
Vibration	( )	( <input checked="" type="checkbox"/> )	
Superstructure			
Horiz./ Vert. Defl.	( )	( <input checked="" type="checkbox"/> )	
Vibration	( )	( <input checked="" type="checkbox"/> )	

**APPROACH**

	Rating	Comments
Alignment	( <input checked="" type="checkbox"/> ) G F P C	
Slab	G F P C	
Joints	G F P C	
Pavement	( <input checked="" type="checkbox"/> ) G F P C	<u>New</u>
Embankment	( <input checked="" type="checkbox"/> ) G F P C	
<del>Drains</del>	G F P C	

**TRAFFIC SAFETY FEATURES**

	Rating	STANDARD/ SUB-STANDARD	Comments
Bridgerailing	( <input checked="" type="checkbox"/> ) G F P C	( ) ( <input checked="" type="checkbox"/> )	
Transitions	( <input checked="" type="checkbox"/> ) G F P C	( ) ( <input checked="" type="checkbox"/> )	
Guardrail	( <input checked="" type="checkbox"/> ) G F P C	( ) ( <input checked="" type="checkbox"/> )	
Guardrail Terminal	( <input checked="" type="checkbox"/> ) G F P C	( <input checked="" type="checkbox"/> ) ( )	

**SIGNING**

	YES	NO	NEEDED	Weight Limit Posted
Paddleboards	( <input checked="" type="checkbox"/> )	( )	( )	YES ( <input checked="" type="checkbox"/> ) NO ( )
Vertical Clearance (<14'-6")	( )	( <input checked="" type="checkbox"/> )	( )	Gross..... Tons
NARROW ( )	( )	( <input checked="" type="checkbox"/> )	( )	2 Axle..... <u>40</u> Tons
ONE LANE BRIDGE ( )	( )	( <input checked="" type="checkbox"/> )	( )	3 or more Axles.. <u>40</u> Tons

Other Signs or Plaques: \_\_\_\_\_

Comments Regarding any Problems with Signing: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**DECK**

Wearing Surface  
Deck - Structural  
Condition

Rating  
G F P C  
G F P C

Comments  
Span #1 (048)  
Span #1 (243)

Curbs  
Median  
Sidewalks  
Parapet  
Railing  
Paint  
Drains  
Lighting Standards  
Utilities  
Joint Leakage  
Expansion Joints

G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C

**SUPERSTRUCTURE**

Bearing Devices  
Beams S.F.B  
Girders  
P C C S  
BOLTS (PCCS)  
Floor Beams  
Stringers  
Diaphragms  
Bracing  
Trusses - General  
Portals  
Bracing  
Paint  
Alignment of Members

G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C  
G F P C

Span #1 A, B, H, F. Span #2 B & H (244)  
Span #2, C & G (096)

**TEXTURE COAT**

Condition Rating G F P C  
Overall Appearance G F P C  
Staining Rating G F P C

Fading G F P C  
Needs Spot Painting YES ( ) NO ( )  
Needs Repainting YES ( ) NO ( )

Comments

Scaling Rating G F P C  
CLEAN SEAL JOINTS ( )  
CLEAN DRAINS ( )

RECOMMENDATIONS:

**SUBSTRUCTURE**

PILES TO BE  
REPLACED

**ABUTMENTS**

	Rating	Comments	PILE(S)	ABUTMENT
Caps	G <u>F</u> P C			
Breastwall	G F P C			
Wings	G <u>F</u> P C			
Backwall	G <u>F</u> P C			
Plumb	<u>G</u> F P C			
Footing	G F P C			
Piles	G F P C			
Embankment	<u>G</u> F P C			
Bearing	G F P C	<u>N/V</u>		
Slope Paving	G F P C			
Rip Rap	G F P C	<u>—</u>		
Earthquake Devices	G F P C			

**PIERS**

	Rating	Comments	PILE(S)	PIER
Caps	G <u>F</u> P C			
Columns	G F P C			
Plumb	<u>G</u> F P C			
Footings	G F P C	<u>N/V</u>		
Piles	G F P C			
Bearing	G F P C	<u>N/V</u>		
Web	G <u>F</u> P C			
Earthquake Devices	G F P C			

**BENTS**

	Rating	Comments	PILE(S)	BENT
Caps	G F P C			
Columns	G F P C			
Plumb	G F P C			
Footings	G F P C			
Piles	G F P C			
Bearing	G F P C			
Bracing	G F P C			
Earthquake Devices	G F P C			

Piles Need Replacement: NO (X) YES ( )

CUT VEGETATION NO ( ) YES (X) (204)

CLEAR DRIFT NO (X) YES ( )

RECOMMENDATIONS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**STREAM CHANNEL DATA AND CONDITIONS**

Stream Crossing: MUDDY CREEK

- I. 1. Type of bed material? SAND, SILT  
2. Has channel shifted? YES ( ) NO (☒) NOT APPARENT ( )  
3. Condition of rip-rap? G ☒ P C Est. % failed \_\_\_\_\_ % N/A ( )  
4. Overall condition of channel? G ☒ P C  
5. Item 61 - Code values 0 thru 9 according to the recording and coding guide currently in effect: 6  
6. Underwater diver inspection recommended? YES ( ) NO (☒)  
If yes, why? \_\_\_\_\_

II. Channel and bank stability conditions: (check 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 ( )  
d. dead trees upstream (☒) e. dead trees downstream (☒)  
4. Sediment or gravel accumulation: YES (☒) NO ( ) UNKNOWN ( )  
5. Channel altered or straightened: YES ( ) NO (☒) UNKNOWN ( )  
6. Stable conditions: a. live growth (☒) b. bedrock ( )  
c. boulders ( ) d. flat slopes ( $\leq 2:1$ ) ( )

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

1. Bridge deck elevations:  
a. level with approach roadway. . . . . (☒)  
b. higher than approach roadway. . . . . ( )  
c. roadway approach  $\geq 2$  ft. above natural ground line. . . . . (☒)  
2. Abutment encroaches into channel. . . . . ( )  
3. Large scour (blowhole) under bridge. . . . . ( )  
4. Indications that flood waters overtop bridge:  
NO (☒) YES ( ) OCASSIONALLY ( ) FREQUENTLY ( ) UNKNOWN ( )  
5. Debris characteristics:  
a. debris/drift present YES (☒) NO ( )  
b. debris/drift likely to accumulate YES ( ) NO (☒)  
c. dead trees upstream (☒) dead trees downstream (☒)

IV. Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SPECIAL INSPECTION DATA - FOR REASONS OTHER THAN FC OR SCOUR**

- I. Does this bridge need a special inspection? YES ( ) NO (☒)  
II. Reason for special inspection: \_\_\_\_\_  
\_\_\_\_\_

Inspection Team's Summary  
Bridge Location No. 38 - SR001 - 02.13  
Inspection Date 9-9-19  
Bridge Rating POOR

THIS IS A 2 SPAN CONCRETE DECK GIRDER & STEEL I BEAM BRIDGE  
WITH APPROACH RAILS, BRIDGE RAILS, 4 PADDLE BOARD SIGNS & 40  
TON WEIGHT LIMIT SIGNS POSTED ON APPROACH # 1 & 2  
THE SUPERSTRUCTURE IS STEEL & CONCRETE  
THE SUBSTRUCTURE IS CONCRETE  
APPROACH # 1 & 2 HAVE NO VISIBLE PROBLEMS (NEW)  
THE A/C WEARING SURFACE HAS A HOLE IN SPAN # 1  
SPAN # 1 BOTTOM DECK HAS A GAP BETWEEN THE CONCRETE DECK  
GIRDERS & THE STEEL I BEAMS THAT IS ALLOWING THE A/C TO FALL  
THROUGH  
THE SUPERSTRUCTURE HAS SPALLING TO STEEL, UPTO ¼" CRACKS &  
HEAVY CORROSION  
SPAN # 1 STEEL I BEAMS "A, B, H & I" & SPAN # 2 STEEL I BEAMS "B & H"  
HAVE UPTO 100% SECTION LOSS  
SPAN # 1 & 2 CONCRETE DECK GIRDERS "C & G" PAINT IS POOR  
THE SUBSTRUCTURE HAS SPALLING, DELAMINATION & FINE CRACKS  
WITH EFFLORESCENCE STAINS

VEGETATION IS POOR

SCOUR IS FAIR @ THIS TIME

JASON ELLISON

INSPECTOR

CROSS SECTION: YES (X) NO ()

BRM: YES (X) NO ()

NO CHANGE

# GROUND ELEVATIONS

SEP 09 2019

FEDERAL NUMBER ----- 38SR0010001  
BRIDGE NO. ----- 38 - SR001 - 2.13  
CROSSING ----- MUDDY CREEK  
NUMBER OF PIERS ----- 1  
LOCATION OF PIERS ----- 32  
BENCH MARK ELEV. ----- 104.9  
BENCH MARK LOC. ---- TOP CAP RT A-1  
WATER ELEVATION -----

DATE : N/C 5/01/08  
8/14/2000

N/C 9/9/19

INSPECTORS

~~WILLIAMS CREW~~

Elison Crew

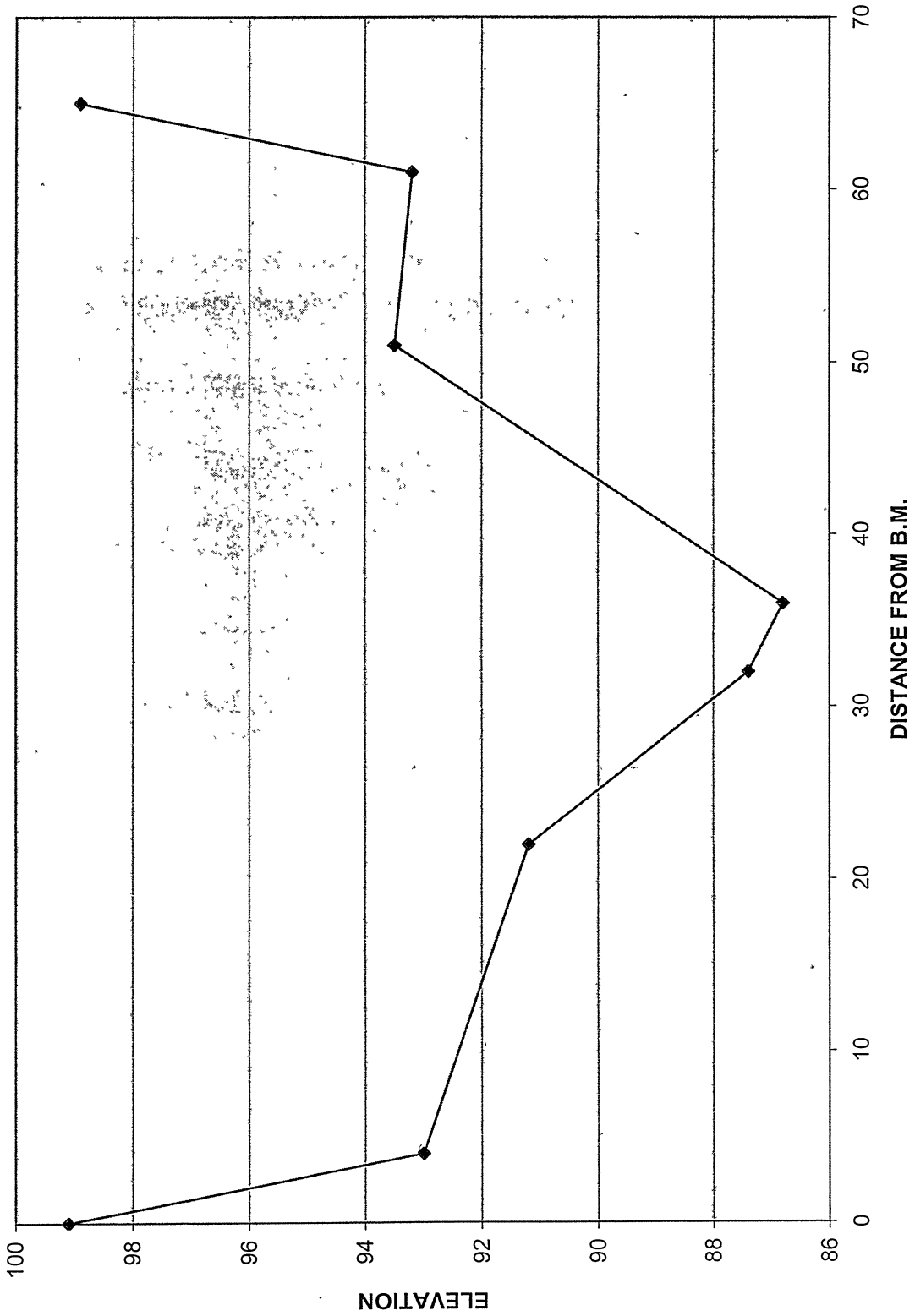
DISTANCE OF 0.00 = TOP OF BANK APPROACH 1 SIDE

DISTANCE AND ELEVATIONS ARE IN STANDARD MEASUREMENT

## UPSTREAM GROUND ELEVATION @ EDGE OF BRIDGE

8/14/2000	
Distance from B.M.	Elevation
0	99.1
4	93
22	91.2
32	87.4
36	86.8
51	93.5
61	93.2
65	98.9

38SR0010001 UPSTREAM DRIPLINE



8/14/2000  
N/C 5/01/08

SEP 09 2010



SEP 9 2019

BRIDGE NO. -----

38 - SR001 - 2.13

DATE :

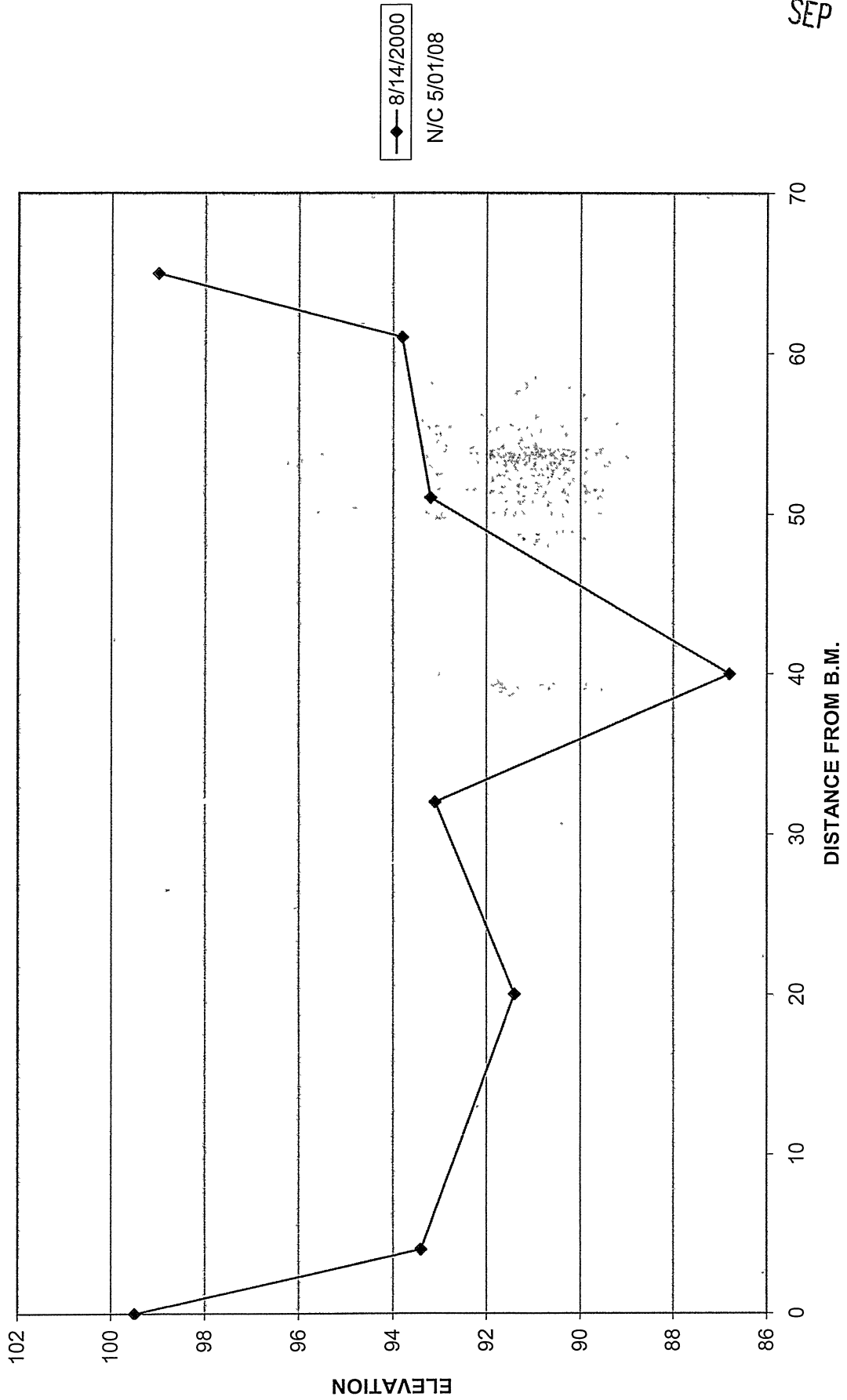
N/C 5/01/08

**DOWNSTREAM GROUND ELEVATION @ EDGE OF BRIDGE**

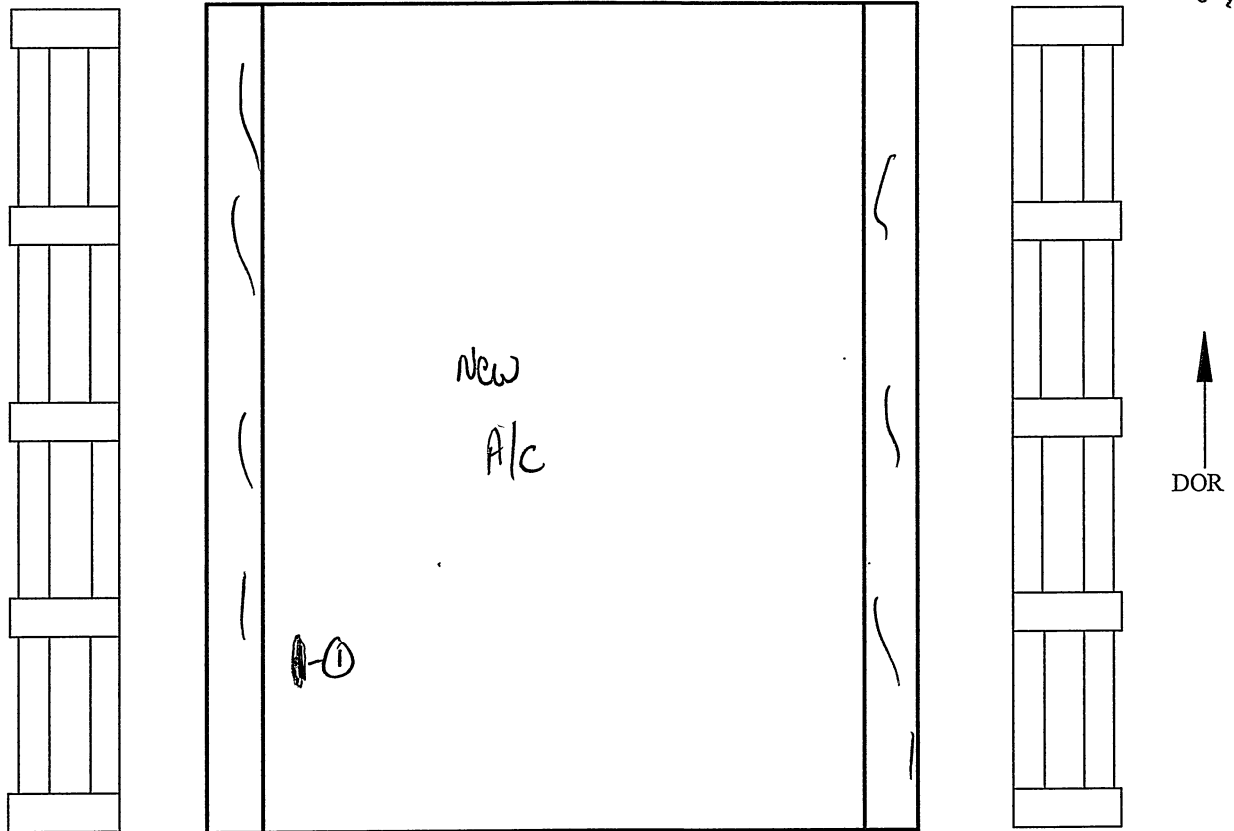
8/14/2000	
Distance from B.M.	Elevation
0	99.5
4	93.4
20	91.4
32	93.1
40	86.8
51	93.2
61	93.8
65	99

SEP 09 2019

# 38SR0010001 DOWNSTREAM DRIPLINE



SEP 09 2010



① Hole in Alc  
 $7\frac{1}{2}'' \times 5\frac{1}{2}'' \times$  Through Deck

ELEMENT	RATING	COMMENT
TOP DECK	G F (P) C	See ①
CURBS	G (F) P C	Fine Cracks & light Sealing
RAIL & POST	(G) F P C	
DRAINS	(G) F P C	
<del>JOINT</del>	G F P C	
	G F P C	

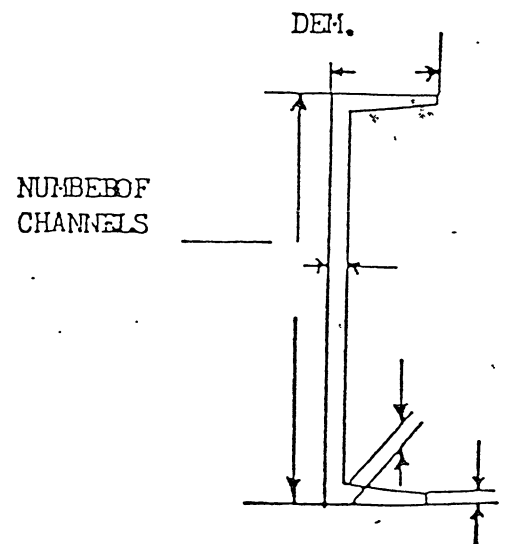
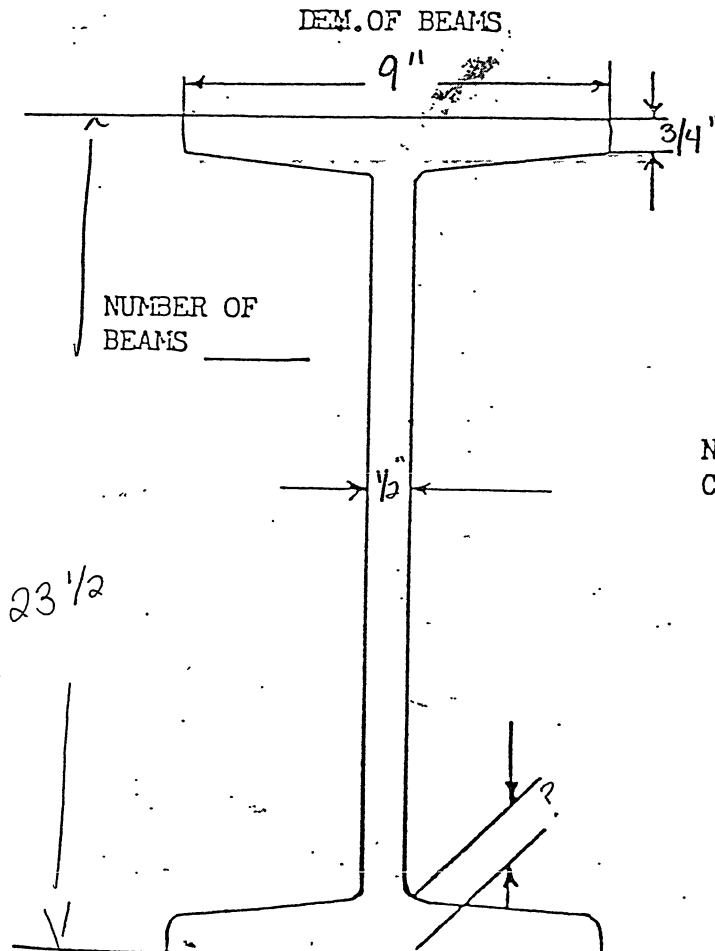
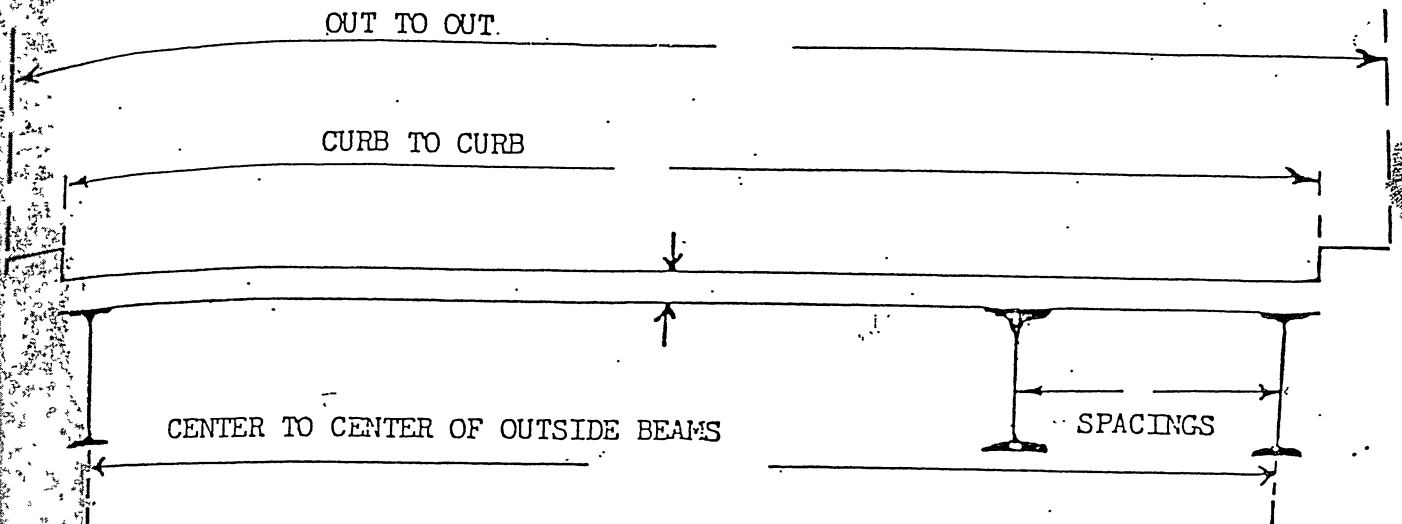
BR. NC. 38 SR1-2.13

SPAN NO. 1+2

SIB A, B, H + I

MAR 29 2010

SEP 09 2019





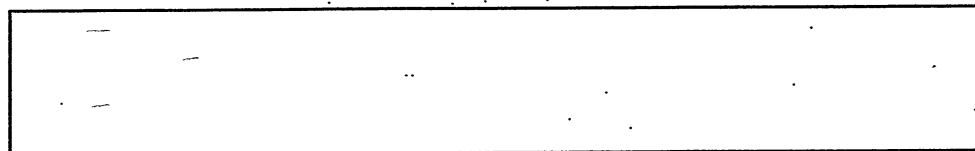
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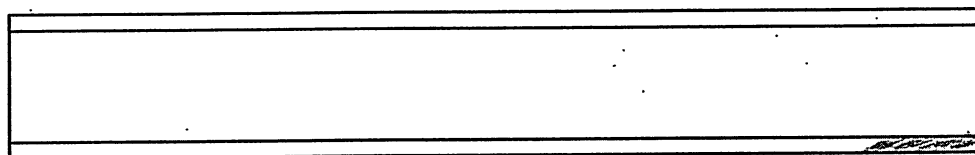
DATE 2/14/12

SPAN NO. L

S. I. B. A



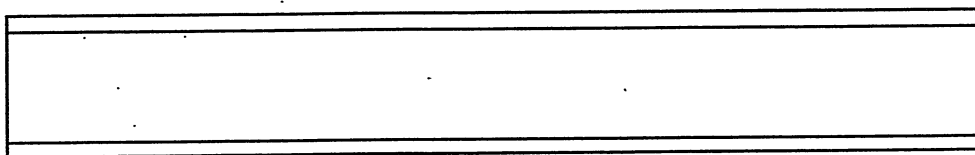
BOTTOM OF BEAM



RIGHT SIDE OF BEAM



Section loss down to 1/8 in  
Thickness 6' Long starting  
@ Din.



LEFT SIDE OF BEAM



N/C  
9-9-19  
TJ

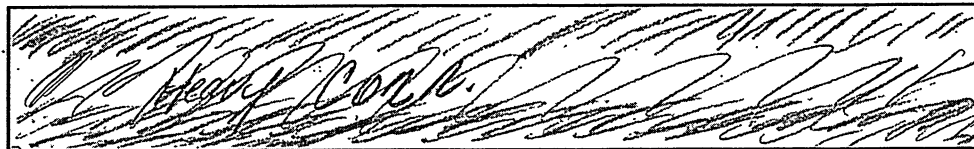
SEP 09 2010

BR. NO. 88-SR1-213

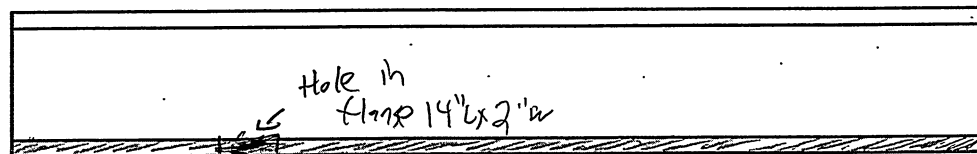
DATE 2/14/12

SPAN NO. 1

S. I. B. B

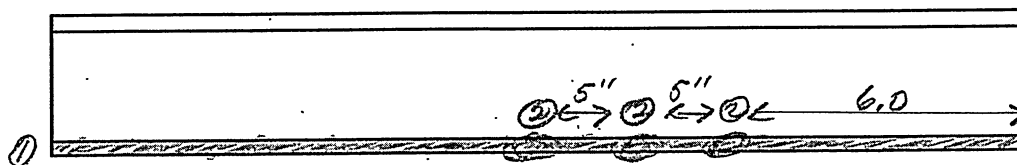


BOTTOM OF BEAM



RIGHT SIDE OF BEAM

① Remaining Thickness of Flg. down to 118.7 Total 14th of span.



② Hole in Flg  
2.5' 1/4 x 1' 1/4 w

LEFT SIDE OF BEAM

4-9-19  
TS

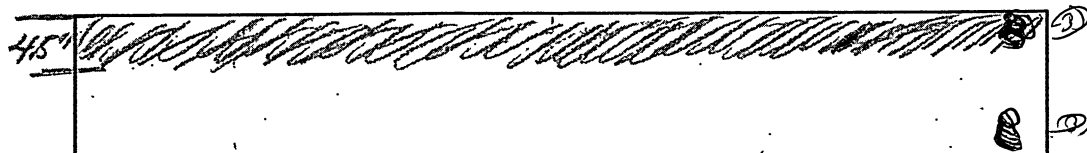
SEP 09 2019

BR. NO. 38-SR1-2.13

DATE 2/14/12

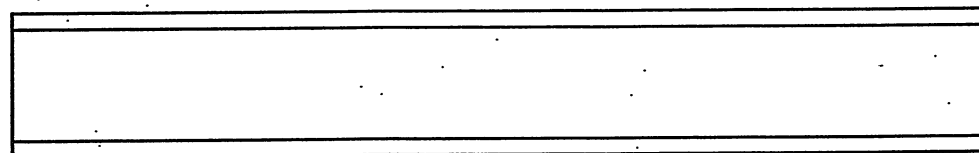
SPAN NO. 1

S. I. B. #



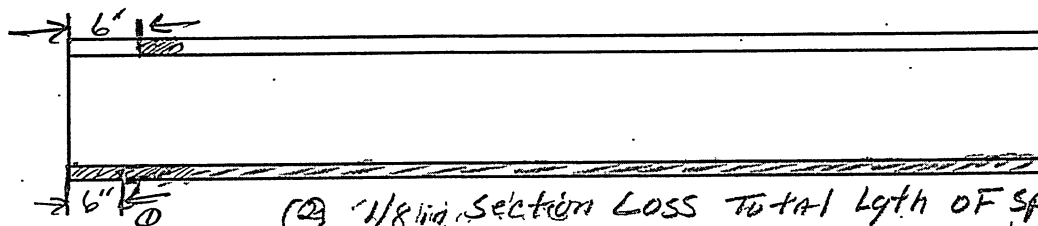
② flange 100% section loss  
8" L x 2 1/2" W

BOTTOM OF BEAM



RIGHT SIDE OF BEAM

① Holes in Flg 3" W x 3" L x 6" From DIA.



② 1/8" dia. Section Loss Total Lgth of Span.

LEFT SIDE OF BEAM

9-9-19  
TT

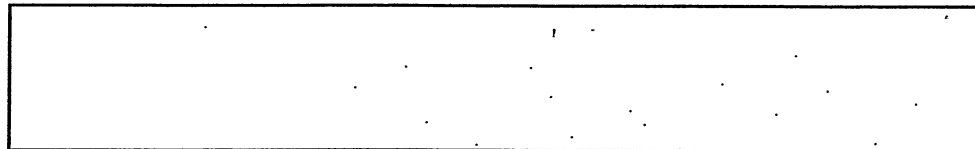
SLP 062

BR. NO. 38-SR1-213

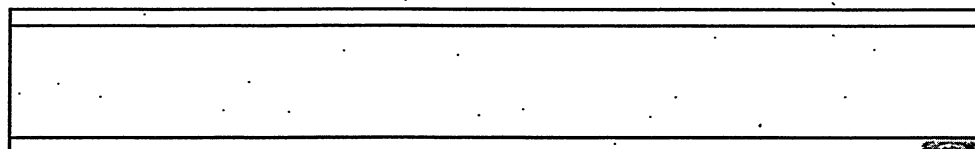
DATE 2/14/12

SPAN NO. 1

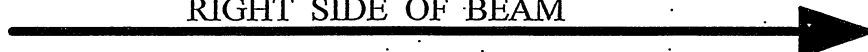
S. I. B. I



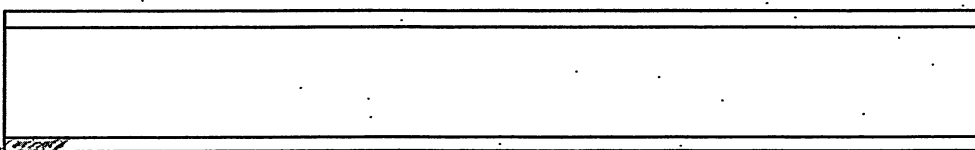
BOTTOM OF BEAM



RIGHT SIDE OF BEAM



① 1/8 in. Section loss 18" / L

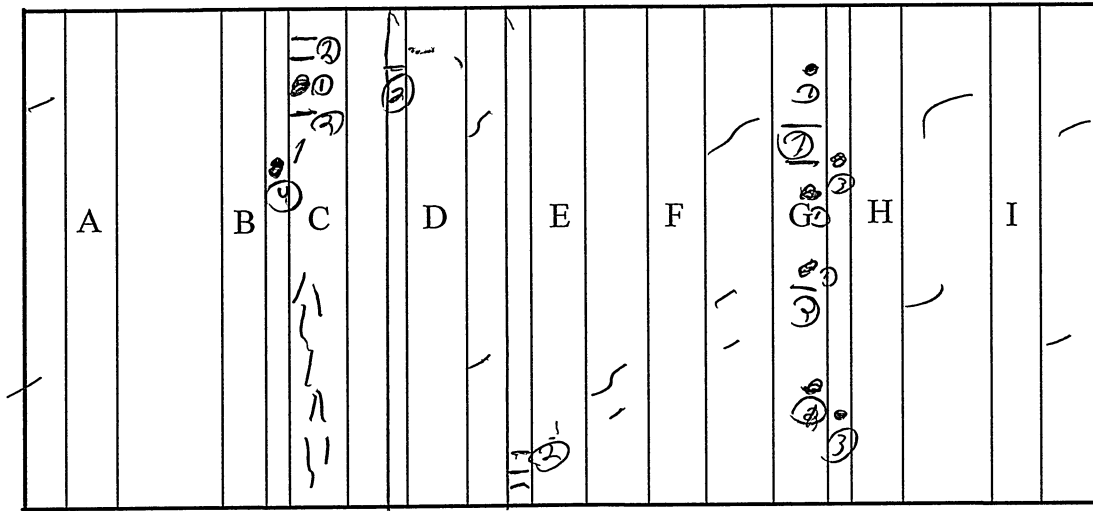
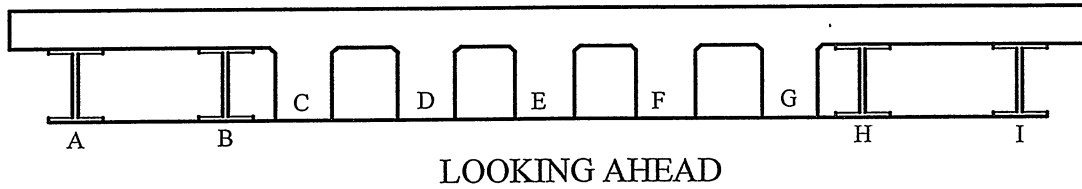


①

LEFT SIDE OF BEAM



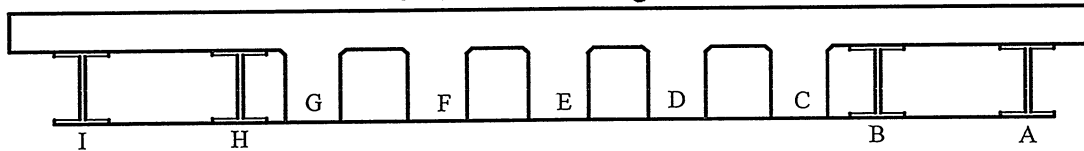




① spalls  
6" h x 1" b

② spalled  
to steel 8" h x 3" l x 1" b

③ spalled to steel  
1' D x 1.5" D



④ Hole in deck  
Due to joint

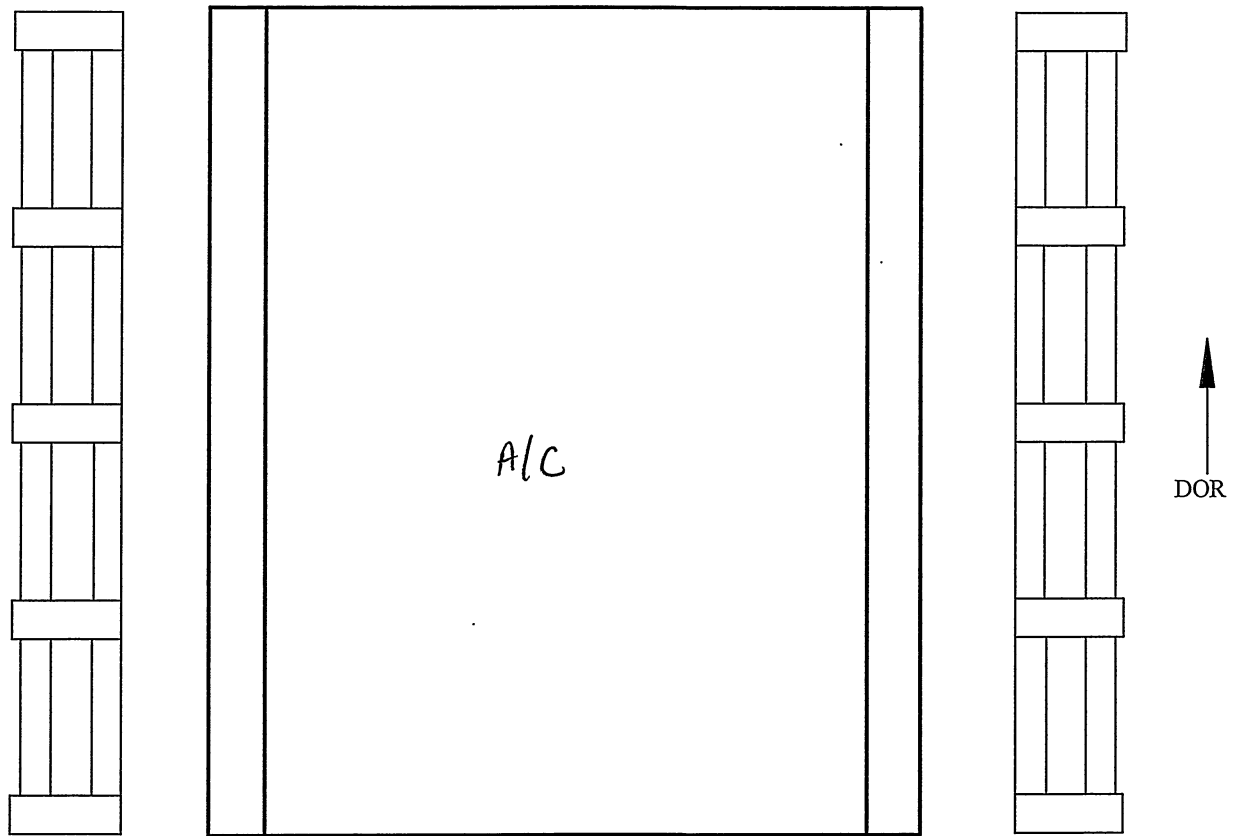
LOOKING BACK

8" L x 5" W see top deck Allows A/C to fall thru

ELEMENT		RATING	COMMENT
BOTTOM DECK		G (F) (P) C	up to fine cracks + see 3+4
S.I.B.	A	G F (P) C	see detail sheet
	B	G F (P) C	
GIRDER	C	G (F) P C	Fine cracks with eff + see 1+2
	D	G (F) P C	see ②
	E	G (F) P C	11 "
	F	(G) F P C	
	G	G (F) P C	see 1+2
S.I.B.	H	G F (P) C	see detail sheet
	I	G F (P) C	
PAINT		G F (P) C	up to 75% missing
BACKWALLS		(G) F P C	
DIA.		(G) F P C	

Bridge No. 38 -- SR 1 -- 2.13 Skew 90

SPAN. NO. SEP 09 2016



ELEMENT	RATING	COMMENT
TOP DECK	G F P C	
CURBS	G F P C	
RAIL & POST	G F P C	
DRAINS	G F P C	
<del>JOINT</del>	G F P C	
	G F P C	

SEP 09 2019

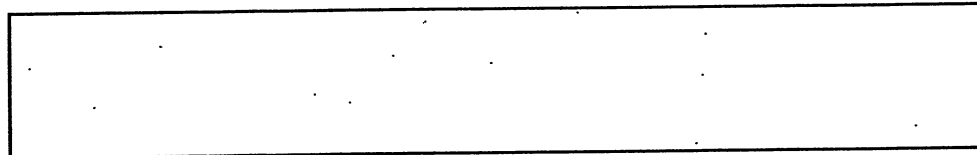
BR. NO. 38-SR 1-2.13

N/C  
9-9-19  
TJ

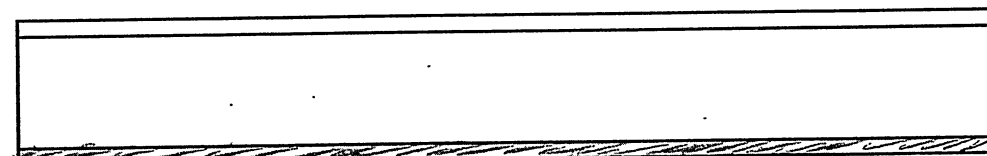
DATE 2/14/12

SPAN NO. 2

S.I.B. 8

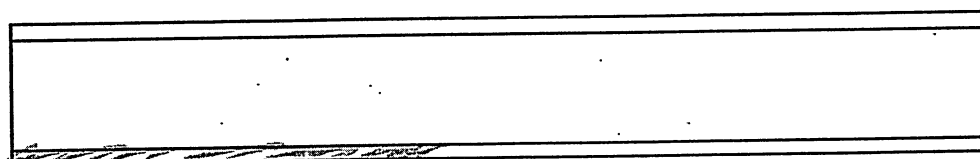


BOTTOM OF BEAM



② section loss up to 1/8 in. total Lgth of span.

RIGHT SIDE OF BEAM



① Section Loss up to 1/8 in. 14 1/6.

LEFT SIDE OF BEAM

SEP 09 2011

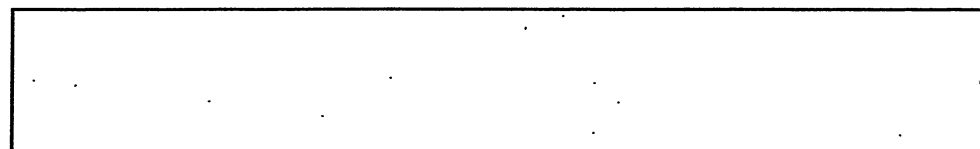
BR. NO. 38 - SR1 - 213

N/C  
9-9-19  
JO

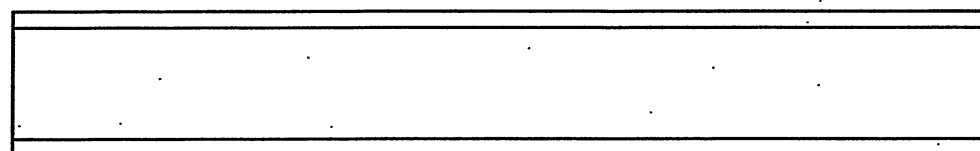
DATE 2/14/12

SPAN NO. 2

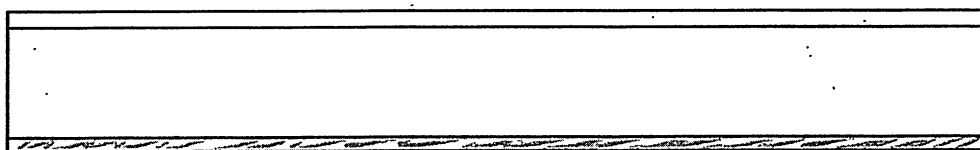
S.I.B. H



BOTTOM OF BEAM



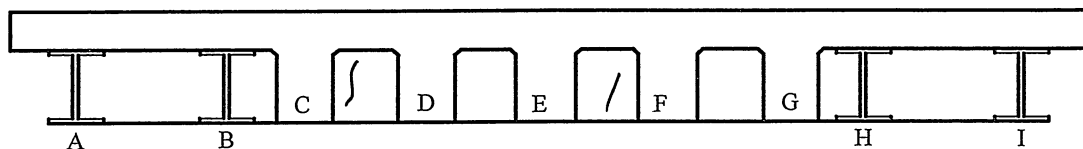
RIGHT SIDE OF BEAM



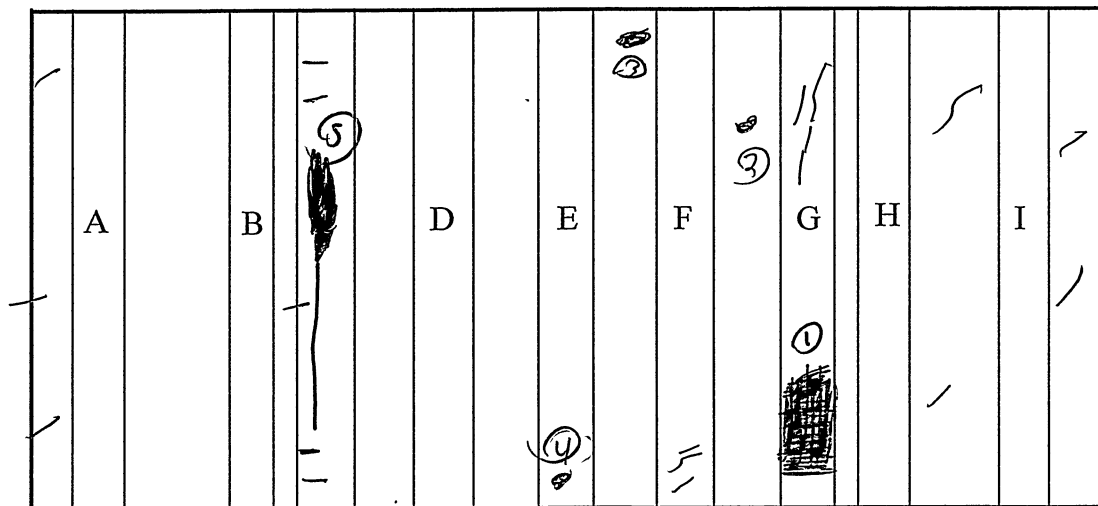
① Section Loss up to 1/8 in Total Lgth of Span.

LEFT SIDE OF BEAM





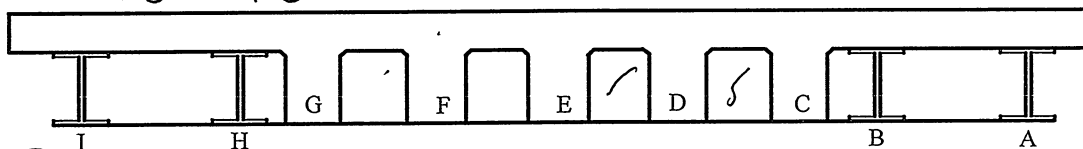
LOOKING AHEAD



① spilled to steel  
9' L x 8' W x 2' D

② spilled to steel  
5' D x 1' W

③ spilled  
12' W x 6' L x 1' D



④ spilled  
5' W x 1' D

⑤ spilled to steel  
6' L x 6' W  
x 2' D

LOOKING BACK

ELEMENT		RATING	COMMENT
BOTTOM DECK		G (F) P C	up to fine cracks + see 2 & 3
S.I.B.	A	G (F) P C	light corrosion no section loss
	B	G F (P) C	see detail sheet
GIRDER	C	G F (P) C	up to 1/4" cracks + see 5
	D	G (F) F P C	
	E	G (F) P C	see ④
	F	G (F) P C	up to 1/16" cracks
	G	G F (P) C	up to 1/16" cracks + see ①
S.I.B.	H	G F (P) C	see detail sheet
	I	G (F) P C	light corrosion
PAINT		G F (P) C	up to 75% missing
BACKWALLS		G (F) P C	
DIA.		G (F) P C	up to fine cracks



Date:\_\_\_\_\_

BRIDGE NUMBER: 38SR0010001      38   SR001   0213

Pg. # \_\_\_\_\_ of \_\_\_\_\_

CROSSING: MUDDY CREEK

DATE 10/31/17

[illegible]

5.71

TOP OF CAP TO TOP OF WATER: 9.0' RIP-RAP: YES: ( ) NO: ☒

16.3'

100.00' UPSTREAM: 10.5'

@ ABUTMENTS: \_\_\_\_\_

10.7'

THRU STRUCTURE: 9.6'

@ BENTS/PIERS:

11.21

100.00' DOWNSTREAM: 10.8'

UPSTREAM

DOWNSTREAM

THRU STRUCTURE

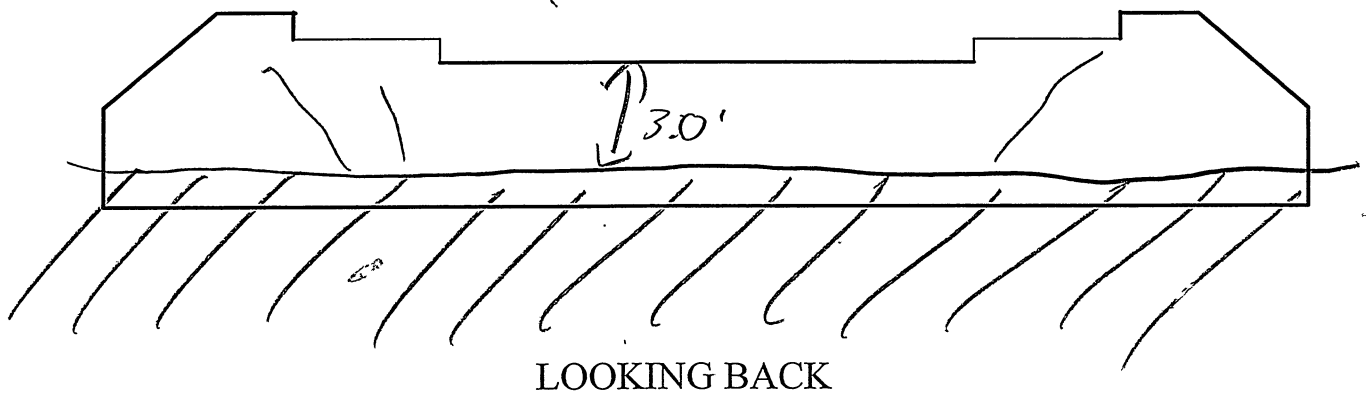
COMMENTS:

Rev. 08/03/00

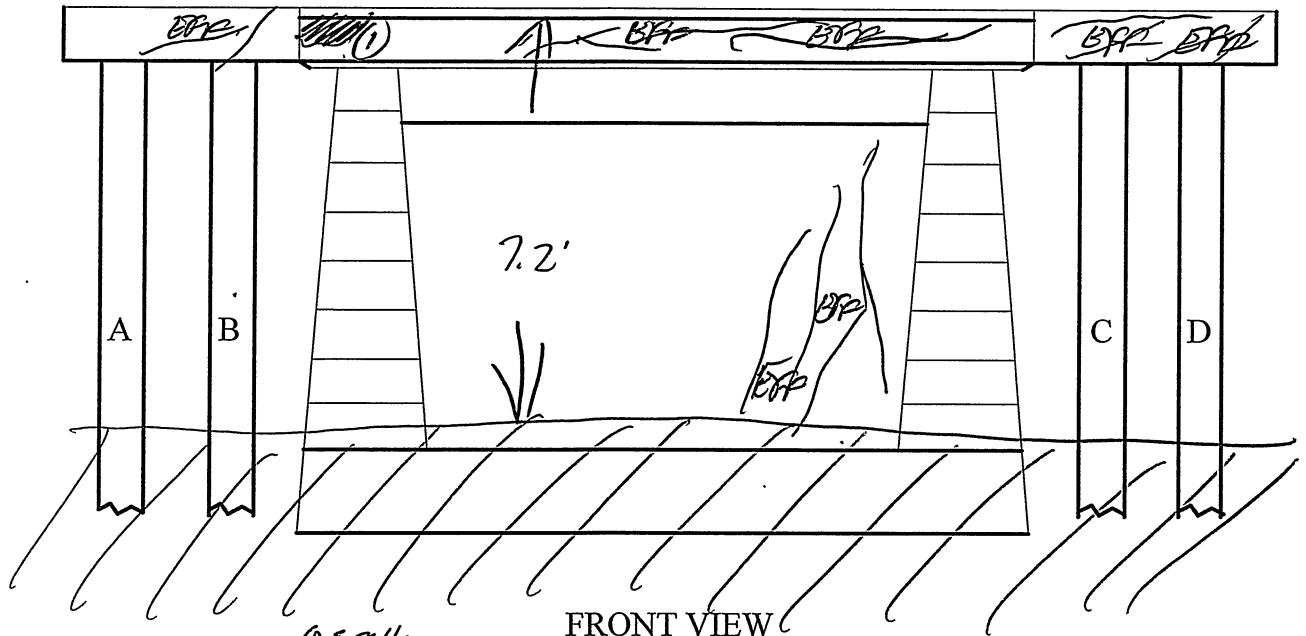
Date: \_\_\_\_\_

38 -- SR 1 -- 2.13 90  
 Bridge No. Co. Route Log Mile R/L Skew

ABUT. NO. 1



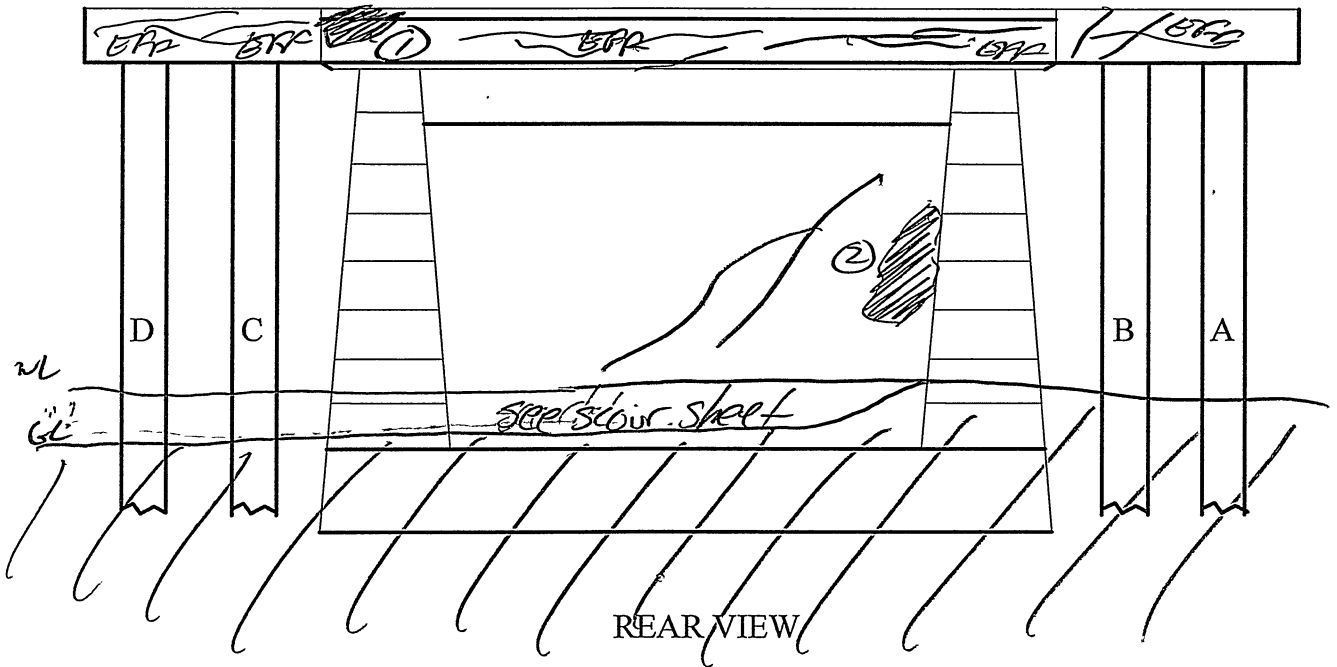
ELEMENT	RATING	COMMENT
BEARING	G F P C	NV
PAINT	G F P C	
BREASTWALL	G (F) P C	Firecracks
WINGS	(G) F P C	
EMBANKMENT	(G) F P C	
RIP - RAP	G F P C	NV
VEGETATION	G F (P) C	Heavy growth



FRONT VIEW

① Spalling  
10" Dia x 1" D

② Spalling  
2' H x 10" W x 1" D



REAR VIEW

ELEMENT	RATING	COMMENT
BEARINGS	G F P C	NV
PAINT	G F P C	NV
CAP	G <u>F</u> P C	Firecracks with EPP & see ①
PIER	G <u>F</u> P C	Firecracks with EPP & see ②
PILING	<u>G</u> F P C	
	G F P C	

38 SR001 0213

DATE: 9/9/19

Co.:    Route    LogMile: L/R

**TOTAL HEIGHT**  
(Top of Cap to Bottom of Ftg)

14.6

BENT/PIER NO. 1

FOOTING THICKNESS (T)

2

SCOUR: G F P C

TOP OF CAP TO TOP OF FTG

72.6

DRIFT G F P C See ①

TOP OF CAP TO TOP OF WATER

9.0

MAXIMUM EXPOSURE 9.7' @ 10 ft

WATER DEPTH TO TOP OF FTG:

---

DEPTH

DISTANCE

①D<sub>8</sub>CH  
8'1C x 3'1w x 3'1H

DIRECTION OF FLOW

$\frac{0.5'}{10}$	$\frac{0.6'}{10}$	$\frac{0.8}{10}$
$\frac{0.2'}{5}$	$\frac{0.2'}{5}$	$\frac{1.0'}{5}$
$\frac{0.2'}{1}$	$\frac{0.3'}{1}$	$\frac{0.7'}{1}$

deepest

Pier #1

$$\frac{0.9}{5} \quad \frac{0.8}{10}$$

BRIDGE NO. 38SR001000138 SR001 0213

Co.: Route LogMile: L/R

DATE: 9/9/19

TOTAL HEIGHT

(Top of Cap to Bottom of Ftg)

14.6BENT PIER NO. 1 & Abut #2

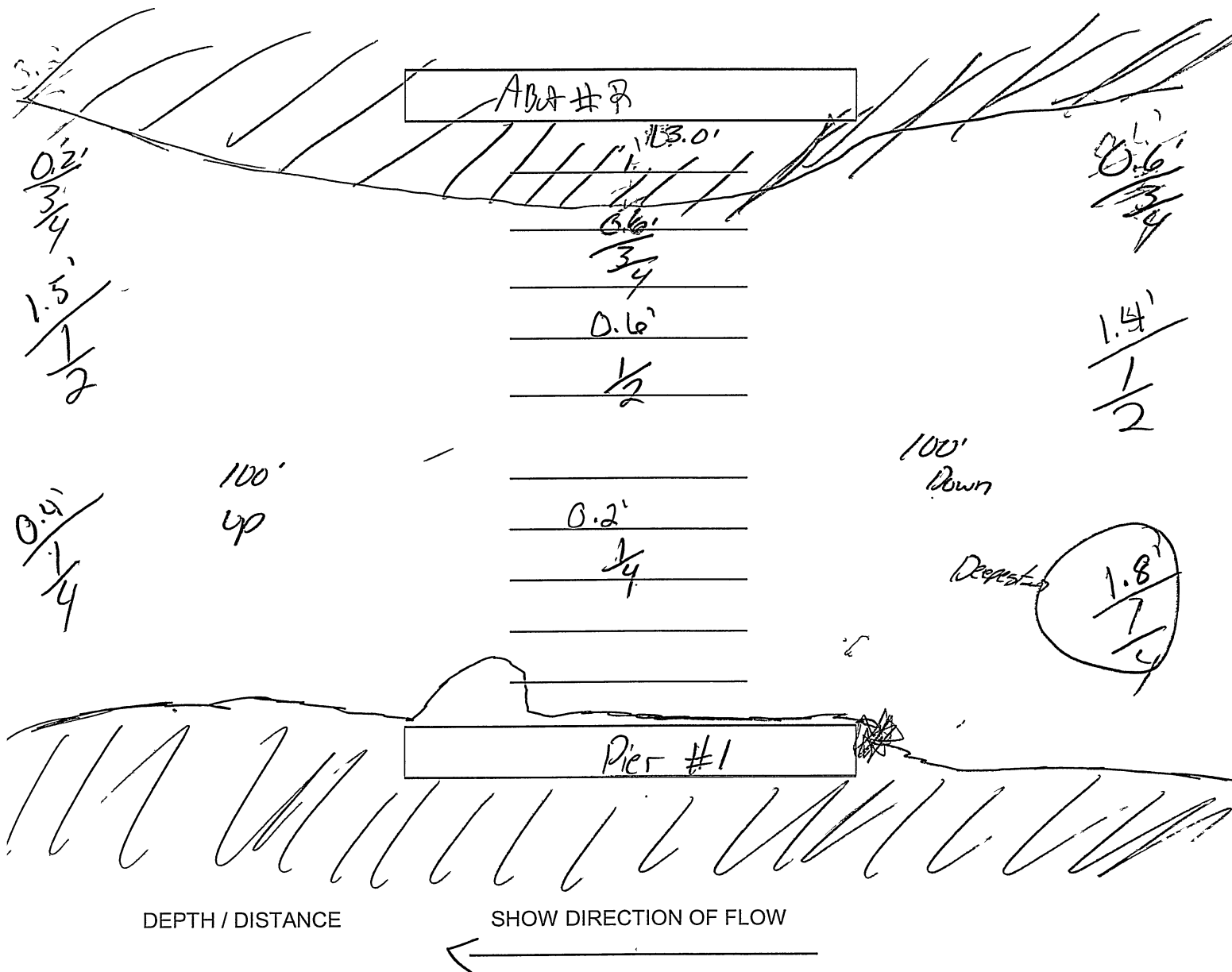
FOOTING THICKNESS (T)

2SCOUR: G (F) P CTOP OF CAP TO TOP OF FTG  
(W / FTG @ H=)12.6DRIFT: G (F) P C

TOP OF CAP TO TOP OF WATER

9.0'MAXIMUM EXPOSURE 10.8'

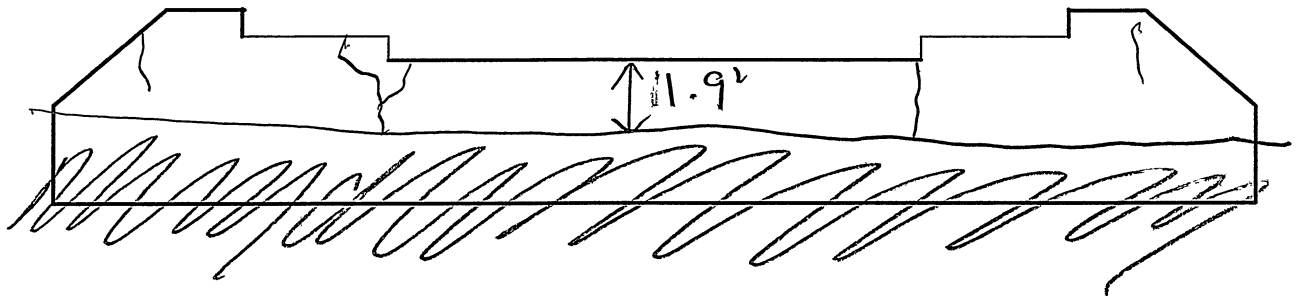
WATER DEPTH TO TOP OF FTG:



38 -- SR 1 -- 2.13 90  
 Bridge No. Co. Route Log Mile R/L Skew

SEP 09 2019  
 ABUT. NO. 2



LOOKING AHEAD

ELEMENT	RATING	COMMENT
<del>BEARING</del>	G F P C	
<del>BARREL</del>	G F P C	
<del>BREASTWALL</del>	G F P C	
WINGS	G (F) P C	- Hair line cracks
EMBANKMENT	(G) F P C	
RIP - RAP	G F P C	- NA
VEGETATION	G F (P) C	- Heavy growth

SEP 09 2019  
SEP 09 2019

38SR0010001   38 SR001 0213               
BRIDGE NO.:   CO.   ROUTE   L.M.   L/R

SKEW: 90

No. of Spans: 2

No. of Approach Spans:

Direction of Route



PLAN VIEW

REQUIRED DATA

F = FIXED

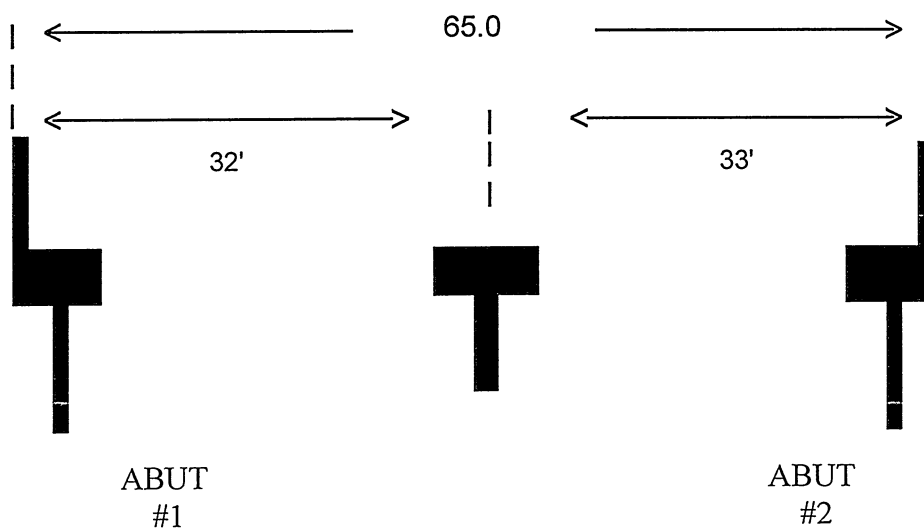
E = EXPANSION

1.

S = SIMPLE

2.

C = CONTINUOUS



Your Agency Name

Your Office Name

Your Department Name

SEP 09 2019

## 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	2,210.00	97%	2,149.00	2%	41.00	1%	20.00	0%	0.00
0	510/3	Wearing Surfaces	sq.ft	1,820.00	100%	1,820.00	0%	0.00	0%	0.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	sq.ft	31.00	0%	0.00	35%	11.00	65%	20.00	0%	0.00
0	1090/3	Exposed Rebar	sq.ft	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	sq.ft	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
0	107/3	Steel Opn Girder/Beam	ft	260.00	0%	0.00	60%	157.00	39%	100.00	1%	3.00
0	515/3	Steel Protective Coating	sq.ft	260.00	23%	60.00	77%	200.00	0%	0.00	0%	0.00
0	3410/3	Chalk(Steel Protect Coatings)	sq.ft	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
0	1000/3	Corrosion	ft	260.00	0%	0.00	60%	157.00	39%	100.00	1%	3.00
0	110/3	Re Conc Opn Girder/Beam	ft	325.00	75%	245.00	9%	30.00	15%	50.00	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	30.00	0%	0.00	33%	10.00	67%	20.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	ft	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	ft	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
0	210/3	Re Conc Pier Wall	ft	30.00	50%	15.00	50%	15.00	0%	0.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	ft	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
0	1120/3	Efflorescence/Rust Staining	ft	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
0	215/3	Re Conc Abutment	ft	72.00	97%	70.00	3%	2.00	0%	0.00	0%	0.00
0	1130/3	Cracking (RC and Other)	ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
0	227/3	Re Conc Pile	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
0	234/3	Re Conc Pier Cap	ft	10.00	70%	7.00	30%	3.00	0%	0.00	0%	0.00
0	1080/3	Delamination/Spall/Patched Area	ft	3.00	0%	0.00	100%	3.00	0%	0.00	0%	0.00
0	334/3	Masry Bdge Rling	ft	130.00	100%	130.00	0%	0.00	0%	0.00	0%	0.00