

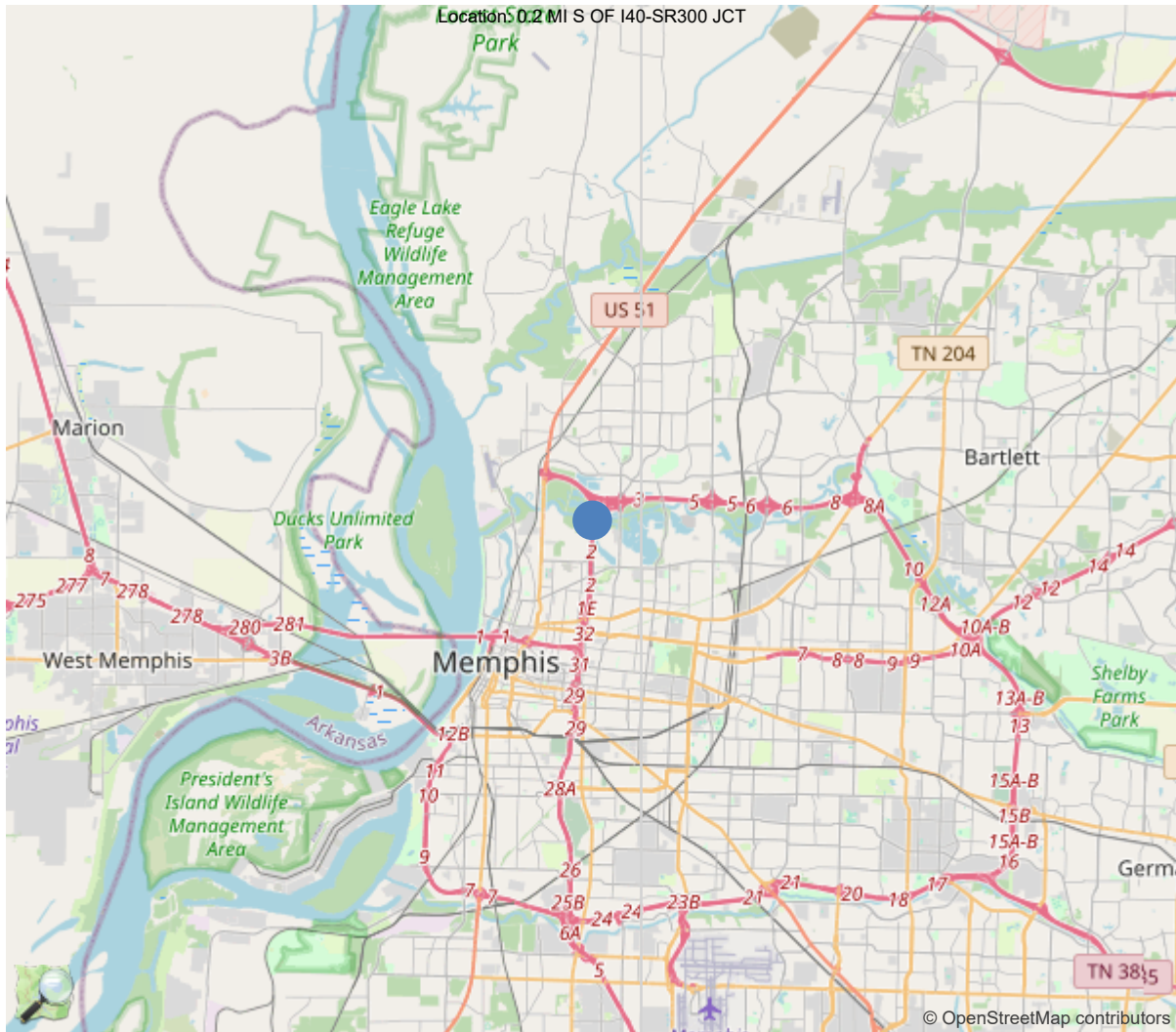


Latitude:35.18608, Longitude:-90.01719

Region 04, 79 - Shelby County

Team Leader: Jacob Kee

Inspectors: William Myers, Jacob Seager, Logan Naifeh, Tonjuanita James, Jacob Castellaw,  
Nathan Bedford, Jordan Fitts, Logan Colbert, Shayne Hayes, Ty Patrick



I-40 Crossing I-40 E.B. / WOLF RIVER

35.18608, -90.01719



90 - LAST INSPECTION DATE 10/02/2024

10 - MIN. V.C. OVER DECK 99.99 FT.  
(ROADWAY + SHOULDERS)

520 - MIN. V.C. OVER DECK 99.99 FT.  
(EXCLUDES SHOULDERS)

**36 - TRAFFIC SAFETY FEATURES**

Br. Rail	Trans.	Appr. Rail	Terminal	SPEED LIM.
1	0	1	1	55

41 - STRC OPEN/CLOSED/POSTED A

58 - DECK 7

59 - SUPERSTRUCTURE 7

60 - SUBSTRUCTURE 6

61 - CHANL/CHANL PROTECTION 6

62 - CULVERT AND RETAIN WALL N

71 - WATERWAY ADEQUACY 8

72 - APPROACH RDWY ALIGNMENT 8

521 - OVERALL CONDITION 2 - Fair

16 - LATITUDE 17 - LONGITUDE

35.186083

-90.017194

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 CORREC

TEAM LEADER SIGNATURE

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	79I00400059
(5) Inventory Route	1
(2) Highway Agency District	Region 4
(3) County Code	79 - Shelby
(4) Place Code	48000
(6) Features Intersected	I-40 E.B. / WOLF RIVER
(7) Facility Carried	I40-RL
(9) Location	0.2 MI S OF I40-SR300 JCT
(11) Mile Point	5.010 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	79I0040001
(16) Latitude	35.186083
(17) Longitude	-90.017194
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	62
Material	6 - Prestressed concrete continuous *
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	10
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1976
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	4
Under	0
(29) Average Daily Traffic	103151
(30) Year of ADT	2021
(109) Truck ADT	8 %
(19) Bypass, Detour Length	1 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	81.0 ft
(49) Structure Length	826.0 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	72.0 ft
(52) Deck Width Out to Out	74.0 ft
(32) Approach Roadway Width (W/Shoulders)	84.0 ft
(33) Bridge Median	0 - No median
(34) Skew	60 Deg
(35) Structure Flared	1 - Yes, flared
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	72.0 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0.00 ft
Ref:	
(55) Min Lat Underclear RT	0.0 ft
Ref:	
(56) Min Lat Underclear LT	0.0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	
(39) Navigation Vertical Clearance	0.0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	0.0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	11 - Urban Principal Arterial
(100) Defense Highway	1 - The inventory route is on
(101) Parallel Structure	R - The right structure of par
(102) Direction of Traffic	1 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	6 - MS 18+Mod / HS 20+Mod
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	28.19
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	20.74
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	165042
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date	10/02/2024		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



**PERFORMANCE EVALUATION**

Time of Day Inspected 11:50am

Weather Conditions 80°F partly cloudy

Vehicles Observed All types

**LIVE LOAD BEHAVIOR**

Sub Horiz./ Vert. Defl (No)

Sub Vibration (No)

Super Horiz./ Vert. Defl (No)

Super Vibration (No)

**APPROACH**

Alignment (Good)

Pavement (Fair)

1/8" cracks and patching

Embankment (Good)

Approach Drains (Poor)

Approach 1&amp;2 right full of debris

**TRAFFIC SAFETY FEATURES**

Bridge Railing Rating (Fair)

Transitions Rating (Good)

Guardrail Rating (Good)

Guardrail Terminal Rating (Poor)

Approach 1 right has damage

**SIGNS POSTED ON ROUTE**

Paddleboards No

Weight Limit Posted Not Needed

Vertical Clearance (&lt;14'-6") No

Gross ..... Tons

Posted Height

Single-unit Vehicle Tons

Narrow Bridge Signs No

Multi-unit Vehicle Tons

One Lane Bridge Signs No

564 Assigned Bridge Name

Other Signs or Plaques

**ATTACHED SIGNS**

Sign No	Location	Text on Sign	Noted Defects
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## DECK

Wearing Surface Type		Asphalt	Wearing Surface Depth	6
Wearing Surface	(Fair)	1\8 cracks, pot holes, patched area		
Deck - Structural Condition	(Good)	Patched area , hairline cracks with efflorescence in overhang, spalling		
Parapet	(Fair)	Cracks up to 1/8" , scaling, collision damage		
Deck Drains	(Poor)	drains full of debris		
Expansion Joints	(Poor)	Span 1 , missing/ torn material, debris present, broken header , spalling		

## SUPERSTRUCTURE

Bearing Devices	(Good)	
Beams	(Good)	
Diaphragms	(Good)	
Alignment of Members	(Good)	

## TEXTURE COAT

Earthquake Devices	(Good)	
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## ABUTMENTS

Abutment Caps	(Good)	Hairline cracks with efflorescence
Abutment Wings	(Good)	
Abutment Backwall	(Fair)	Cracks up to 1/16" with efflorescence ,
Abutment Plumb	(Good)	
Abutment Piles	(Not Visible)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	
Abutment Rip Rap	(Good)	

## PIERS

## BENTS

Bent Caps	(Good)	Damage
Bent Columns	(Fair)	Abrasion
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	
Bent Bearing Surface	(Good)	



### Inspection Team's Summary

This is an eleven span Concrete I Beam Bridge. Safety features include metal approach rails & concrete parapet. Approach 1 & 2 asphalt has 1/8" cracks & patched areas. Approach 1 right terminal has heavy damage. Approach 1 & 2 right drains are full of debris. Asphalt wearing surface has cracks up to 1/8", patched areas, and potholes. Span 1, 11A, & 11B joints have missing/torn material, debris present, and broken header. All deck drains are full of debris. The bottom deck has spalling & cracks up to 1/32" with efflorescence. The superstructure has damage areas & hairline cracks. The substructure has spalling & hairline efflorescence cracks. Vegetation has tree growth under the bridge. Scour is within 5' of the footing.

### General Inspection Comment

### HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	84111	84052	55	4	0
1080	Delamination/Spall/Patched Area	SF	6	0	2	4	0
1120	Efflorescence/Rust Staining	SF	48	0	48	0	0
1190	Abrasion/Wear(PSC/RC)	SF	5	0	5	0	0
510	Wearing Surfaces	SF	59760	47204	12556	0	0
3210	Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)	SF	6	0	6	0	0
3220	Crack (Wearing Surface)	SF	12550	0	12550	0	0
(12) Element record added 2015-01-23.							
(1080-12) Element record added 2015-01-23.							
(1120-12) Element record added 9/8/2022							
(1190-12) Element record added 9/8/2022							
(510-12) Element record added 2016-12-05.							
(3210-510-12) Element record added 9/8/2022							
109	Pre Opn Conc Girder/Beam	LF	11339	11339	0	0	0
(109) Element record added 2015-01-23.							
205	Re Conc Column	EA	48	44	4	0	0
1080	Delamination/Spall/Patched Area	EA	3	0	3	0	0
1090	Exposed Rebar	EA	1	0	1	0	0
(205) Element record added 2015-01-23.							
(1080-205) Element record added 2015-01-23.							
(1090-205) Element record added 9/8/2022							
215	Re Conc Abutment	LF	222	217	5	0	0
1120	Efflorescence/Rust Staining	LF	3	0	3	0	0
1130	Cracking (RC and Other)	LF	2	0	2	0	0
(215) Element record added 2015-01-23.							
(1120-215) Element record added 9/8/2022							
234	Re Conc Pier Cap	LF	1163	1161	2	0	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
(234) Element record added 2015-01-23.							
(1080-234) Element record added 2015-01-23.							
300	Strip Seal Exp Joint	LF	222	0	222	0	0
2330	Seal Damage	LF	6	0	6	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
2350	Debris Impaction	LF	216	0	216	0	0
(300) Element record added 2015-01-23.							
(2330-300) Element record added 9/8/2022							
(2350-300) Element record added 2015-01-23.							
310	Elastomeric Bearing	EA	165	165	0	0	0
(310) Element record added 2015-01-23.							
331	Re Conc Bridge Railing	LF	2036	1732	302	2	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1130	Cracking (RC and Other)	LF	300	0	300	0	0
(331) Element record added 2015-01-23.							
(1080-331) Element record added 2015-01-23.							
(1130-331) Element record added 9/8/2022							



### STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	I-40 E.B. / WOLF RIVER		
Type of bed material	Mud		
Has channel shifted?	No		
Condition of rip-rap	>50% missing	Est. % failed	%
Overall condition of channel	Fair		
Underwater Inspection Req?	No		
Why UW required?			

### Channel and bank stability conditions

Steep bank cond - Failure US	No	Moderate Bank Erosion	Yes
Steep bank cond - Failure DS	No	Sediment or Gravel Accumulation	No
Bank Vegetation:		Channel Altered or Straightened	No
Low Growth	Yes	Stable Conditions:	
Large Timber	Yes	Live Growth	Yes
Clear Banks	No	Bedrock	No
Dead Trees - US	Yes	Boulders	No
Dead Trees - DS	Yes	FlatSlopes (<=2:1)	No

### Waterway adequacy and debris characteristics

Bridge deck elevations:		Large Scour Under Bridge	No
Level with Approach Roadway	Yes	Indications Flood Overtop Bridge	No
Higher than Approach Roadway	No	Debris / Drift - Present	Yes
Road Appr >2' Above Natural Ground	No	Debris / Drift - Likely to Accumulate	Yes
Abutment Encroaches into Channel	No		

### Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
2.5	Abutment 1			2
26.9	Bent	45.2	4.25	30.1
43.5	Bent 2	55.8	4.5	38.3
44.3	Bent 3	61.5	4.5	44.7
40.6	Bent 4	61.6	3.75	44
39.7	Bent 5	61.6	3.25	43
33.2	Bent 6	52.5	3.25	34
33	Bent 7	53.3	3.25	31.8
33.5	Bent 8	49.3	3.25	33
30.6	Bent 9A	46.1	3.25	31.9
31.8	Bent 9B	38.1	3.25	31.6
19.6	Bent 10A			20.3
22.8	Bent 10B			24
1	Abutment 2A			1
0.3	Abutment 2B			0.5

Last Exposure Upstream	45.0
Last Exposure Downstream	45.2
Top of cap to top of water	43.00
Upstream Distance	100.00
Upstream Depth	47.40
Thru structure	50.00
Downstream Distance	100
Downstream Depth	47

Rip-Rap	Y
@ Abutment	1, 2A, 2B
@ Bents	1, 10A, 10B
@ Piers	
Upstream	
Downstream	
Thru Structure	

## Equipment List

### General Inspection

- ☐ Pocket knife
- ☐ Sounding/chipping hammer
- ☐ Chain drag
- ☐ Range pole
- ☒ 25' rod - depth and clearance

### Visual Aid

- ☐ Binoculars
- ☐ Flashlight
- ☐ Magnifying glass
- ☐ Hand mirror

### Cleaning

- ☐ Wisk broom
- ☐ Wire brush
- ☐ Flat bladed screwdriver
- ☐ Hand shovel
- ☐ Penetrating oil (WD-40, etc.)

### Tools For Access

- ☐ Ladders
- ☐ Rope
- ☒ Waders
- ☐ Machete or bush axe

### Comment

### Tools For Measuring

- ☒ Masonry/Wood Ruler
- ☐ 6' Pocket Tape
- ☒ 25' and 100' Tape
- ☐ Calipers
- ☒ Thermometer
- ☐ Carpenter's Level
- ☐ String and Weighted line (plumb bob)

### Special Purpose Equipment

- ☐ Reach All
- ☐ Bucket Truck
- ☒ Traffic control
- ☒ Boat
- ☐ Sonar depth finder
- ☐ Increment borer
- ☒ Survey equipment
- ☐ Safety Harness
- ☐ Climbing equipment
- ☐ Dye penetrant
- ☐ Drone
- ☐ Air Meter

### Special Purpose Equipment

### Reach-All Approval and Comments





Front of bent 4



Front of bent 3





Right elevation



Rear of bent 2





Left elevation



Pier #4 looking forward





Bottom deck span #3



Bottom deck span 11A spalling to steel





Bottom deck span #4



Approach 1 right terminal damage





Approach 2 asphalt left side



Right side upstream





Bridge number



Approach 1 asphalt





Direction of route



Span 1 parapet , typical





Span 1 joint



Span 1





Span 2



Span 3 , typical of parapet , cracks





Span 3



Span 3 cracks





Opposite direction of route



Approach 2 joint span 11B





Approach 2



Approach joint on 11A





Opposite direction of route



Span 1





Span 2



Bent 8 front





Bent 6 rear



Bent 5 pile "A" abrasion





Bent 7 rear



Bent 9B front





Bent 10B front



Abutment 2B





Abutment 2A



Abutment 1





Abutment 1 broken earthquake at beam "D"



Bent 1 rear





Bottom deck span 3



Bent 2 front side embankment washing



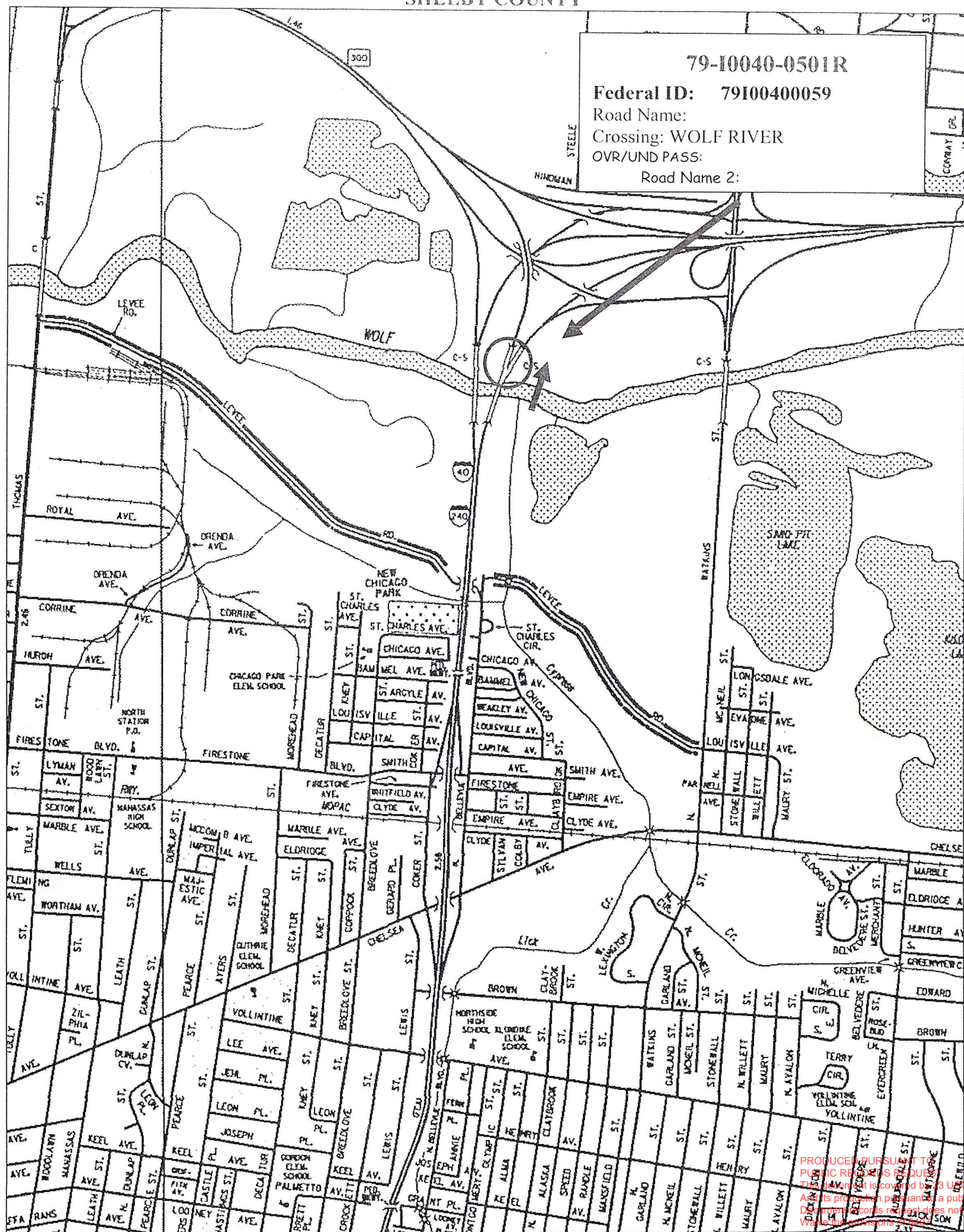


### Maintenance Recommendations

525 - Repair List #   N        523 - Repair List Add Date                           524 - Repair List Revise Date   9/7/2022  1  

Date Added	Recommendation	Priority
10/02/2024	LEVEL THE WEARING SURFACE AT APPROACH NO.2	
10/02/2024	CLEAR APPROACH DRAINS.	
10/02/2024	CLEAR DRAINS	
10/02/2024	REPAIR ROADWAY EXPANSION DEVICE IN SPAN NO.1, 11A & 11B	
10/02/2024	REMOVE DEBRIS FROM BENT NO.3 & 4	
09/09/2022	CUT AND REMOVE VEGETATION FROM CHANNEL	

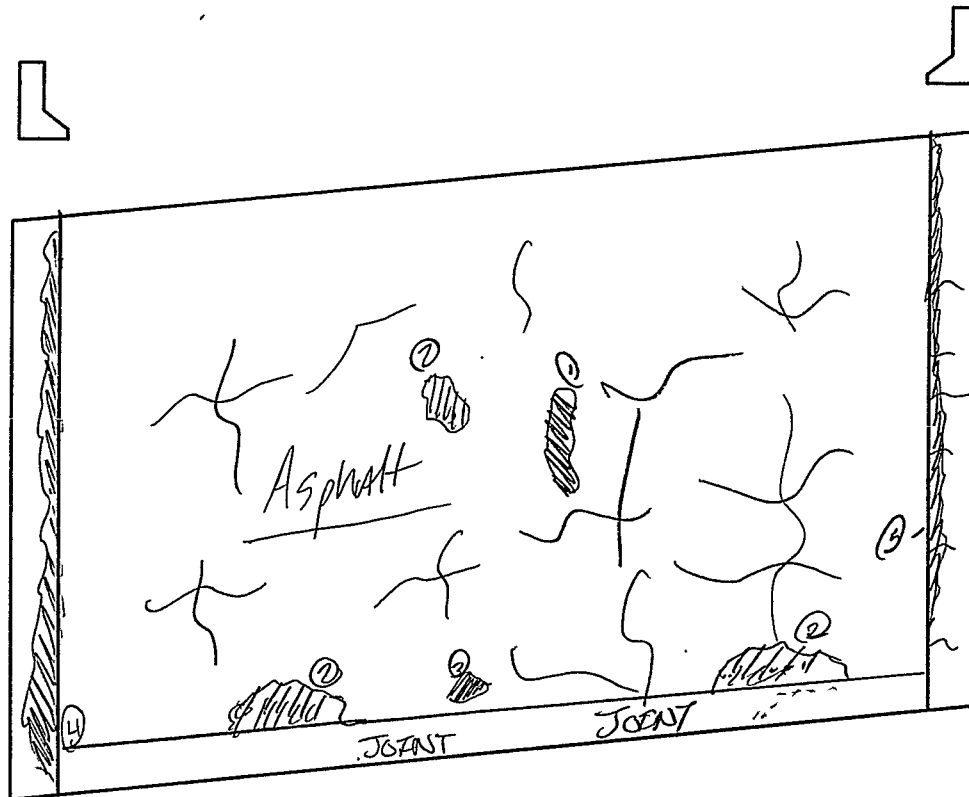
Road Name 2:



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 1



ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	1/8" cracks, See ①②③
PARAPET	G (F) P C	Pop out spall, 1/16" cracks See ④⑤
DRAINS	G F P C	N/A
JOINTS	G F (P) C	Missing Material
	G F P C	

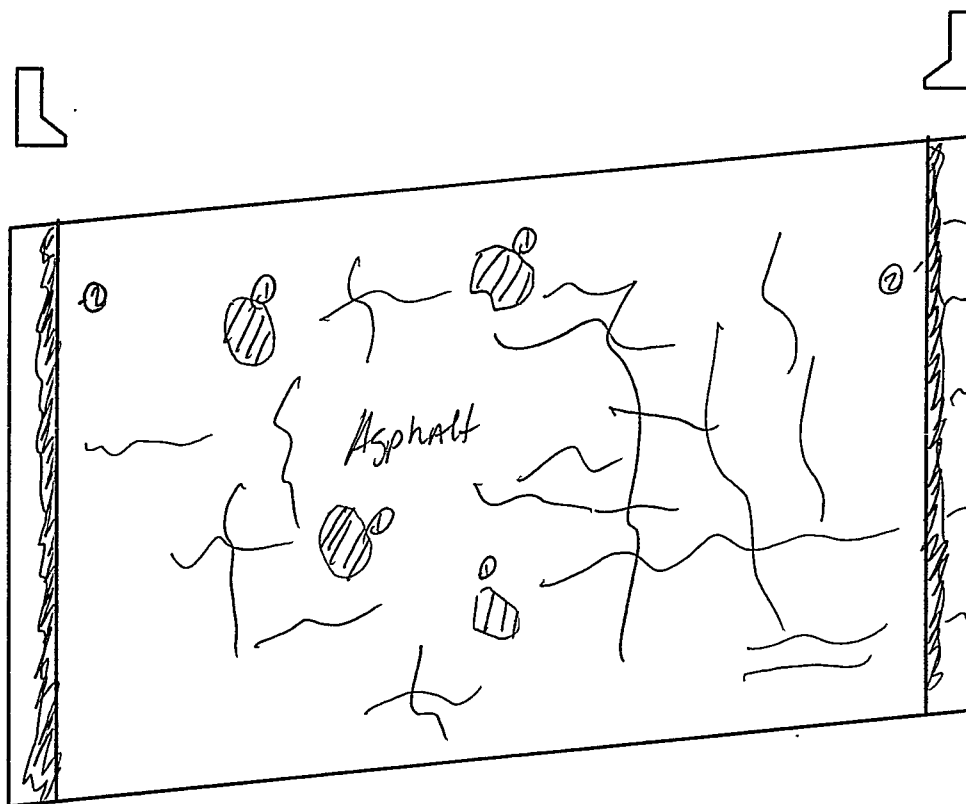
- ① Pot hole (Spec 1)  
Cup se)  
2' L x 3" W x 1" D
- ② Patch Area
- ③ Pot Holes  
4' L x 1' W
- ④ Collision Damage  
Length of Span x 2' H  
x 1/8" D
- ⑤ Scaling (Cup se)  
1/2" D x Length of  
Span x 2' H



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 2



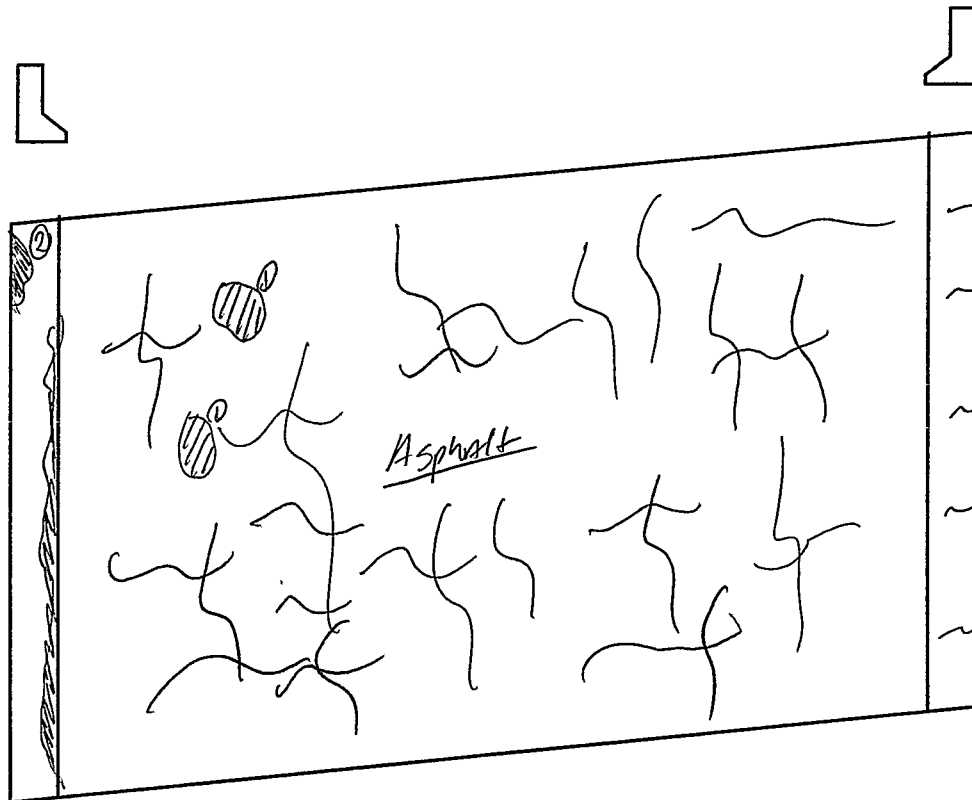
ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	1/8" cracks, See ①
PARAPET	G (F) P C	pop-out spall, 1/16" cracks
DRAINS	G F (P) C	100% full
JOINTS	G F P C	N/A
	G F P C	

① Patch Area  
② Sealing (up to)  
Length of Span  
x 2" H x 1/2" Dp

Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 3



ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	upto) 1/8" cracks
PARAPET	G (F) P C	pop-out spall, see (2) (2)
DRAINS	G F (P) C	100% full
JOINTS	G F (P) C	N/A : "
	G F P C	

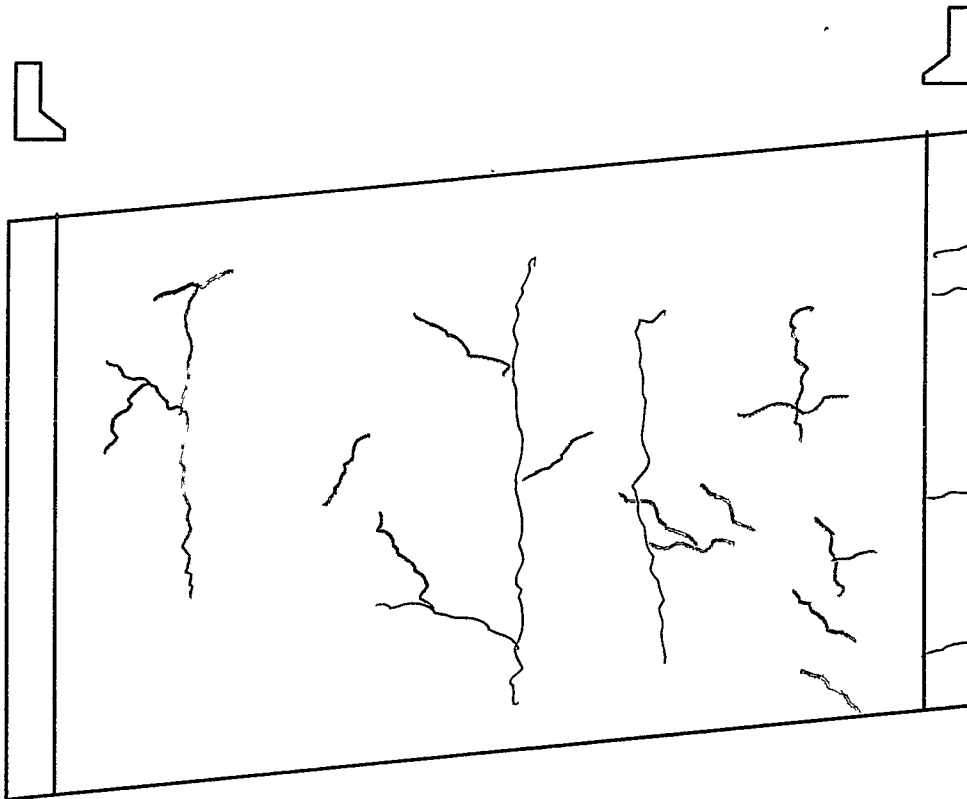
① Patch 1A/19  
 ② Damage Cap etc)  
 1.5' L x 8" H x 1" D  
 ③ Sealing upto)  
 length of span  
 x 2' H x 1/8" D



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 4

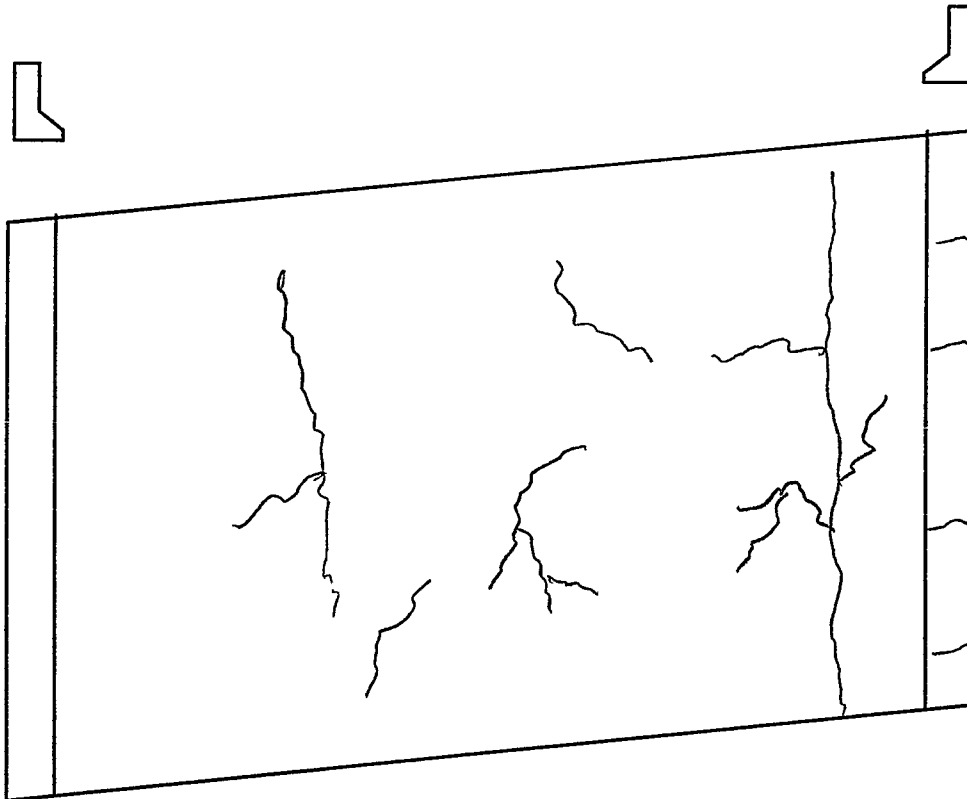


ELEMENT	RATING	COMMENT
TOP DECK	G <sup>(F)</sup> P C	up to 1/8" each
PARAPET	<sup>(G)</sup> F P C	hL
DRAINS	G F P C	
JOINTS	G F P C	
	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 5



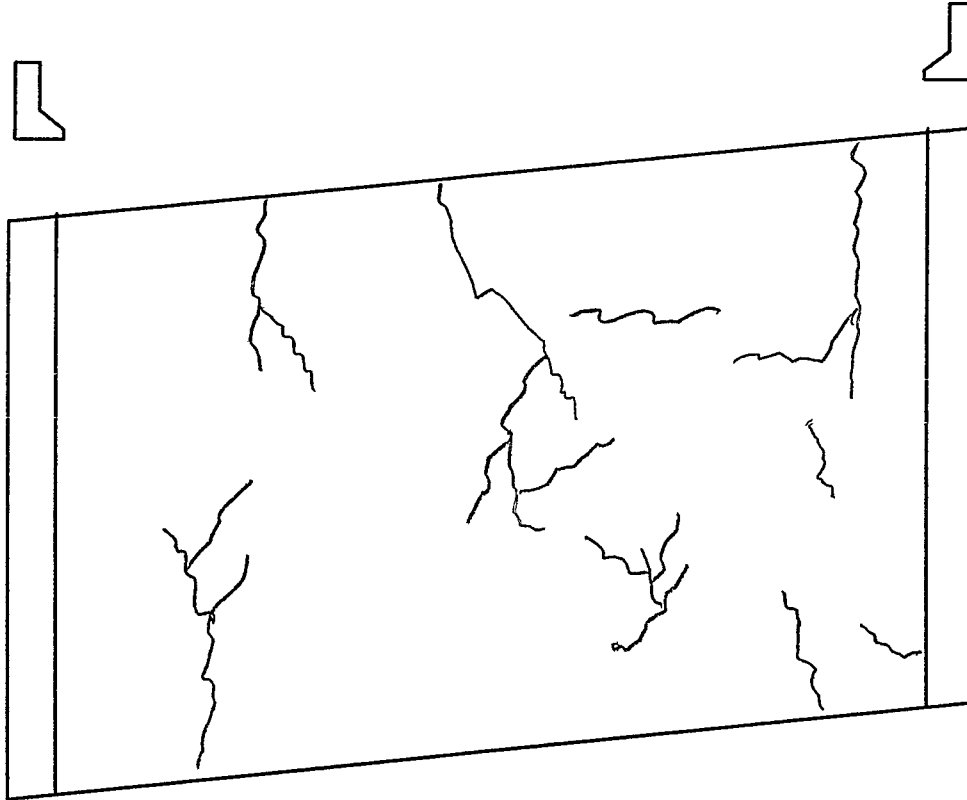
ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	Up +0 1/8"
PARAPET	(G) F P C	HL
DRAINS	G F P C	
JOINTS	G F P C	
	G F P C	



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 6

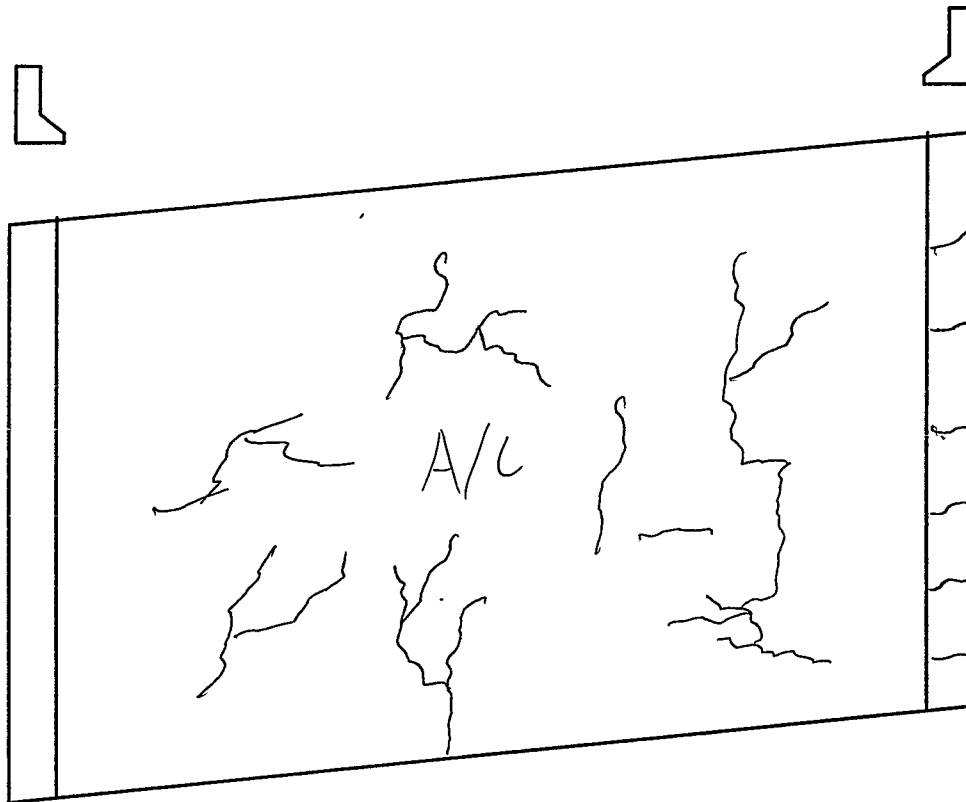


ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	up to $\frac{1}{8}$ "
PARAPET	<u>G</u> F P C	hl
DRAINS	G F P C	
JOINTS	G F P C	
	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~509~~ RT.

60 RT. Skew

SPAN. NO. 7



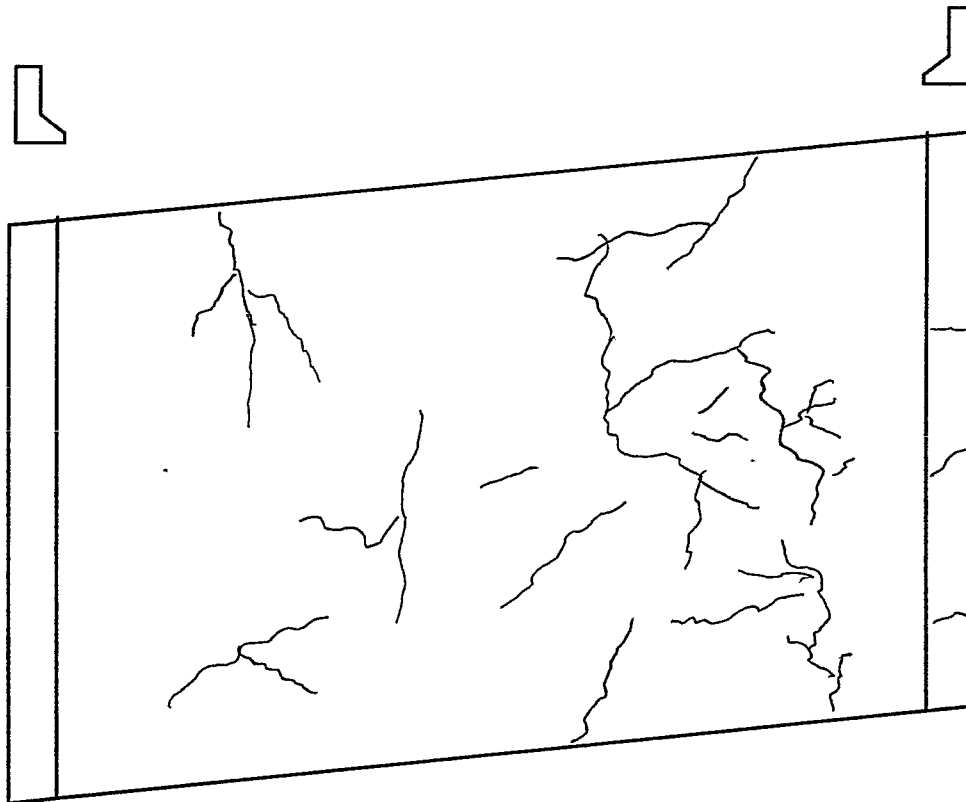
ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	up to $\frac{1}{8}$ "
PARAPET	G (F) P C	$\frac{1}{8}$ " crack
DRAINS	G F P C	
JOINTS	G F P C	
	G F P C	



Bridge No. 79 - I 40 - <sup>5.01</sup>~~509~~ RT.

60 RT. Skew

SPAN. NO. 8



ELEMENT	RATING	COMMENT
TOP DECK	G <sup>(F)</sup> P C	up to $\frac{1}{8}$ "
PARAPET	<sup>(G)</sup> F P C	up to $\frac{1}{16}$ "
DRAINS	G F P C	
JOINTS	G F P C	
	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 9A



ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	upto 1/8" cracks
PARAPET	G (F) P C	upto 1/32" cracks
DRAINS	G F (P) C	100 % Filled
<del>JOINTS</del>	<del>G F P C</del>	
	G F P C	



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 98

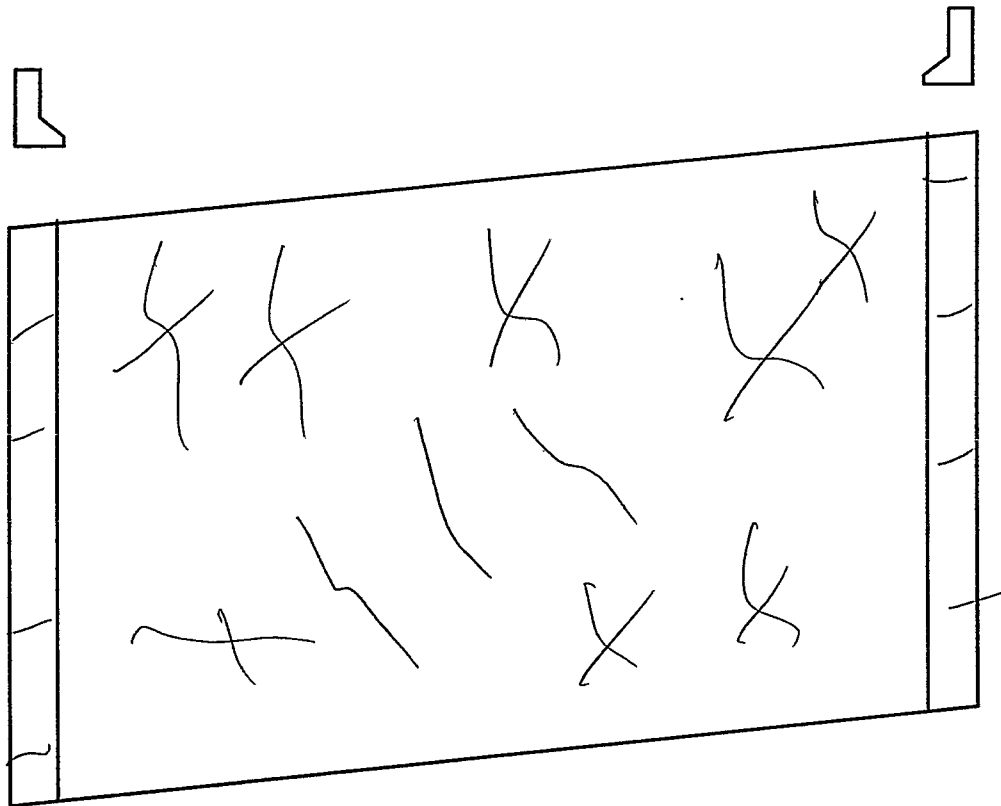


ELEMENT	RATING	COMMENT
TOP DECK	G <del>F</del> P C	upto 1/8" cracking
PARAPET	G <del>F</del> P C	upto 1/32" cracking
DRAINS	G F <del>P</del> C	100 % Filled
JOINTS	<del>G F P C</del>	
	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 10A



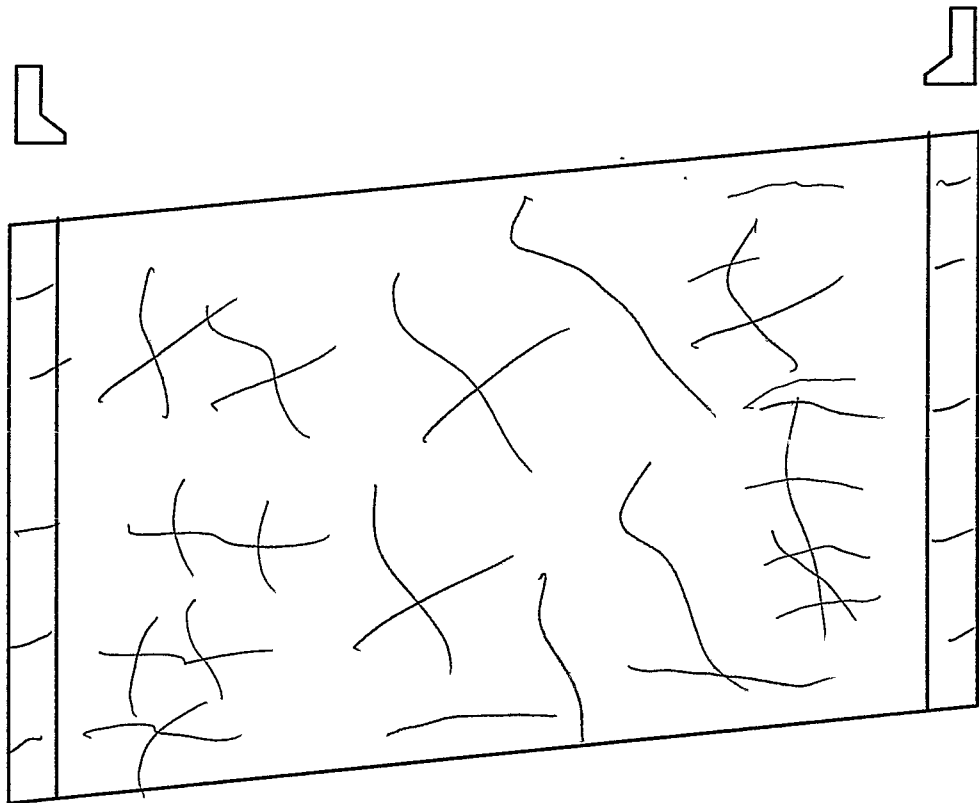
ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	up to 1/8" cracking
PARAPET	G <u>F</u> P C	up to 1/32" cracks
DRAINS	G F <u>P</u> C	100% Filled
JOINTS	<del>G F P C</del>	
	G F P C	



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

SPAN. NO. 103

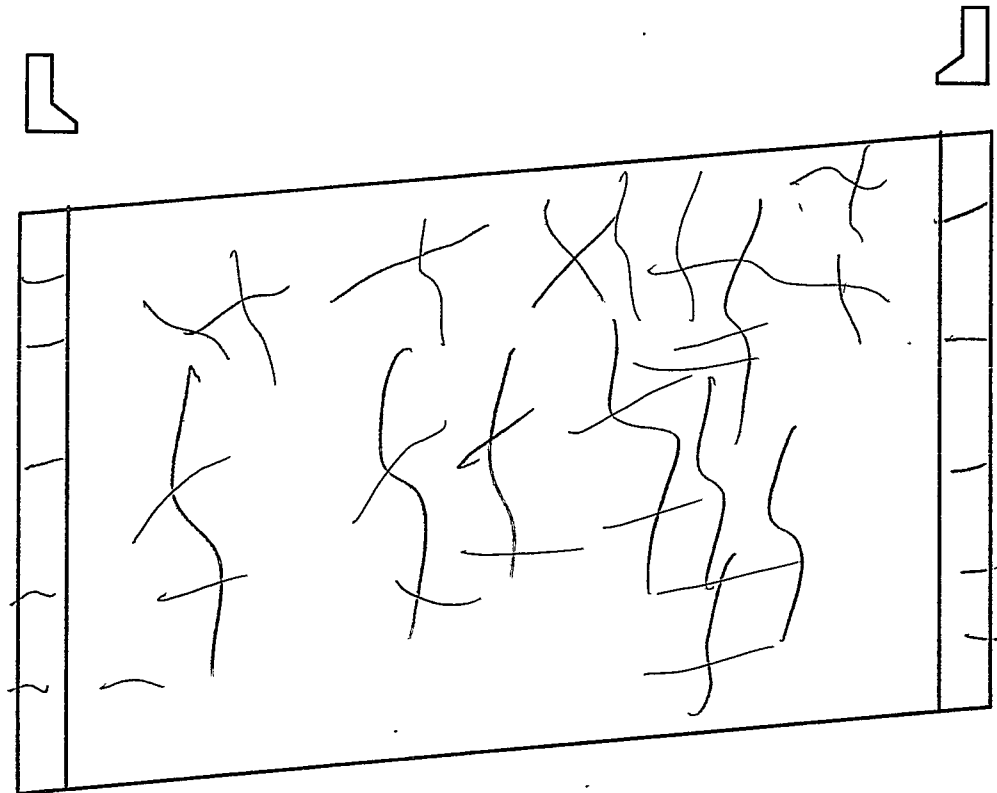


ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	up to 1/8" cracks
PARAPET	G <u>F</u> P C	up to 1/16" cracks
DRAINS	G F <u>P</u> C	100 % Filled
<del>JOINTS</del>	<del>G F P C</del>	
	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~509~~ RT.

60 RT. Skew

SPAN. NO. 11A



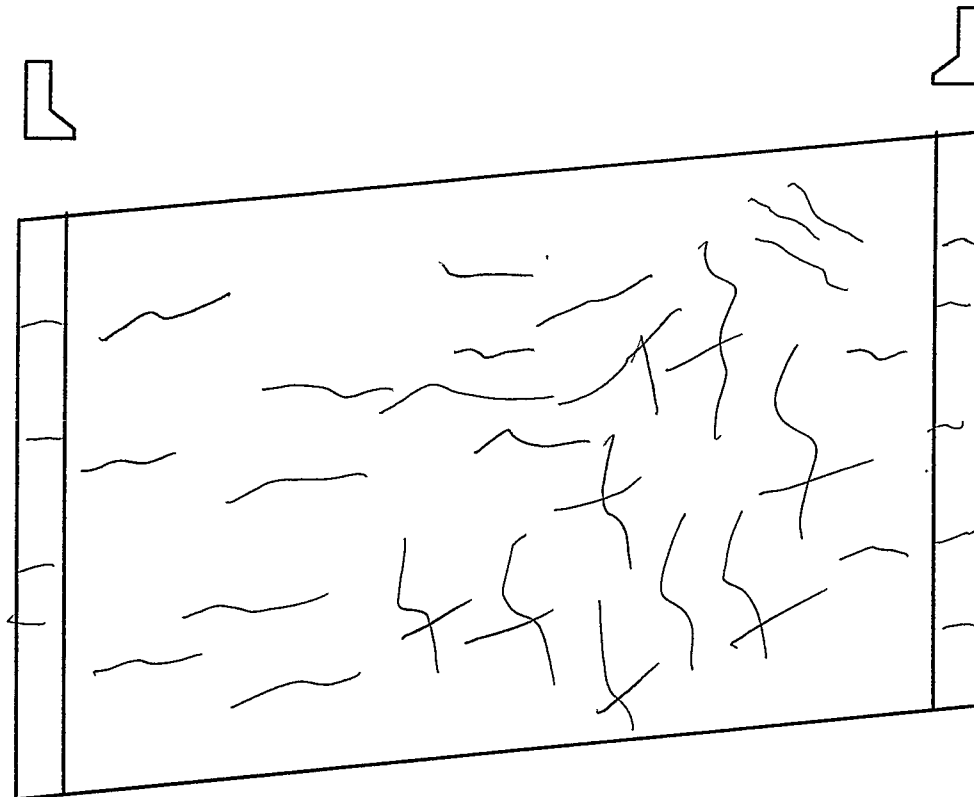
ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	Up to 1/8" cracks
PARAPET	G (F) P C	1/32" cracks
DRAINS	G F (P) C	100 % Filled
JOINTS	G F (P) C	Spalling around joint
	G F P C	



Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60 RT. Skew

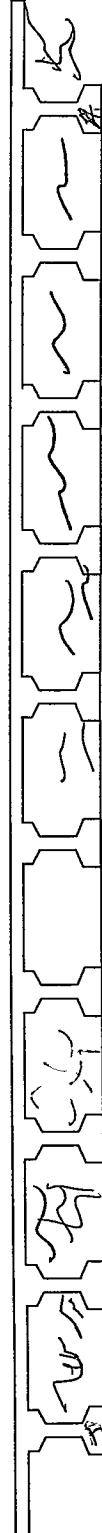
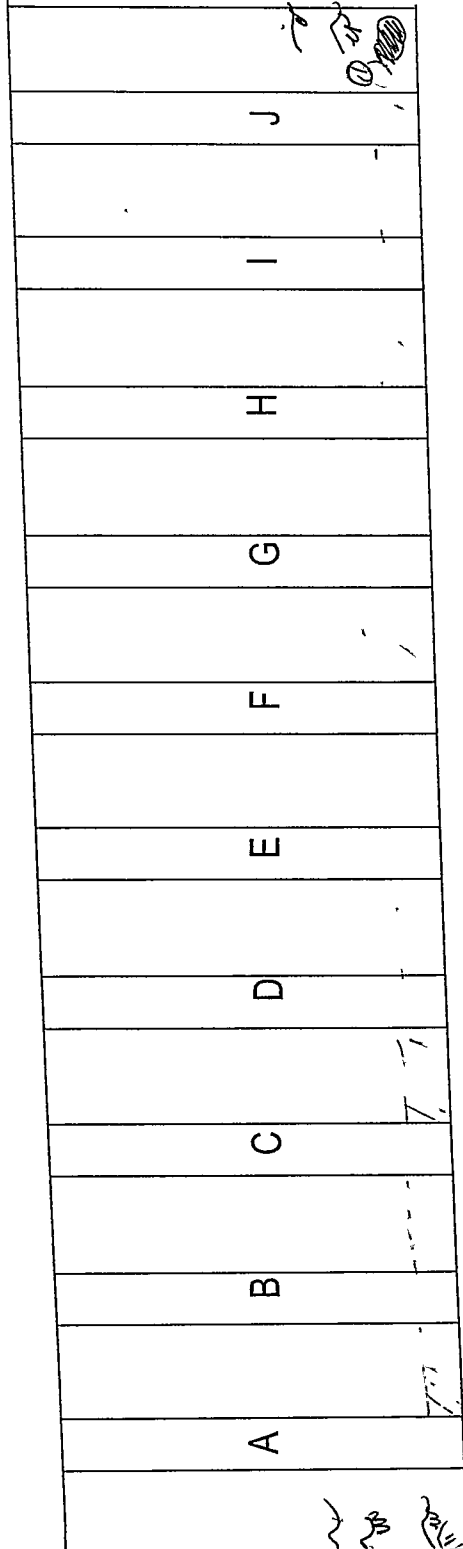
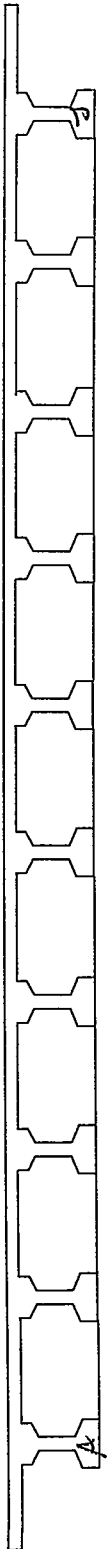
SPAN. NO. 11B



ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	up to 1/8" cracking
PARAPET	G (F) P C	up to 1/32" cracks
DRAINS	G F (P) C	100% Filled
JOINTS	G F (P) C	Filled with debris
	G F P C	

Bridge No. 79 - 140 - 500RT. <sup>5.01</sup>

SKEW 60 RT Span No. 1

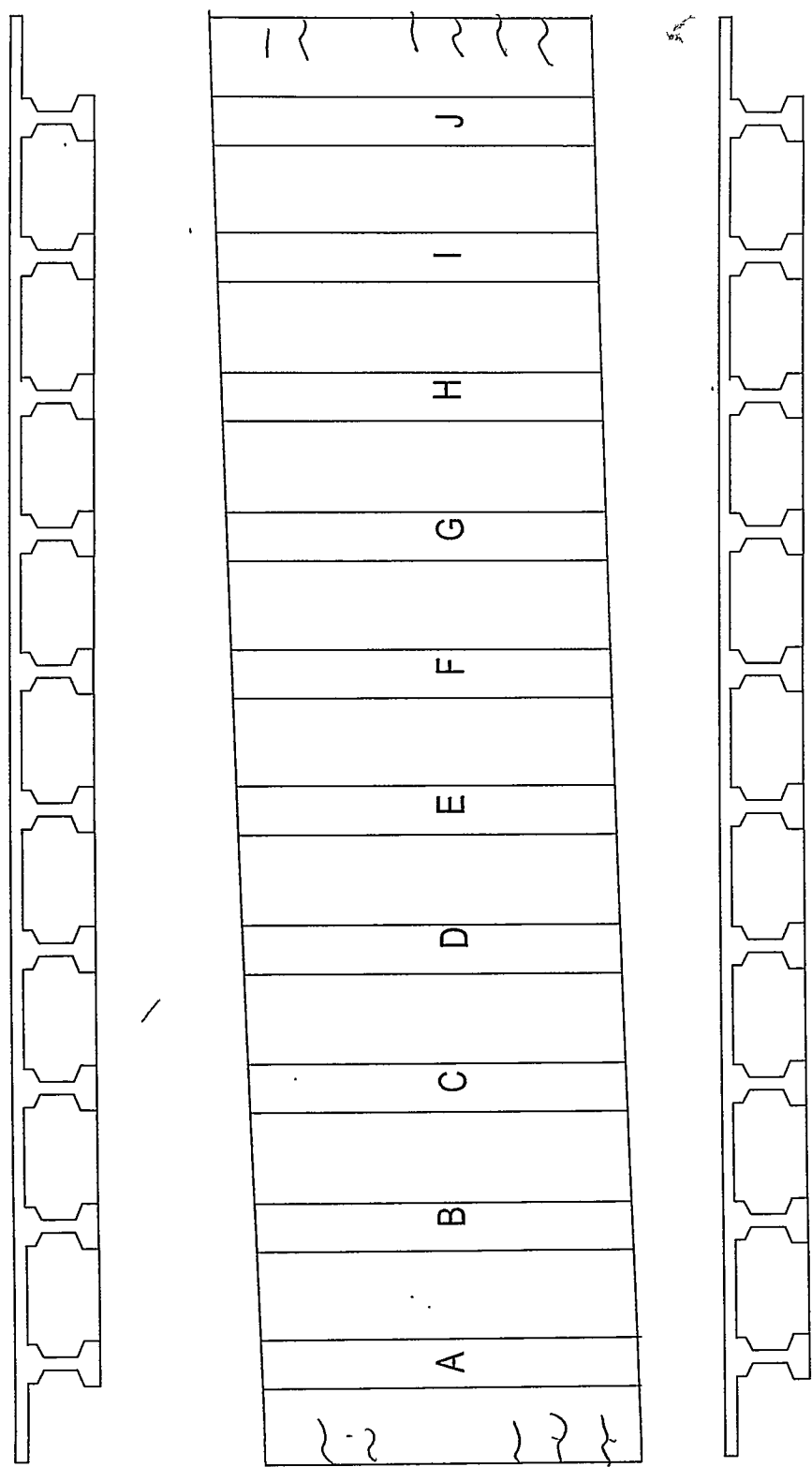


ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	See D/C showing cracks w/ off in
CONC. I BEAM	G F P C	around
A ---	G F P C	up to 1/4" cracks w/ off
BACKWALLS	G F P C	
DIA.	G F P C	
E-Q	Good	



Bridge No. 79 - 140 - <sup>5.01</sup>~~509~~RT.

SKEW 60.17 Span No. 2



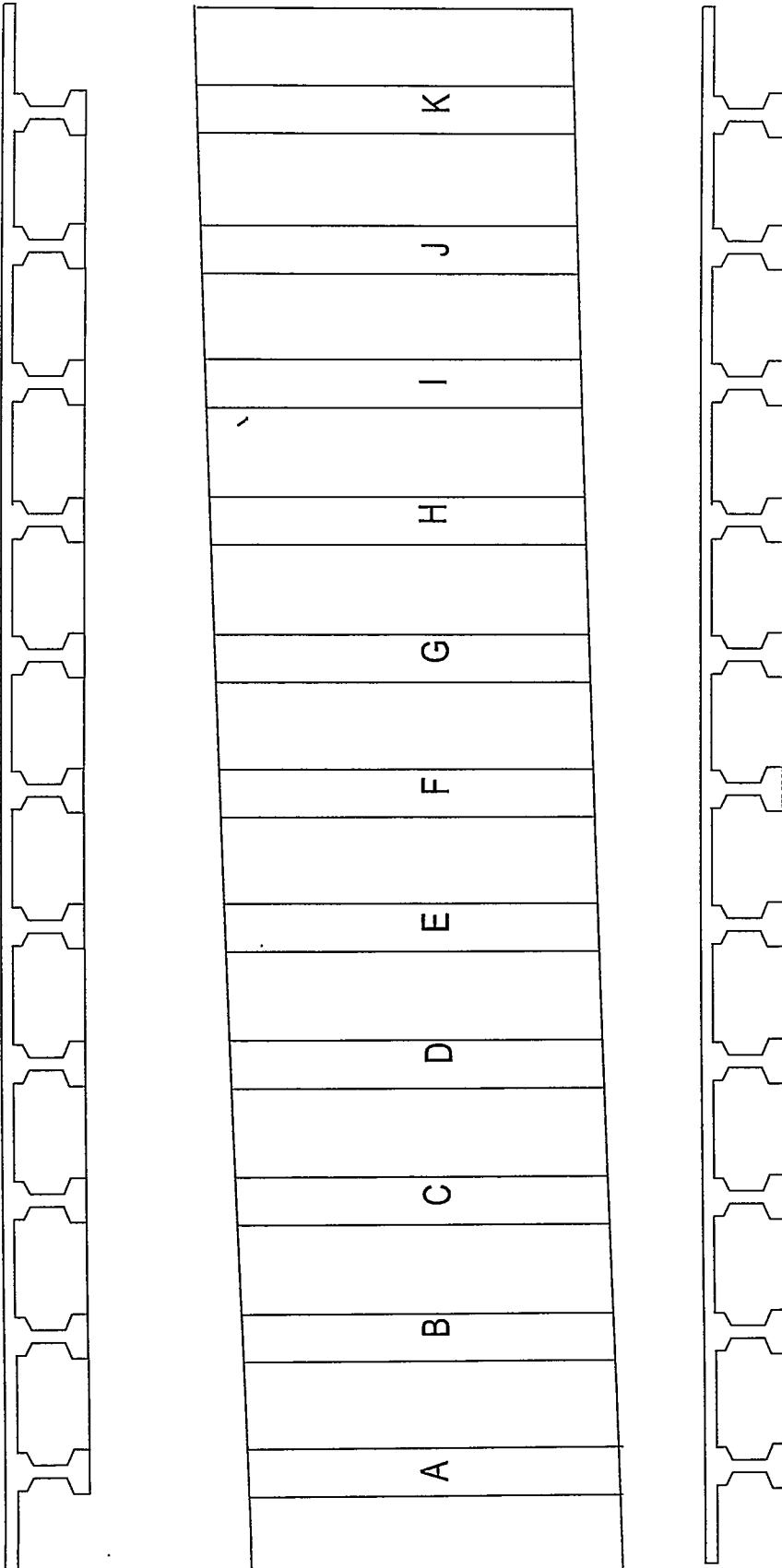
ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	Handline cracks in overhang
CONC. I BEAM	G F P C	
A ---	G F P C	
BACKWALLS	G F P C	
DIA.	G F P C	

Bridge No. 79 - 140 - <sup>5.01</sup>~~5.09~~ RT.

SKEW

60 RT

Span No. 3



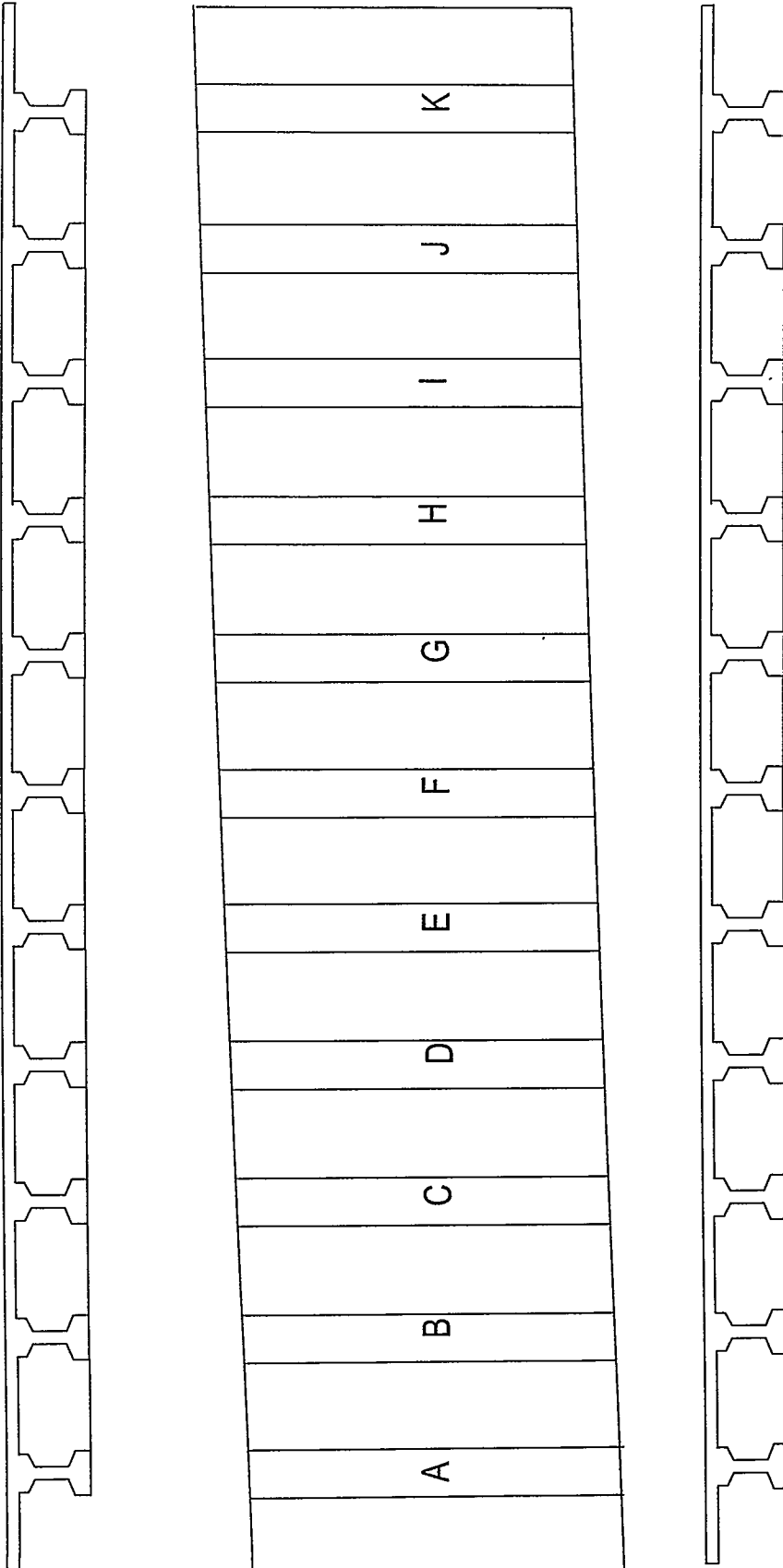
ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM	G F P C	
A --- K	G F P C	
- BACKWALLS	G F P C	
DIA.	G F P C	

Bridge No. 79 - 140 - <sup>5.01</sup>~~5.09~~ RT.

SKEW

<sup>0</sup>~~60~~R

Span No. 4/

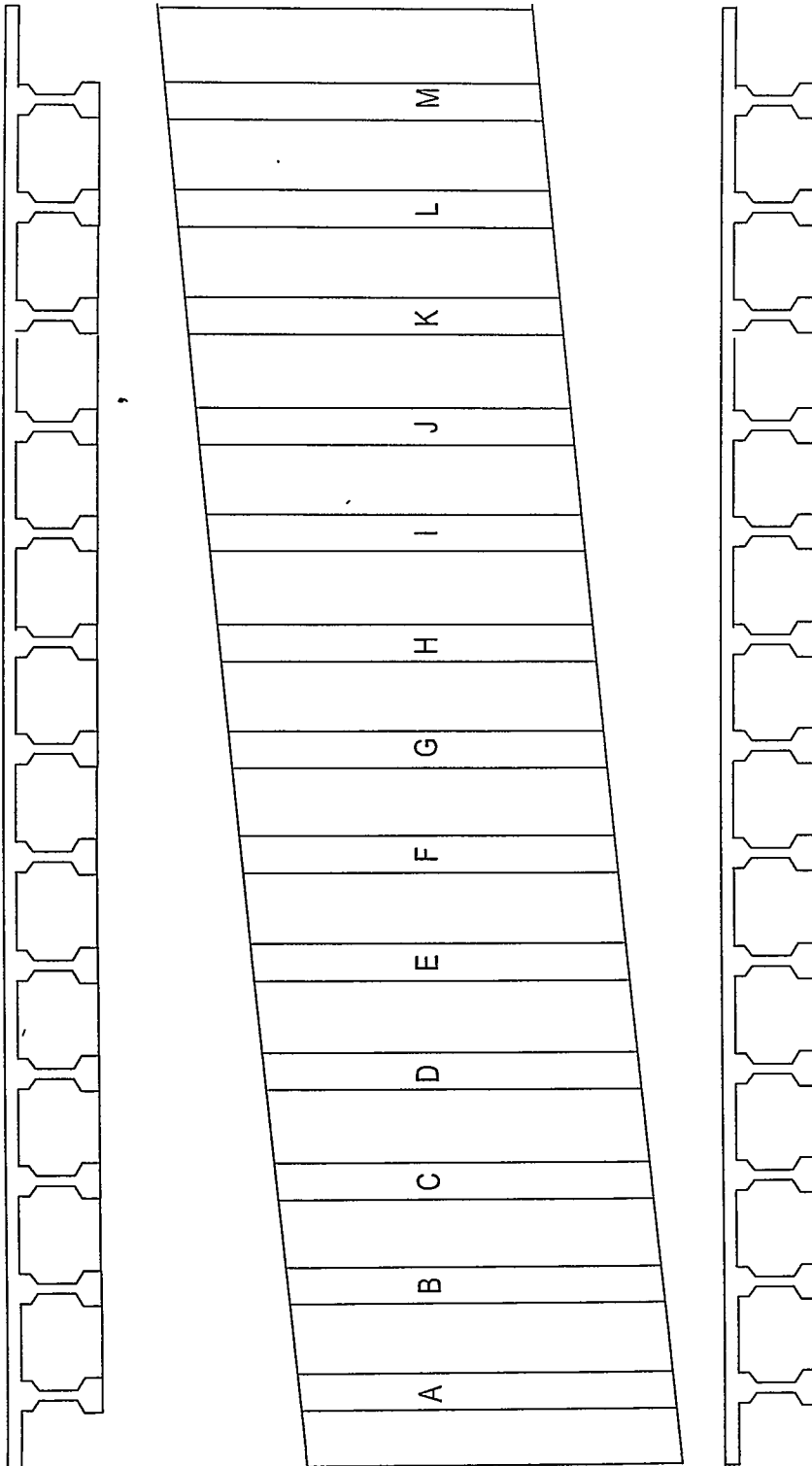


ELEMENT	RATING	COMMENTS
BOTTOM DECK	<u>G</u> F P C	
CONC. I BEAM	<u>G</u> F P C	
A --- <u>H</u>	G F P C	
	G F P C	
BACKWALLS	G F P C	
DIA.	<u>G</u> F P C	



Bridge No. 79 - 140 - 5.01  
5.09 RT.

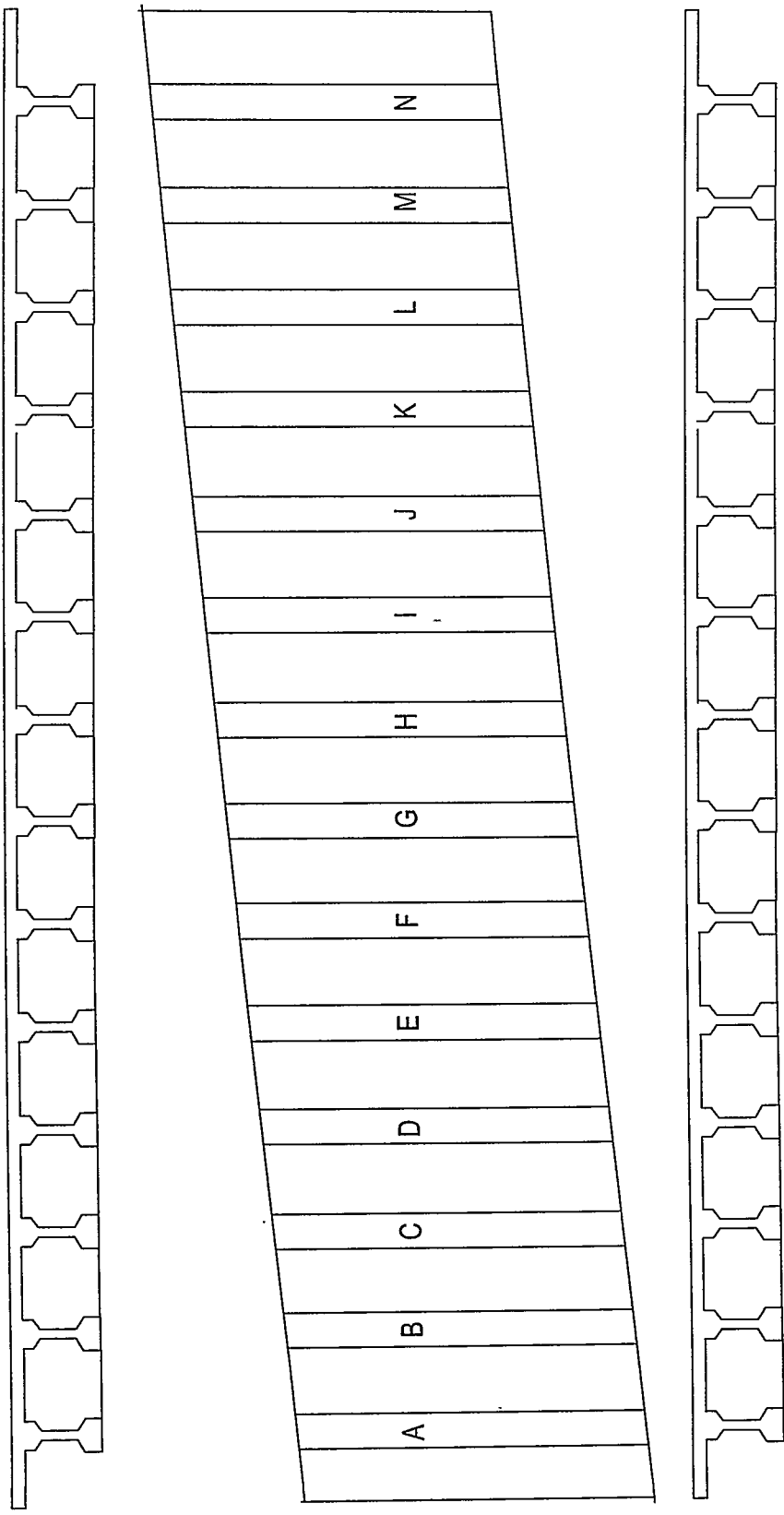
SKEW 60° RT Span No. 5



ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM	G F P C	
A --- M	G F P C	
BACKWALLS	G F P C	
DIA.	G F P C	

Bridge No. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

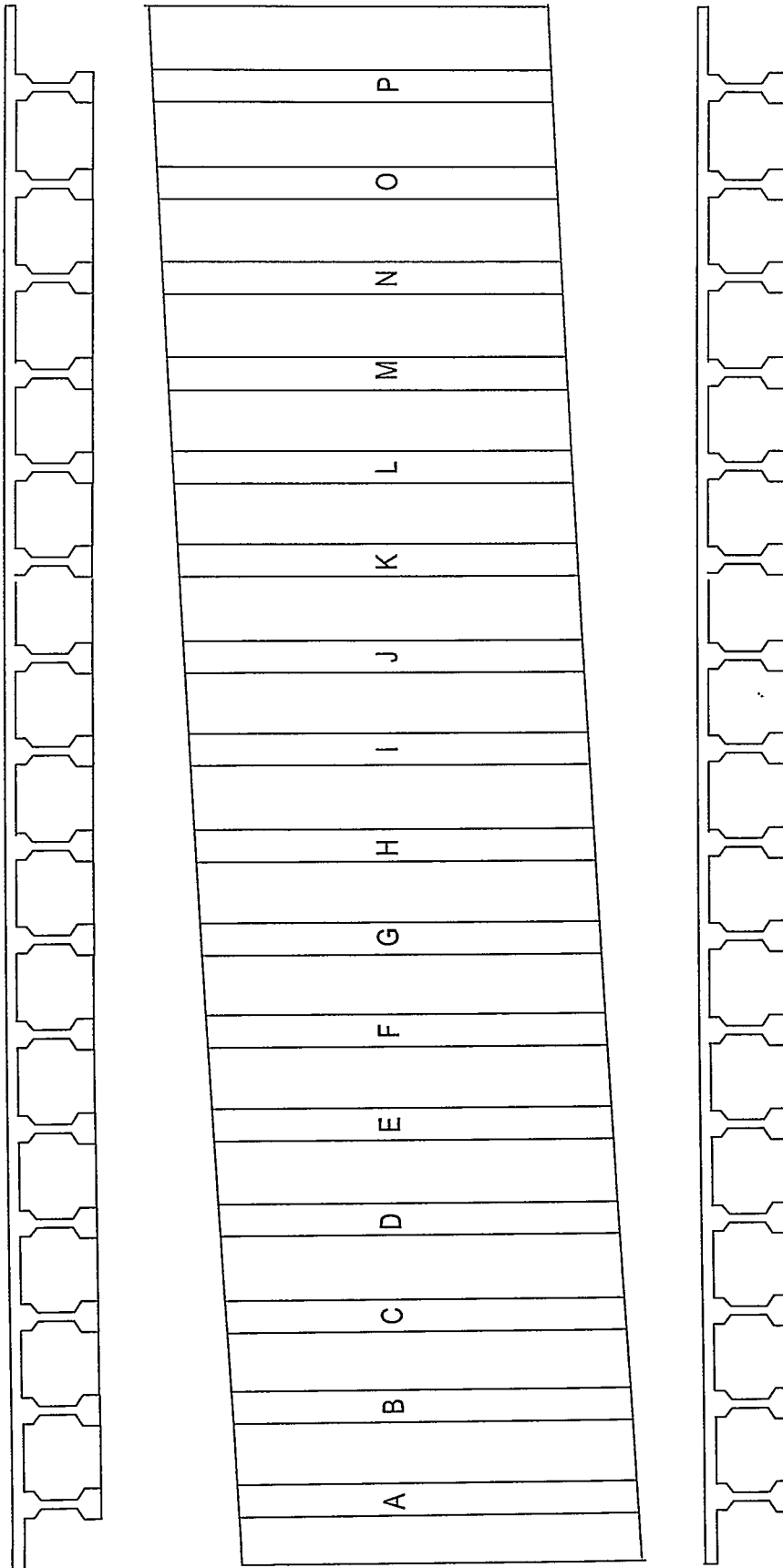
SKEW 60° RT Span No. 6



ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM	G F P C	
A --- N	G F P C	
BAGGAGES	G F P C	
DIA.	G F P C	

Bridge No. 79 - 140 - <sup>5.01</sup>509 RT.

SKEW 60 RT Span No. 7

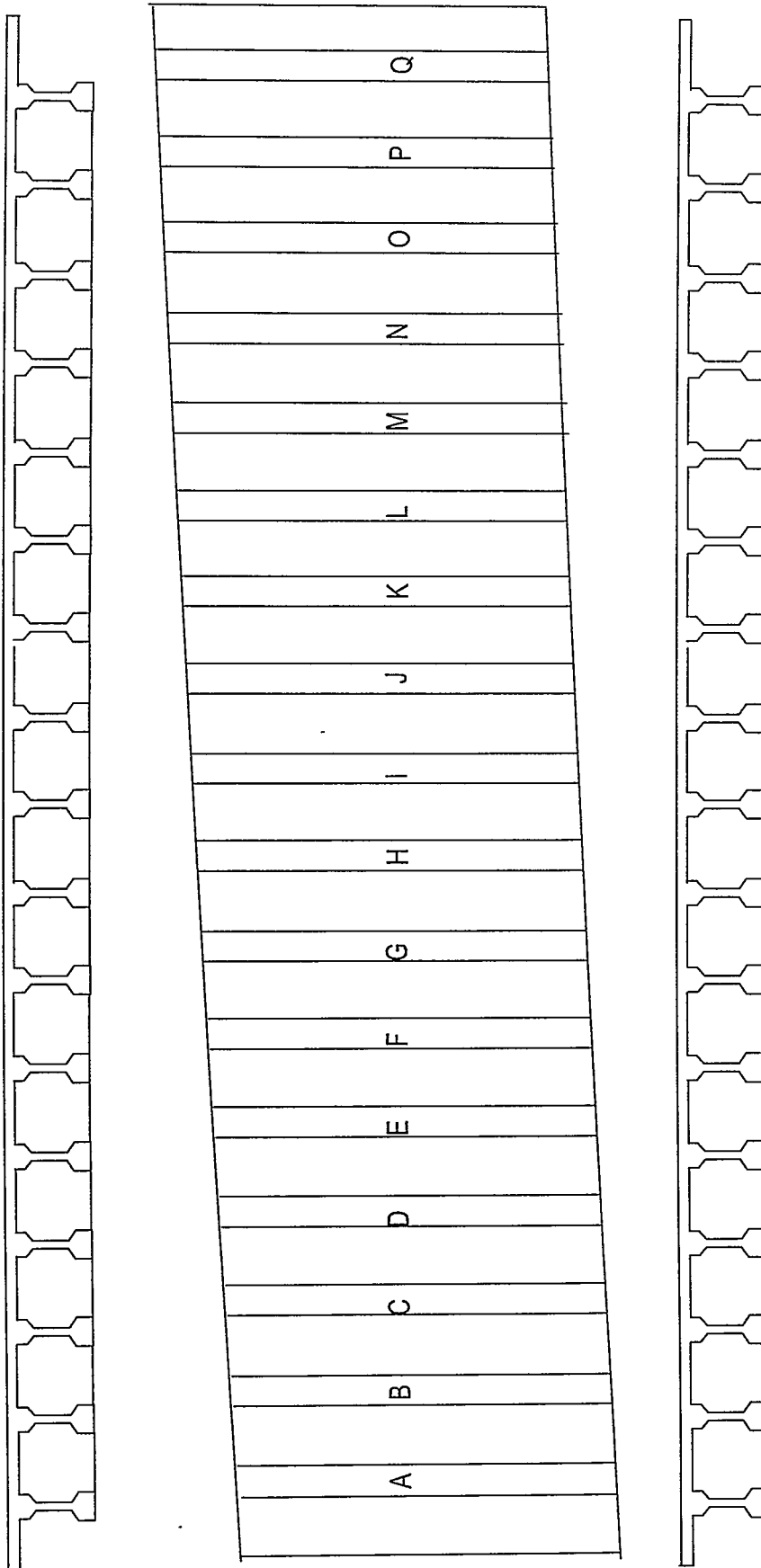


ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM	G F P C	
A --- P	G F P C	
<del>BACKWALLS</del>	G F P C	
DIA.	G F P C	



Bridge No. 79 -140 - <sup>5.01</sup>~~5.09~~ RT.

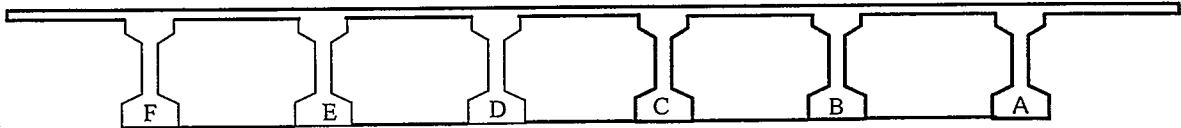
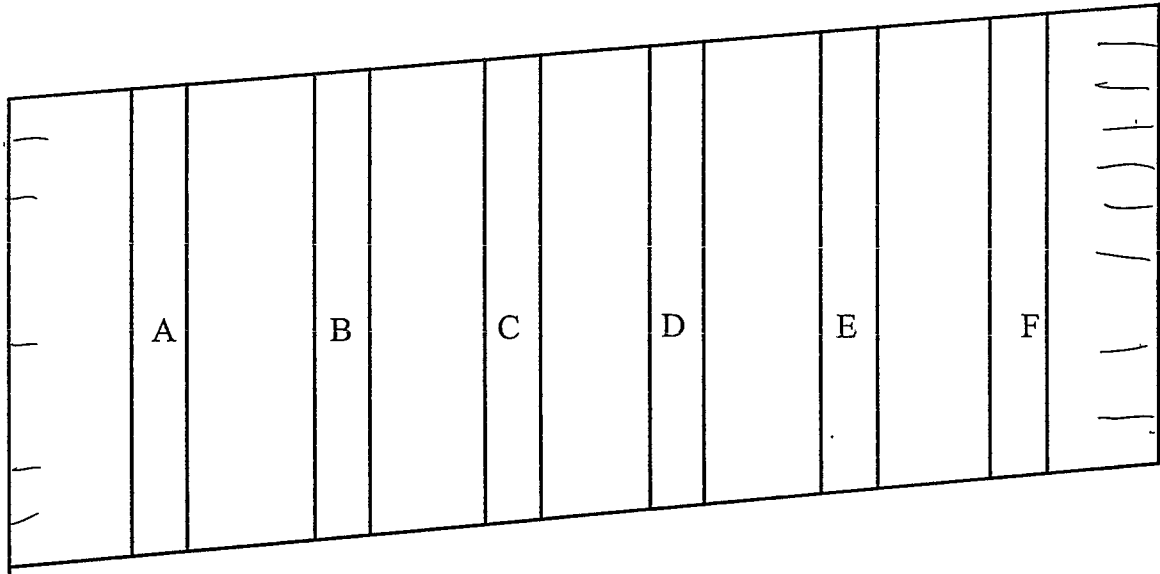
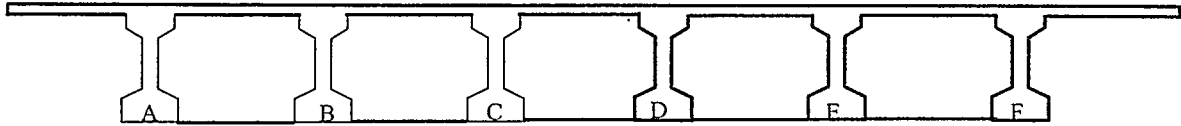
SKEW 60° RT Span No. 8



ELEMENT	RATING	COMMENTS
BOTTOM DECK	(G) F P C	
CONC. I BEAM	(G) F P C	
A --- Q	G F P C	
	G F P C	
	G F P C	
← BACKWALLS	G F P C	
DIA.	(G) F P C	

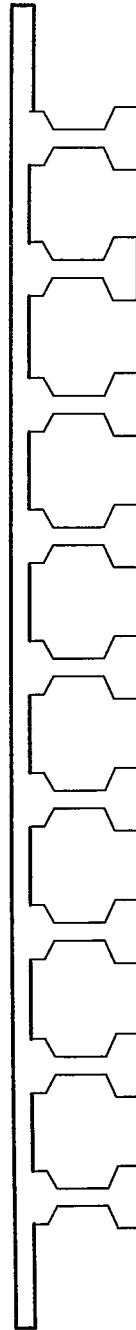
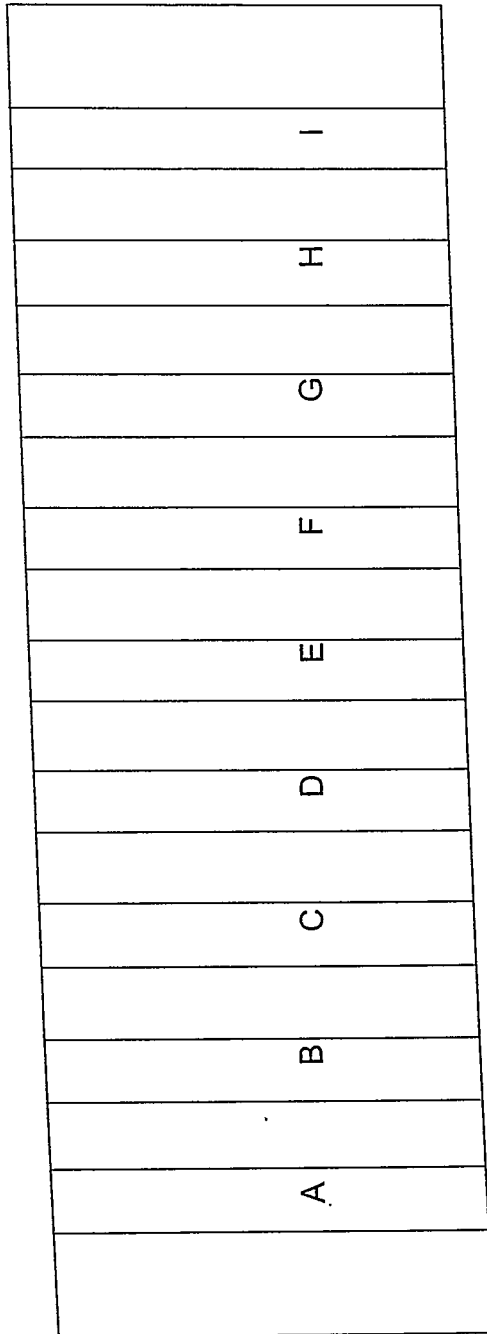
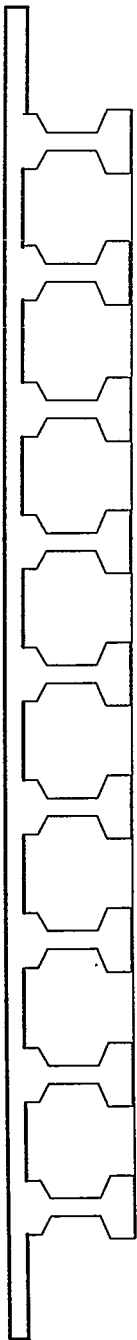
BR. NO. 79 - I 40 - <sup>5.01</sup>~~509~~ RT.

60° RT SPAN NO. 9-A



ELEMENT	RATING	COMMENT
BOTTOM DECK	(G) F P C	hairline cracks
IBeam A -	(G) F P C G F P C G F P C	
BACKWALLS	G F P C	
DIA.	(G) F P C	--

SKEW RIL 60° RT Span No. 9B

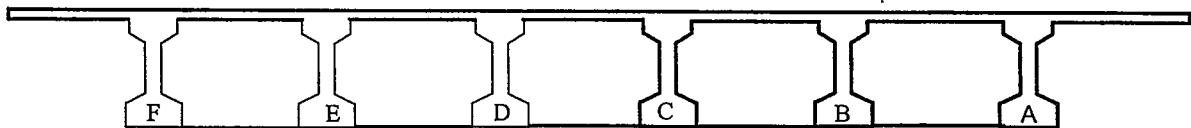
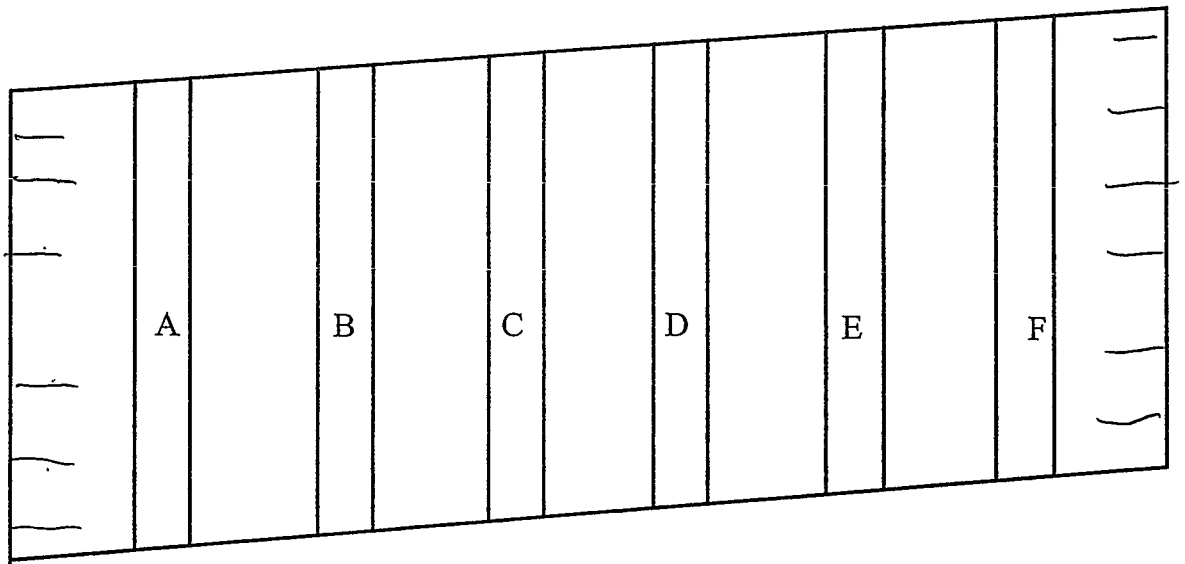
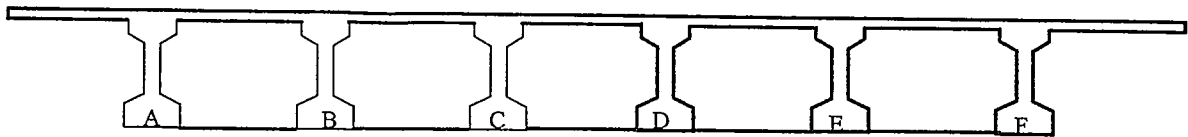


ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM		
A --- I	G F P C	
	G F P C	
	G F P C	
	G F P C	
<del>BACKWALLS</del>		
DIA.	G F P C	



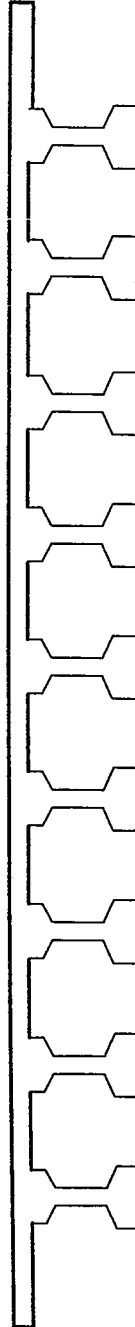
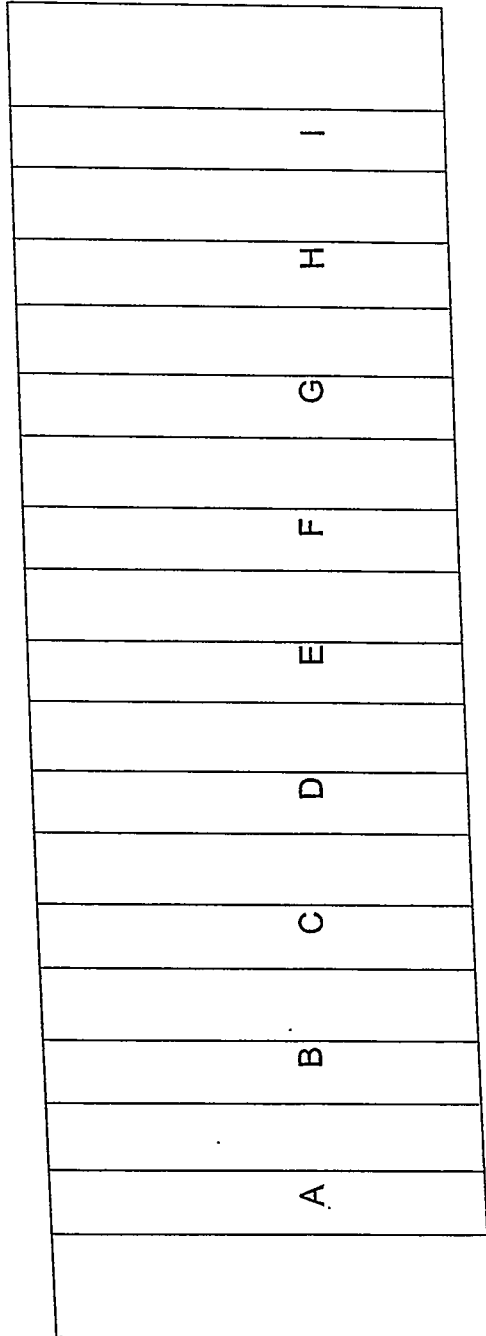
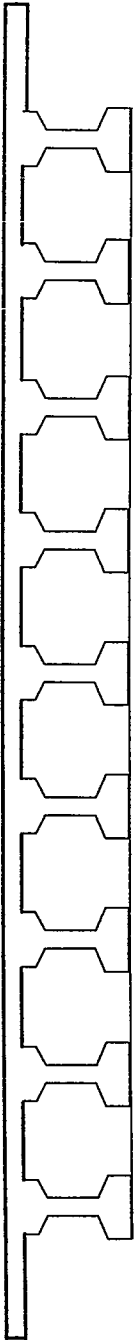
BR. NO. 79 - I 40 - <sup>5.01</sup>~~5.09~~ RT.

60° RT SPAN NO. 10-A



ELEMENT	RATING	COMMENT
BOTTOM DECK	(G) F P C	hairline cracks
IBeam A - F	(G) F P C G F P C G F P C	
<del>BACKWALLS</del>	G F P C	
DIA.	(G) F P C	

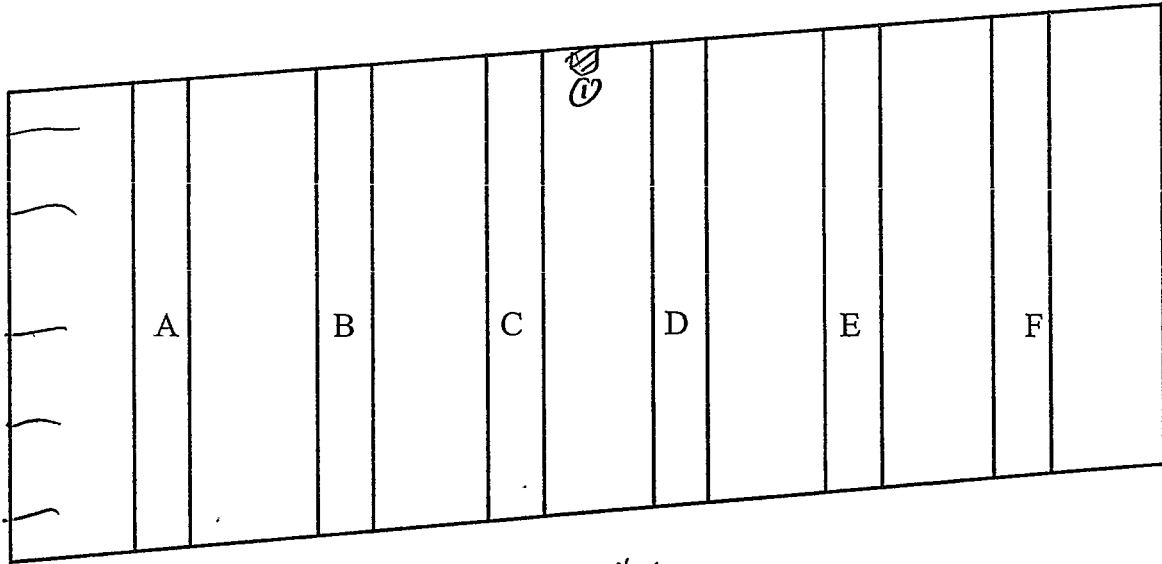
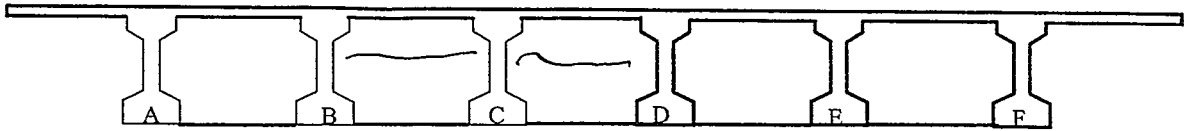
SKEW R/L 60RT Span No. 10B



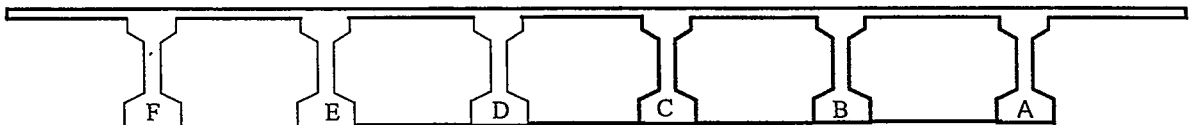
ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	
CONC. I BEAM		
A --- I	G F P C	
	G F P C	
	G F P C	
	G F P C	
BACKWALLS	G F P C	
DIA.		

BR. NO. 79 - I 40 - <sup>5.01</sup>~~509~~ RT.

60° RT SPAN NO. 11-A



① spalling to steel 30" wide 12" long 2" deep

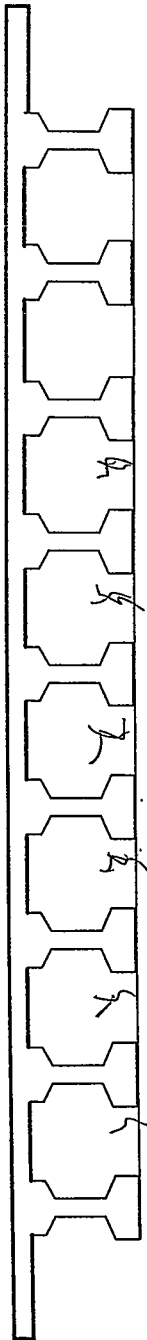


ELEMENT	RATING	COMMENT
BOTTOM DECK	G <u>F</u> P C	
IBeam A - F	<u>G</u> F P C G F P C G F P C	
BACKWALLS	<u>G</u> F P C	hairline cracks
DIA.	<u>G</u> F P C	



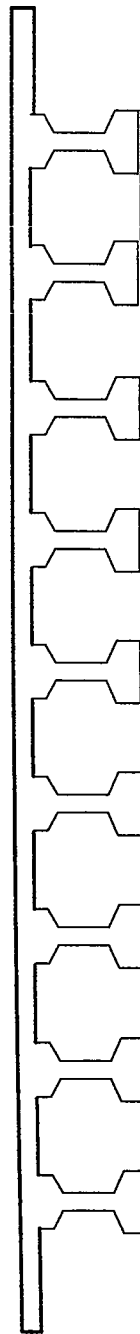
Bridge No. 79 - 140 - <sup>5.01</sup>~~509~~ RT

SKEW R/L 60 RT Span No. 11-B

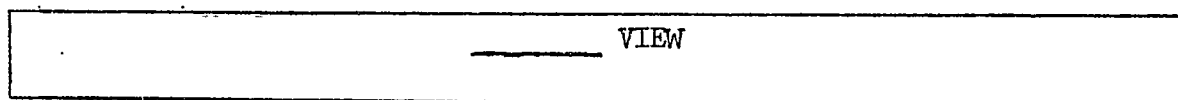
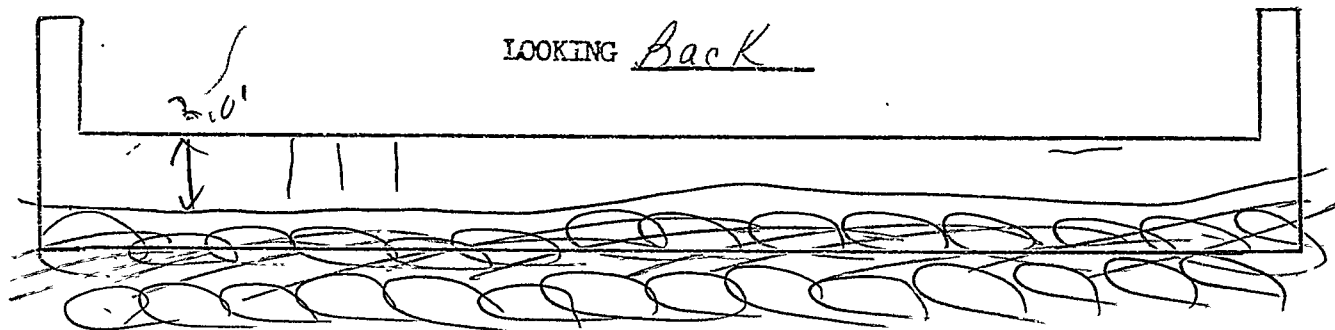


42

A	B	C	D	E	F	G	H	I
---	---	---	---	---	---	---	---	---



ELEMENT	RATING	COMMENTS
BOTTOM DECK	(G) F P C	ALL CRACKS W/ EPP
CONC. I BEAM	(G) F P C	
A --- I	(G) F P C	
BACKWALLS	(G) F P C	ALL CRACKS & EPP
DIA.	(G) F P C	

BRIDGE NO 79 T-40 S.O.I.RABUT. NO. 1  
RT

ELEMENT

RATING

COMMENT

BEARING

G F P C

CAP

G F P C

WINGS

G F P C

EMBANKMENT

G F P C

~~EMBANKMENT~~ Rip Rap G F P C

VEG.

G F P C

G-Q.

G F P C

HL cracks left

1 connection at beam "D" broken

BR. NO. 79 I-40 5.01 R

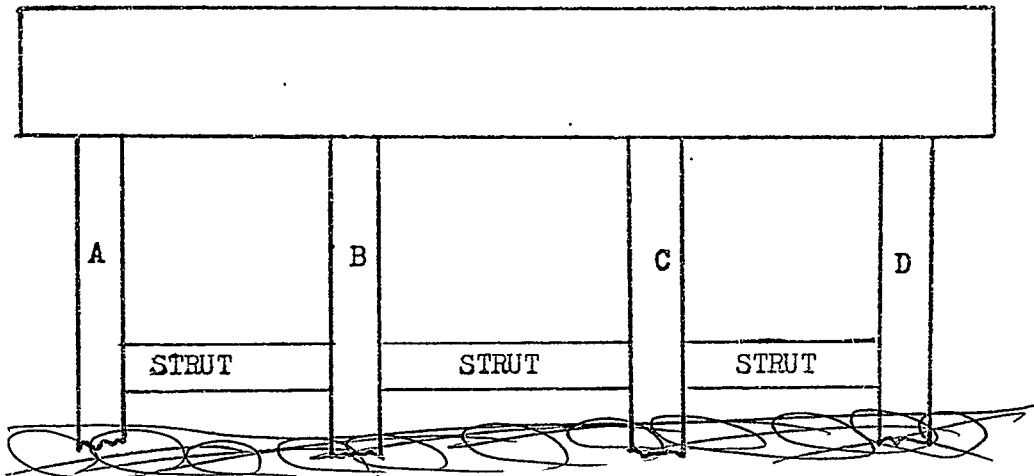
SK. 60° Rt

BENT NO. 1

TOP OF CAP TO TOP OF STRUT: 17.4'

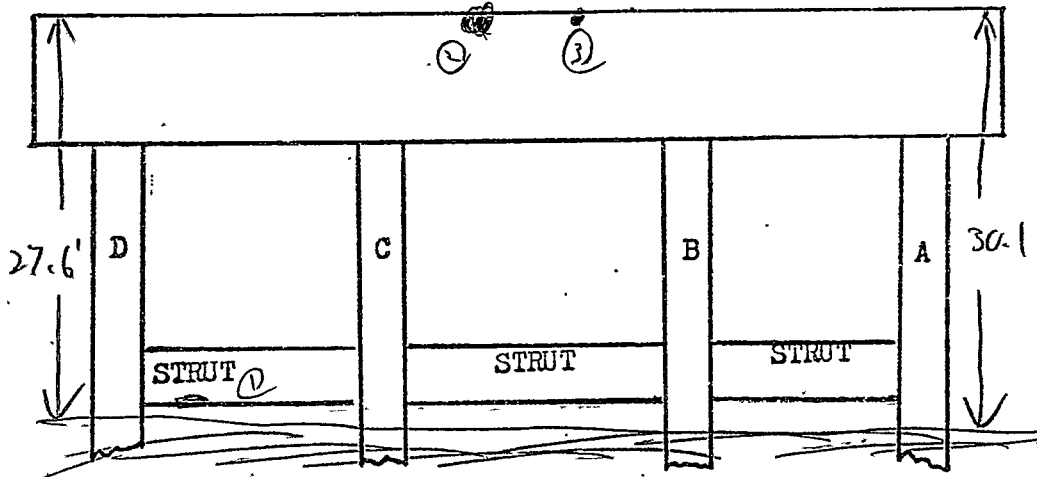
FRONT VIEW

END VIEW



REAR VIEW

END VIEW



ELEMENT

RATING

COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

See ②, ③

PILING

A

(G) F P C

Column

B

(G) F P C

C

(G) F P C

D

(G) F P C

STRUT

(G) F P C

① Imp. Spall 10" W x 5" L x 1" H

② Damage 1' dia x 2" D ③ Damage 6" W x 4" H



BR. NO. 79 I-40 S.O.I.R

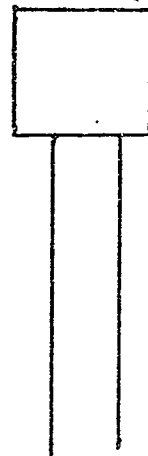
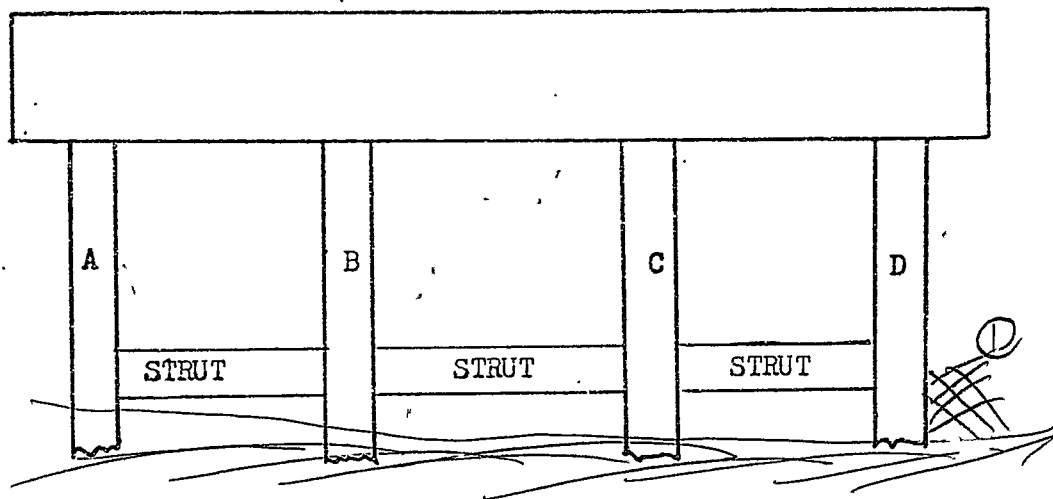
SK. 60° RT

BENT NO. 2

TOP OF CAP TO TOP OF STRUT: 26.0 FT

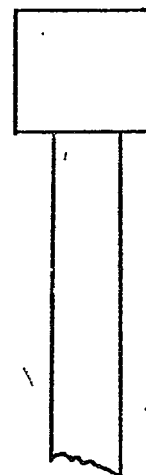
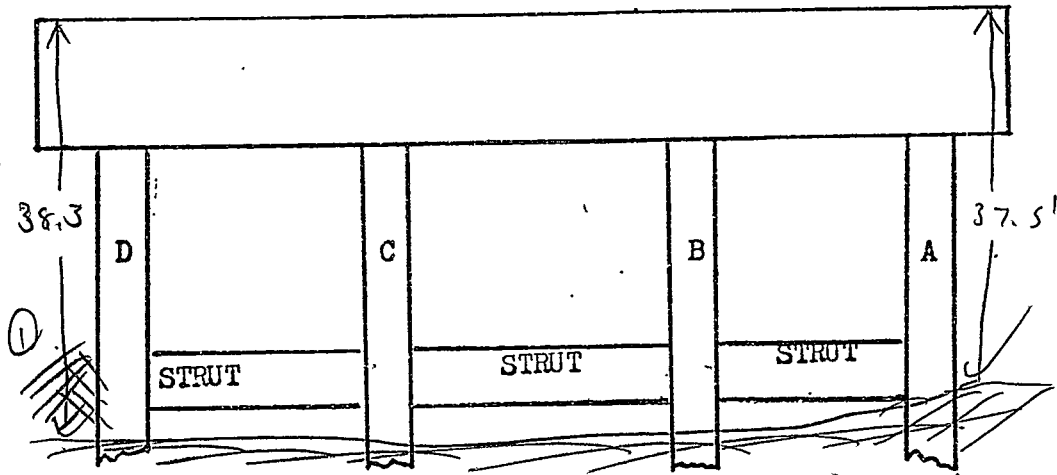
FRONT VIEW

END VIEW



REAR VIEW

END VIEW



ELEMENT

RATING

COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

~~PIILING~~

A

(G) F P C

Column

B

(G) F P C

C

(G) F P C

D

(G) F P C

STRUT

(G) F P C

Drift

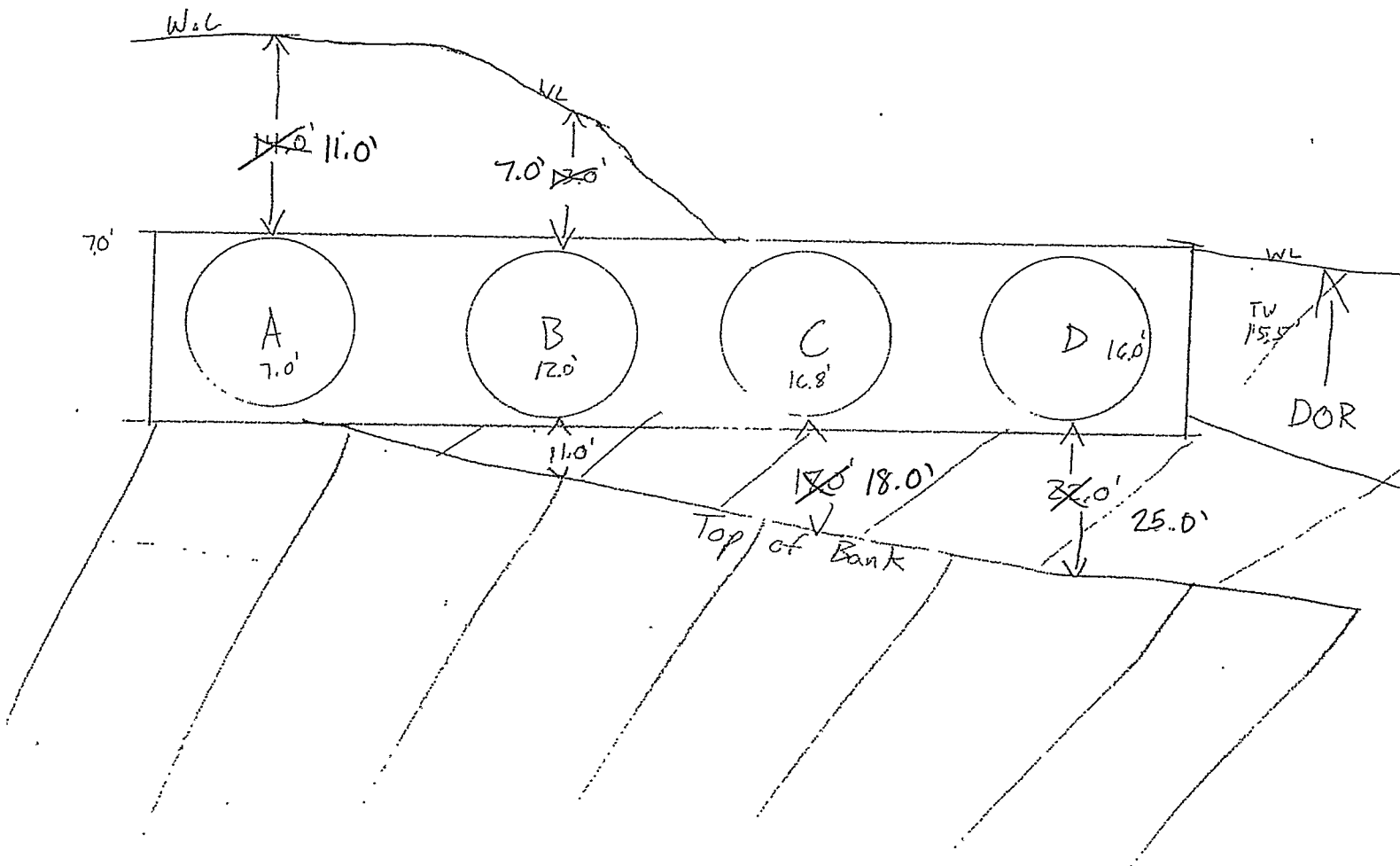
(G) F P C

① Drift, see scan sheet  
for measurements

8/31/22 JE

Bent # 2

Top of Bank = 29' elevation



BRIDGE NO.: 79I0040005979 I0040 0501 R

DATE: \_\_\_\_\_

Co.: \_\_\_\_\_ Route \_\_\_\_\_ LogMile: \_\_\_\_\_ L/R \_\_\_\_\_

TOTAL HEIGHT

(Top of Cap to Bottom of Ftg)

55.8'

FOOTING THICKNESS (T)

4.5'

TOP OF CAP TO TOP OF FTG

49.7'

TOP OF CAP TO TOP OF WATER

42.7'

WATER DEPTH TO TOP OF FTG: \_\_\_\_\_

~~PIER~~ PIER NO. 2

SCOUR:

(G) (F) P Cexposure  
within 5'

DRIFT

G (F) P Cof top of  
footing

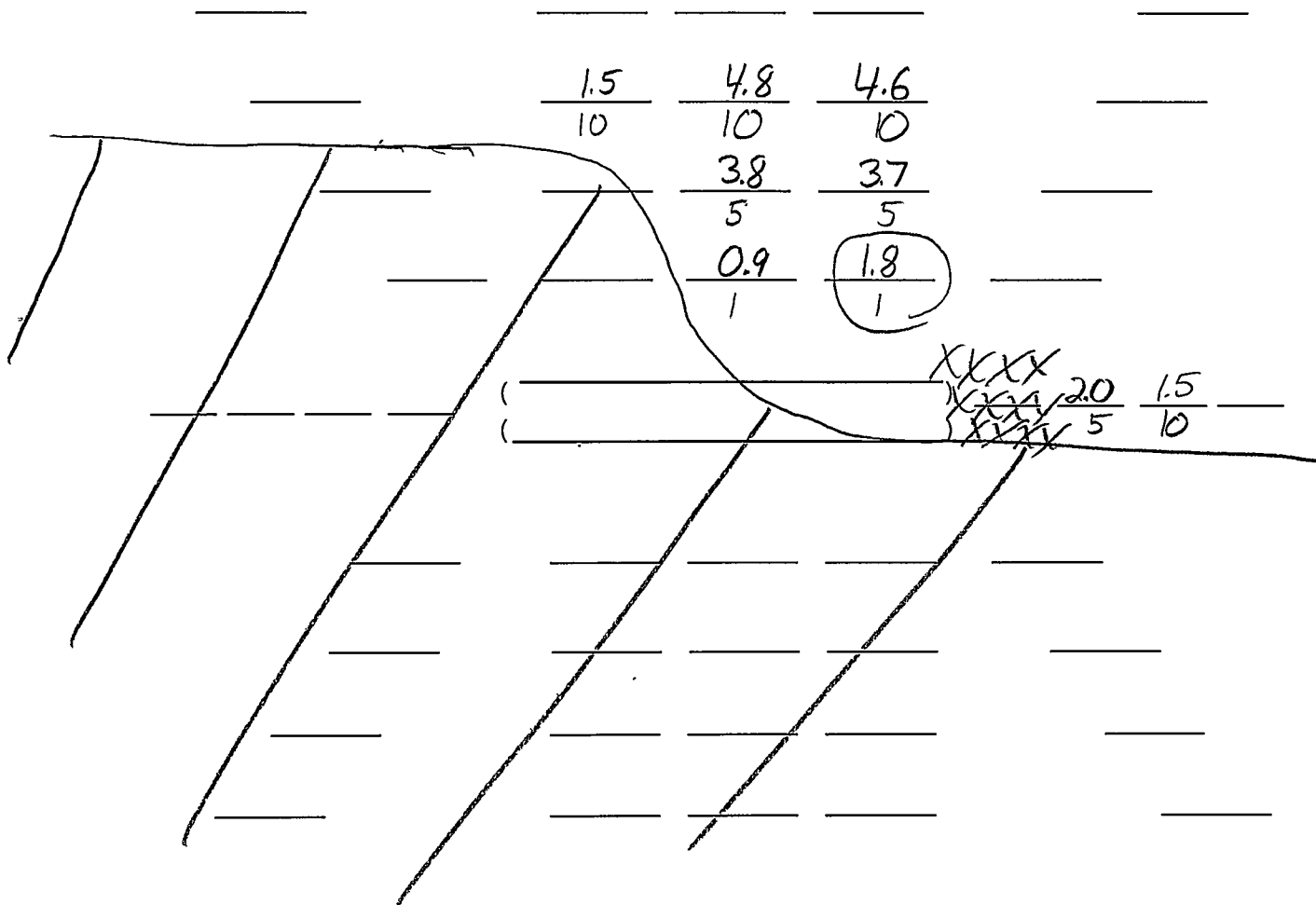
MAXIMUM EXPOSURE

44.5' @ 1'

DEPTH

DISTANCE

Drift 8'x4'wX6'h

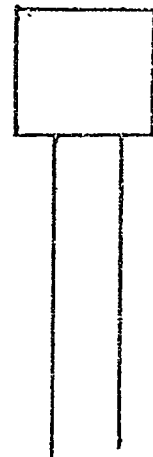
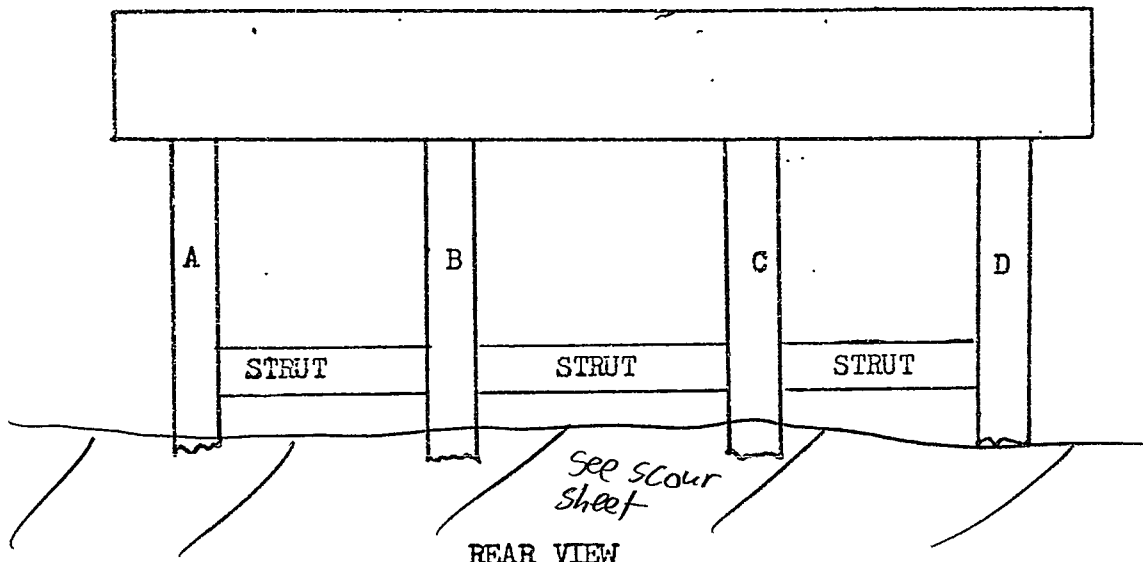
←  
DIRECTION OF FLOW



BR. NO. 79 I-410 S.O. RT SK. 60° LtBENT NO. 3TOP OF CAP TO TOP OF STRUT: 28.6'

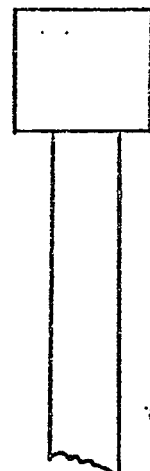
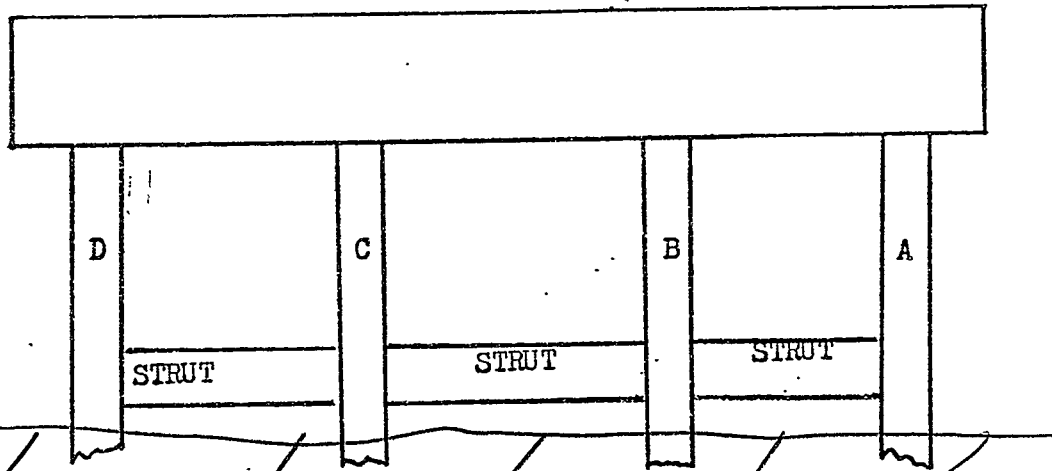
FRONT VIEW

END VIEW



REAR VIEW

END VIEW



ELEMENT - RATING COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

PILING

A

(G) F P C

B

(G) F P C

C

(G) F P C

D

(G) F P C

STRUT

(G) F P C

BRIDGE NO.: 79I00400059

79 I0040 0501 R

DATE: \_\_\_\_\_

Co.: \_\_\_\_\_ Route \_\_\_\_\_ LogMile: L/R \_\_\_\_\_

TOTAL HEIGHT  
(Top of Cap to Bottom of Ftg)

61.5'

~~55.4'~~ PIER NO. 3

FOOTING THICKNESS (T)

4.5'

SCOUR: (G) F P C

TOP OF CAP TO TOP OF FTG

55.4' 6

DRIFT G F (P) C

TOP OF CAP TO TOP OF WATER

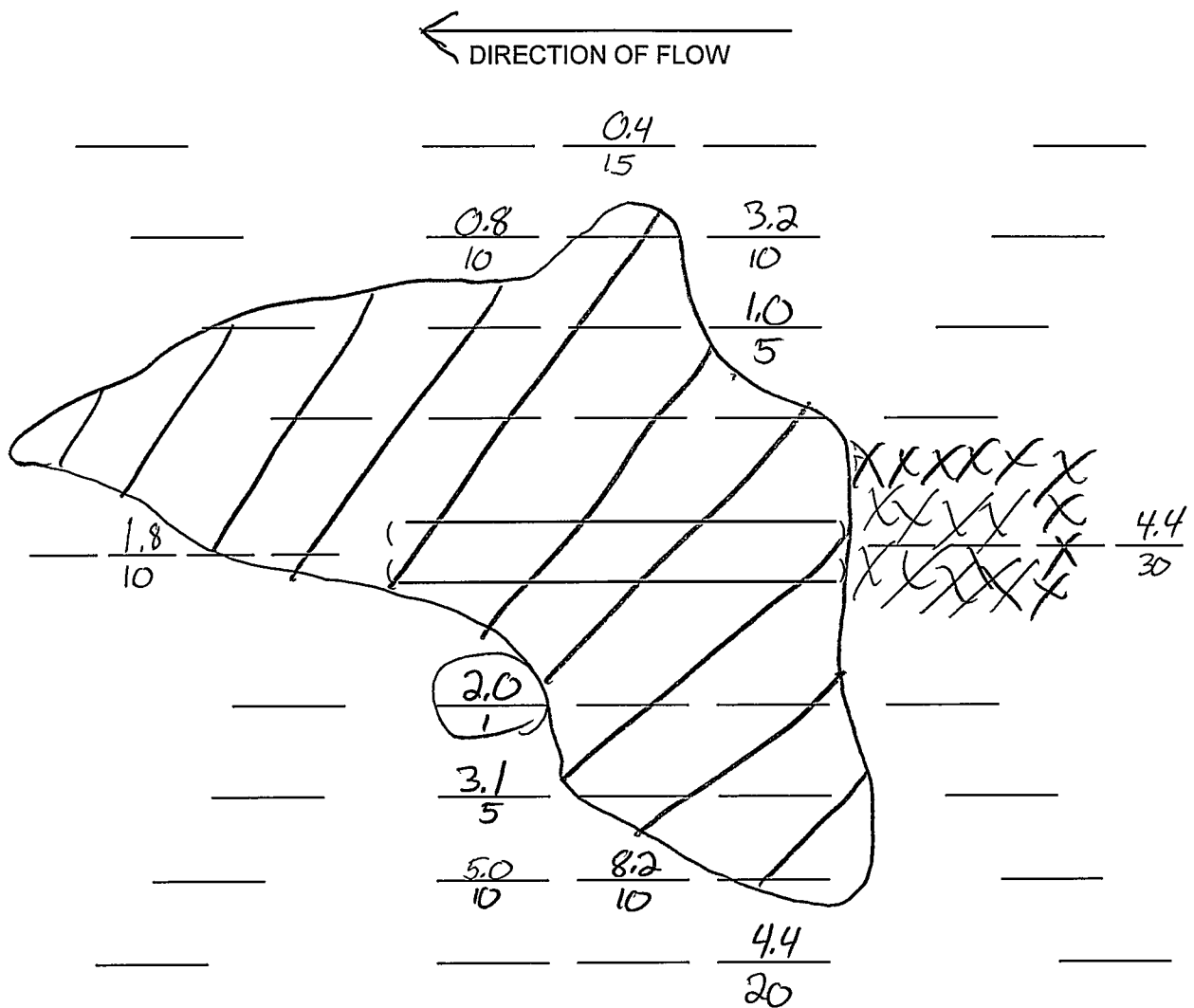
42.7

MAXIMUM EXPOSURE 44.7'

WATER DEPTH TO TOP OF FTG: \_\_\_\_\_

Drift 60'w X 10'L X 8'H

DEPTH  
DISTANCE



BRIDGE NO. 79100400059

5.01 R  
79 10040 0509 R  
Co.: Route LogMile L/R

DATE: \_\_\_\_\_

TOTAL HEIGHT \_\_\_\_\_  
(Top of Cap to Bottom of Ftg)

BENT/PIER NO. 2-6

FOOTING THICKNESS (T) \_\_\_\_\_

SCOUR: G F P C

TOP OF CAP TO TOP OF FTG \_\_\_\_\_  
(W / FTG @ H=)

DRIFT: G F P C *see Piersheets*

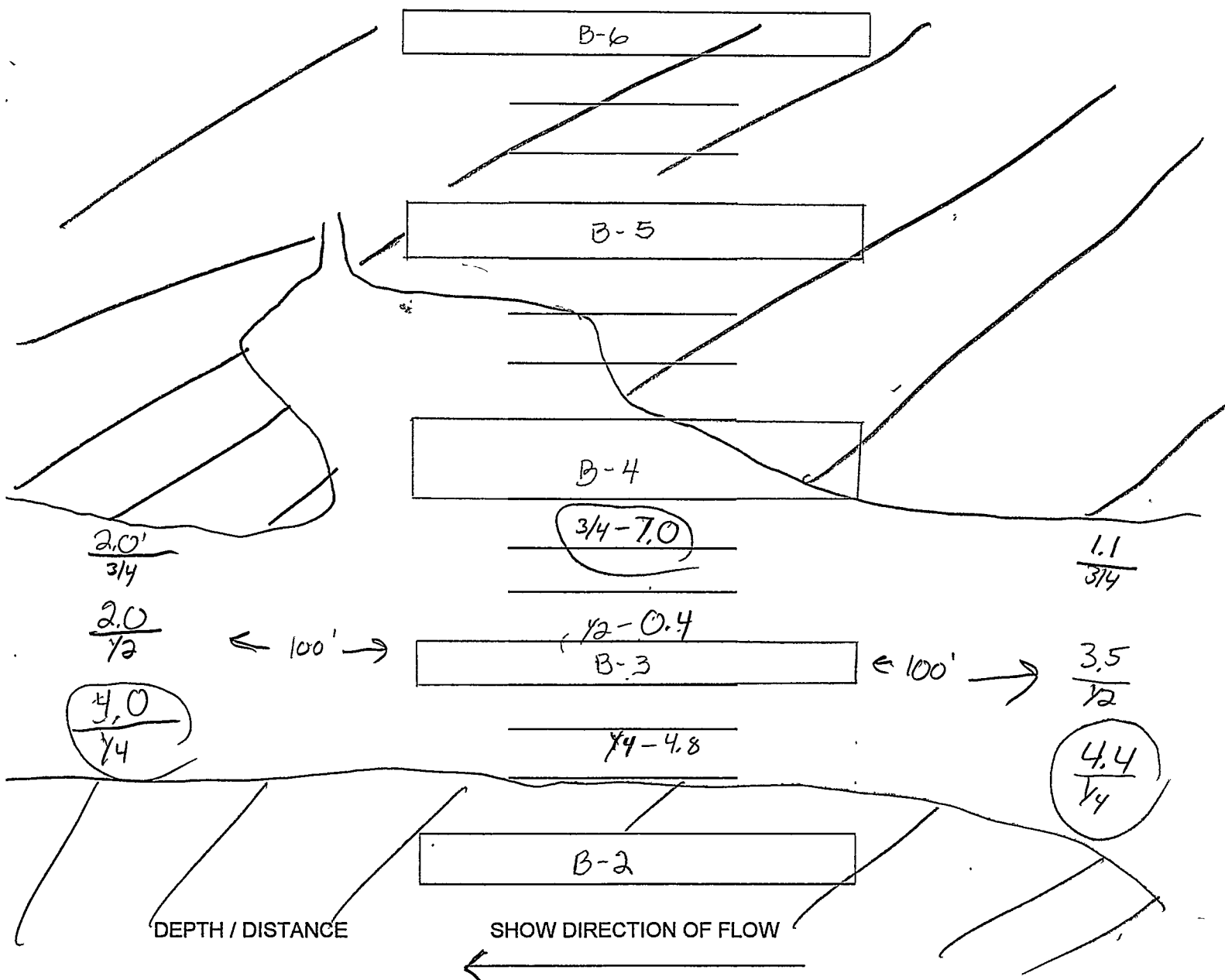
TOP OF CAP TO TOP OF WATER 43.0

MAXIMUM EXPOSURE LS - 47.4'

TS - 50.0'

WATER DEPTH TO TOP OF FTG: \_\_\_\_\_

DS - 47.0'





BRIDGE NO. 79100400059

5.01 R  
79 10040 ~~0509~~ R  
Co.: Route LogMile L/R

DATE: \_\_\_\_\_

TOTAL HEIGHT  
(Top of Cap to Bottom of Ftg)61.6'BENT/PIER NO. 4

FOOTING THICKNESS (T)

3.75

SCOUR: (G) F P C

TOP OF CAP TO TOP OF FTG

56.1 - 9.2

DRIFT G F (P) C

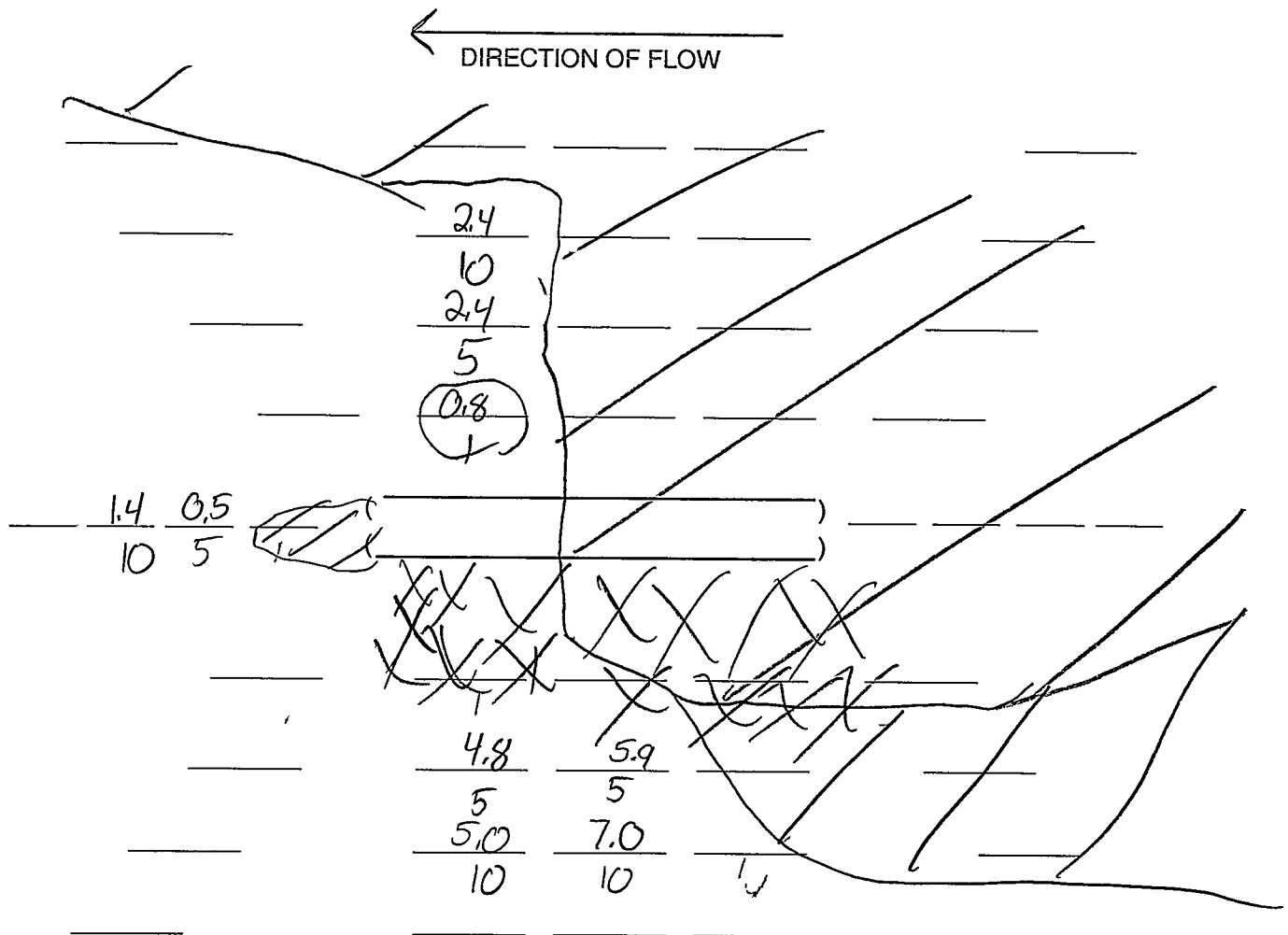
TOP OF CAP TO TOP OF WATER

43.2MAXIMUM EXPOSURE 44.0@1'  
50.2@10'

WATER DEPTH TO TOP OF FTG: \_\_\_\_\_

DEPTH  
DISTANCE

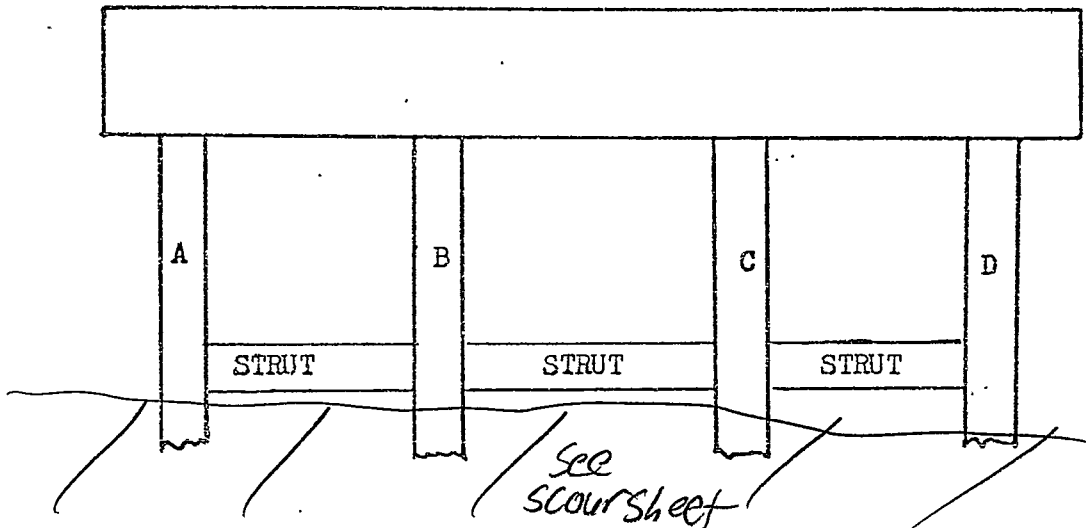
Drift 50'w 5'L 8'H



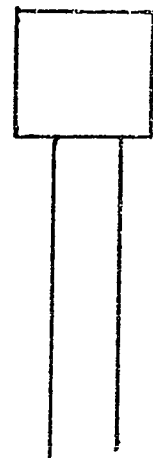
BR. NO. 79 7-40 5.01 RT SK.       

BENT NO. 4

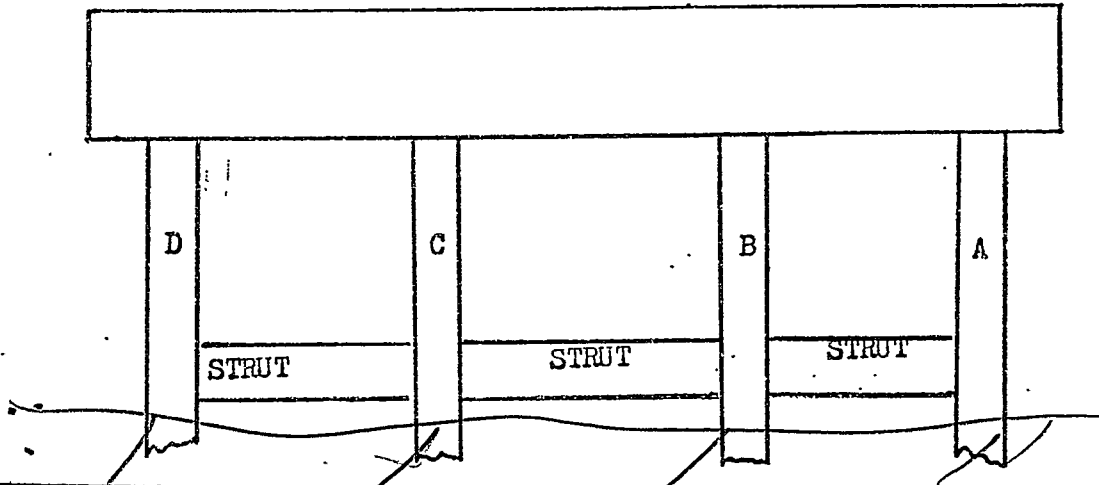
TOP OF CAP TO TOP OF STRUT: 28.9'  
FRONT VIEW



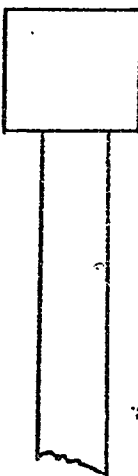
END VIEW



REAR VIEW



END VIEW



ELEMENT	RATING	COMMENT
BEARINGS	G F P C	
CAP	G F P C	
PILING	A G F P C	
	B G F P C	
	C G F P C	
	D G F P C	
STRUT	G F P C	

BEARINGS

G F P C

CAP

G F P C

PILING

A G F P C

B G F P C

C G F P C

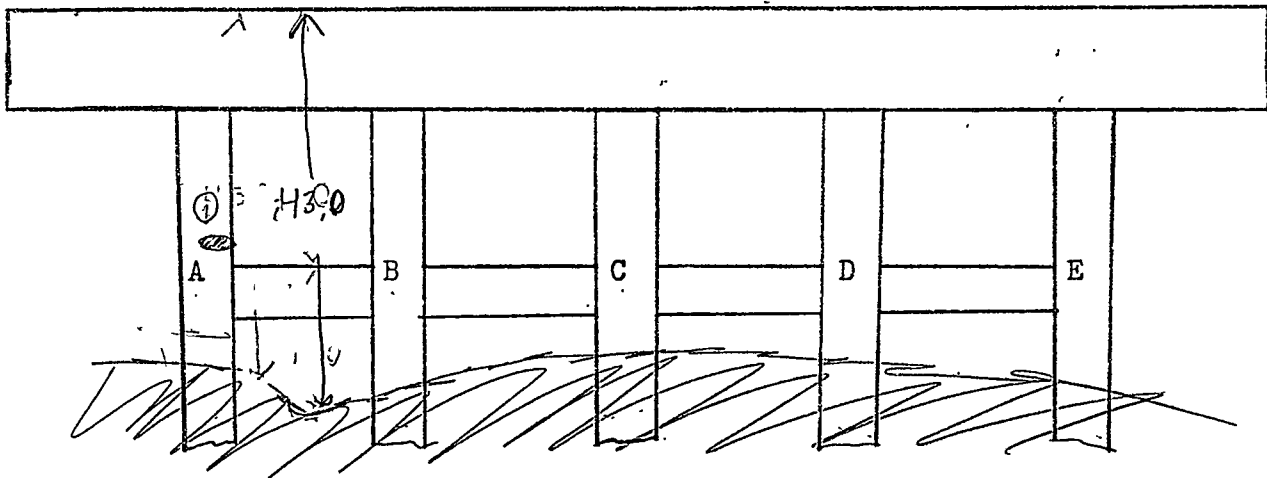
D G F P C

STRUT

G F P C

BRIDGE NO. 79 I-40 5.01 RT  
 TOP OF CAP TO TOP OF STRUT: 29.0'

BENT NO. 5

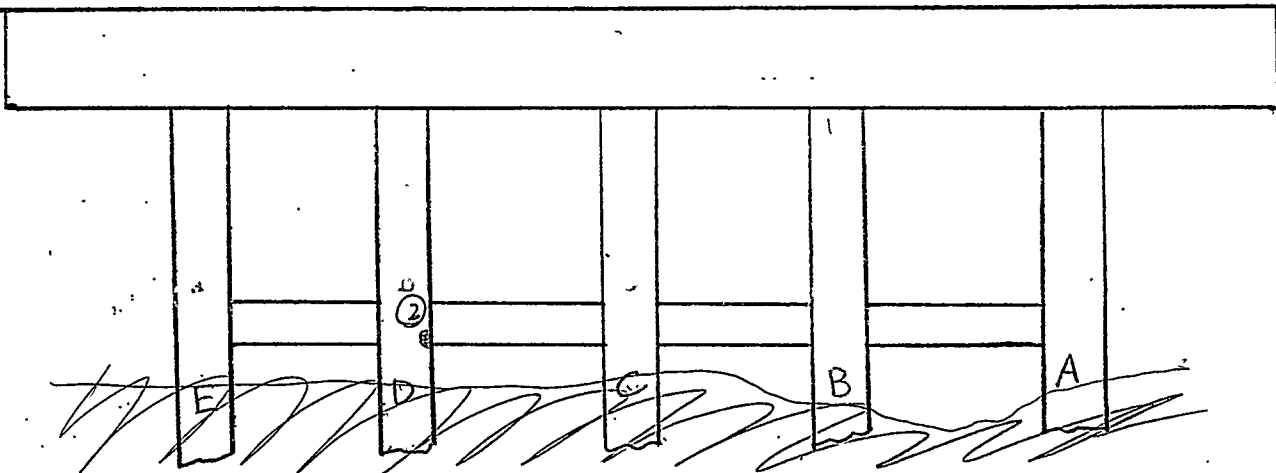


① Abrasion

$$\frac{1.5'}{w} \times \frac{4''}{H} \times \frac{1.5''}{D}$$

② Abrasion

$$\frac{1''}{H} \times \frac{4''}{w} \times \frac{1''}{D}$$

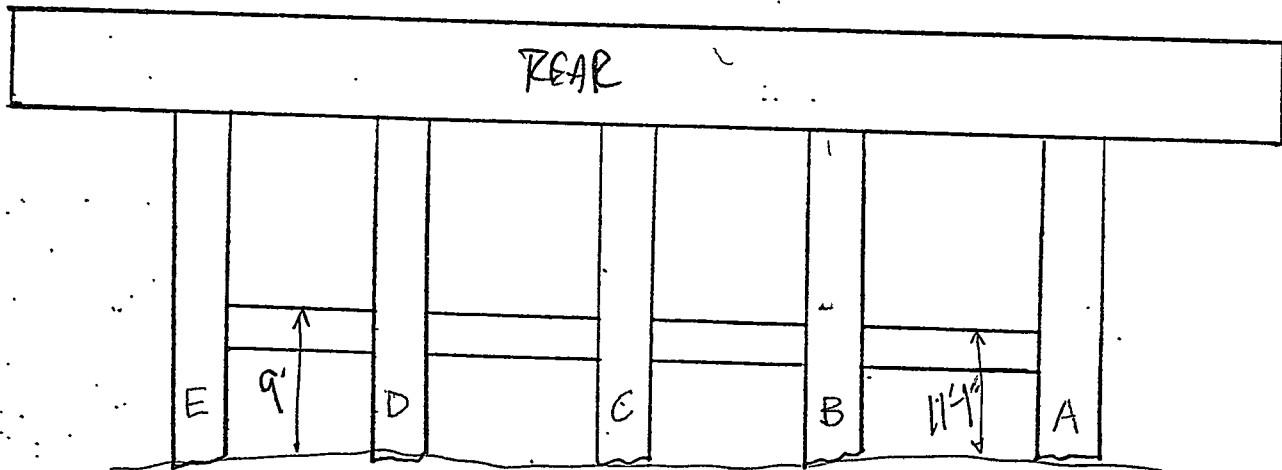
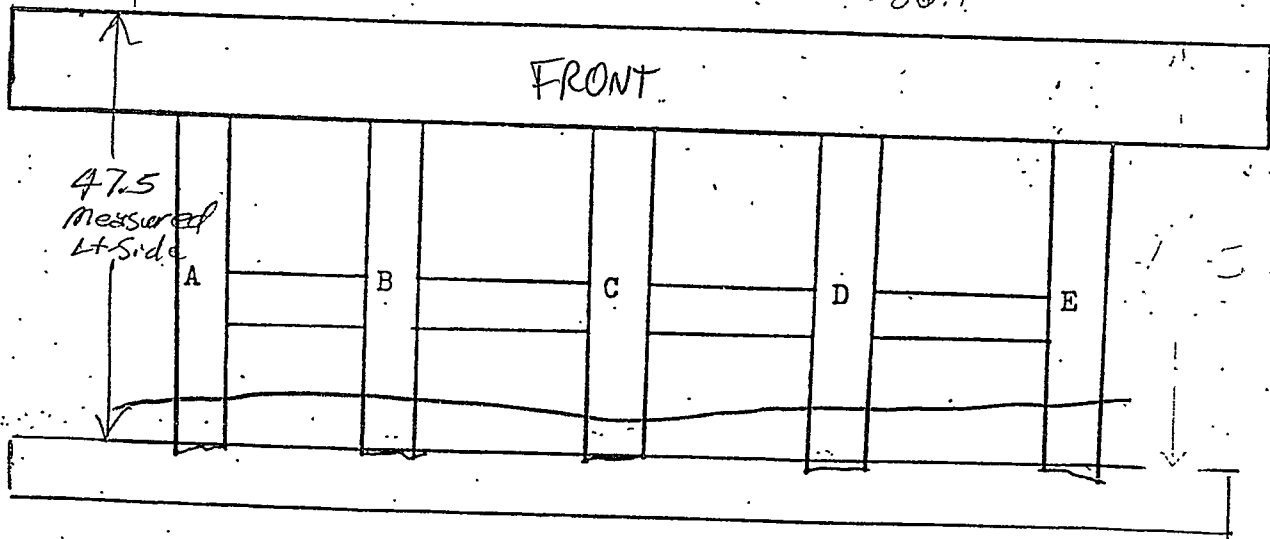


ELEMENT	RATINGS	COMMENT
CAP	G F P C	
COLUMN A-	G F P G	See ①
D	G F P C	See ②
E, C, B	G F P C	
	G F P C	
BEARINGS	G F P C	
STRUTS	G F P C	



BRIDGE NO. 79 I-40 5.01 RT  
 TOP OF CAP. TO TOP OF STRUT: 22.9'

BENT NO. 6



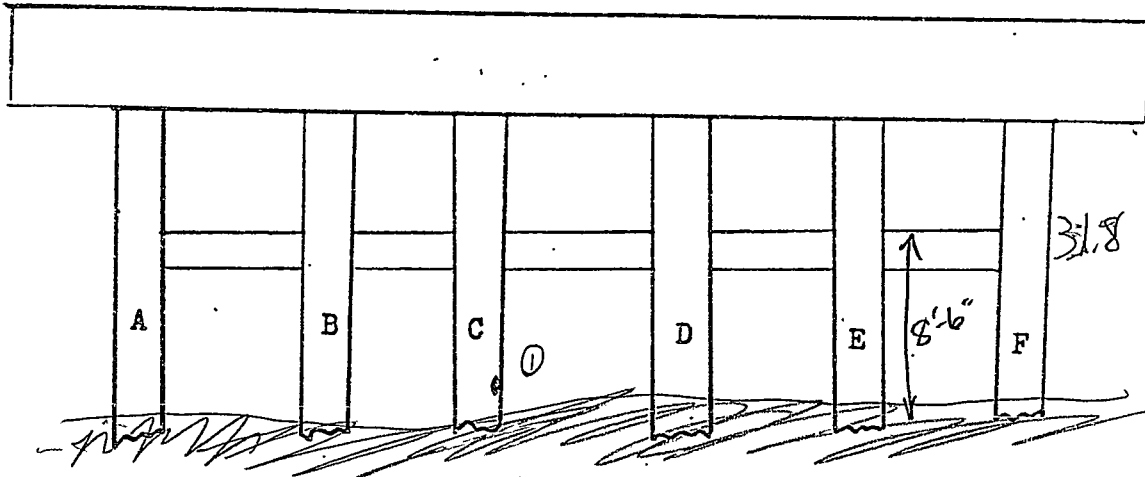
ELEMENT	RATINGS	COMMENT
CAP	(G) F P C	
COLUMN A-	(G) F P C	
<u>B</u>	(G) F P C	
<u>C</u>	(G) F P C	
<u>DEF</u>	(G) F P C	
BEARINGS	(G) F P C	
STRUTS	(G) F P C	

BR. NO. 79 I-40 5.01 <sup>RT</sup> SK.

BENT NO. 7

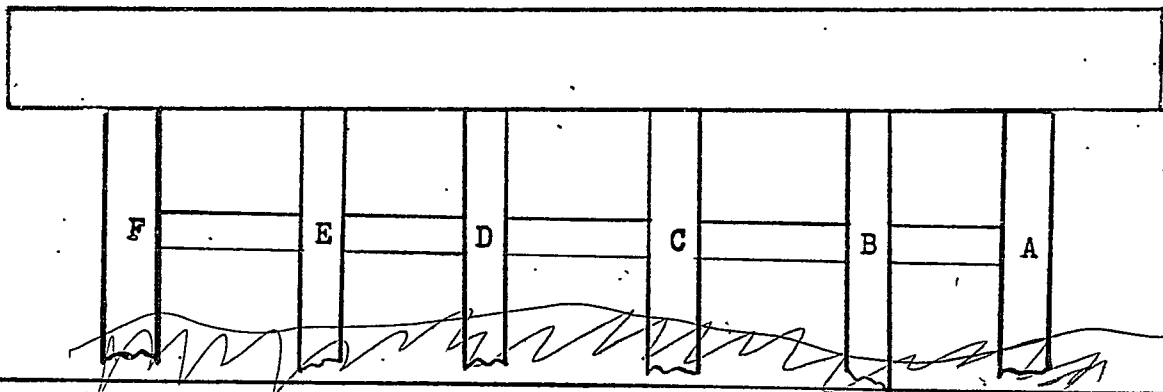
TOP OF CAP TO TOP OF STRUT: 23.2'

FRONT



① Impending spall  
 $\frac{10''}{H} \times \frac{6''}{W} \times \frac{3}{D}$

REAR



ELEMENT

RATING

COMMENT

BEARINGS

G F P C

CAP

G F P C

COLUMNS A

G F P C

B

G F P C

C

G F P C

D

G F P C

E

G F P C

F

G F P C

see ①

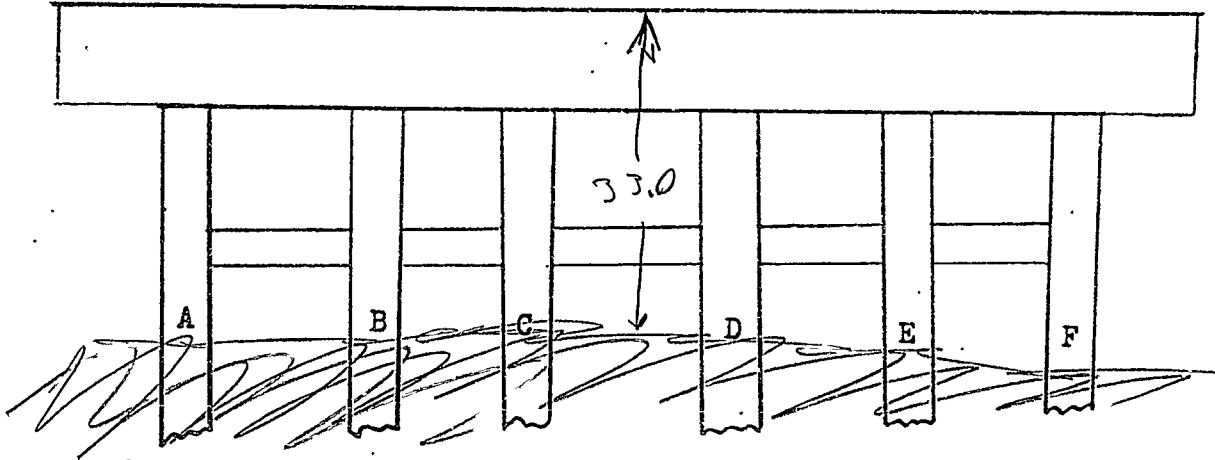
STRUTS

G F P C

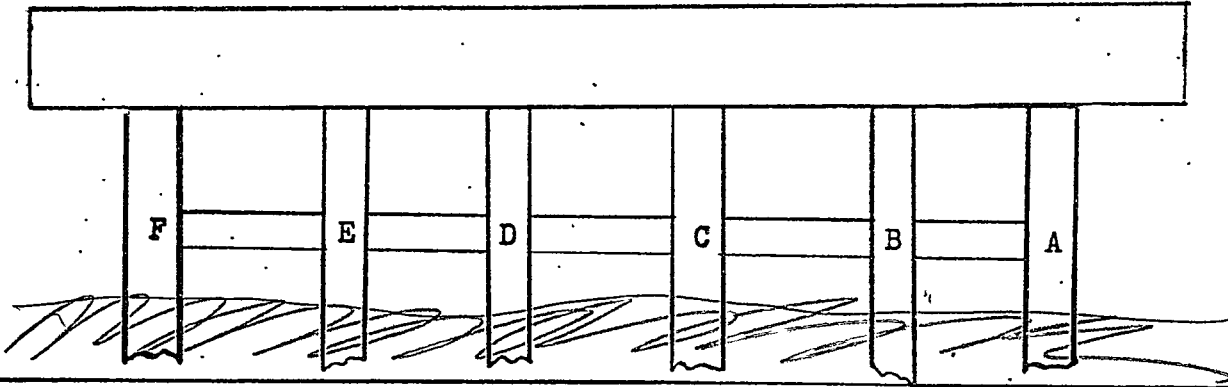
BR. NO. 79 I-40 <sup>RT.</sup> 5.01 SK.      BENT NO. 8

TOP OF CAP TO TOP OF STRUT: 20.8'

FRONT



REAR



ELEMENT

RATING

COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

COLUMNS A

(G) F P C

B

(G) F P C

C

(G) F P C

D

(G) F P C

E

(G) F P C

F

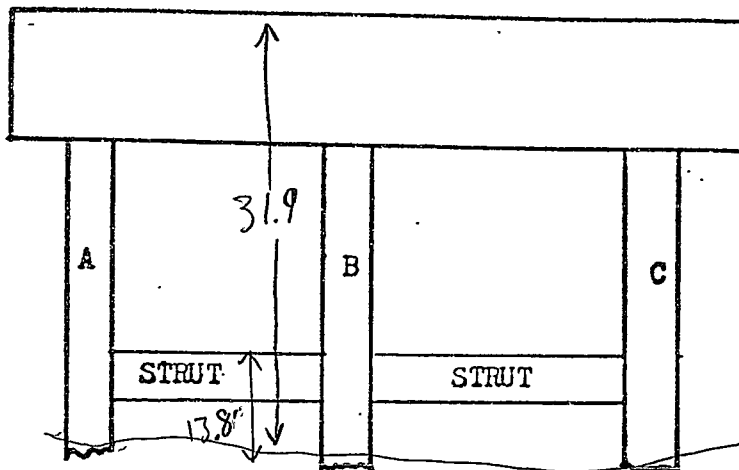
(G) F P C

3 STRUTS

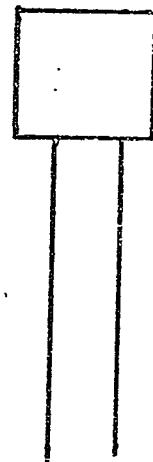
(G) F P C

BR. NO. 79 I-40 S. 51. RT

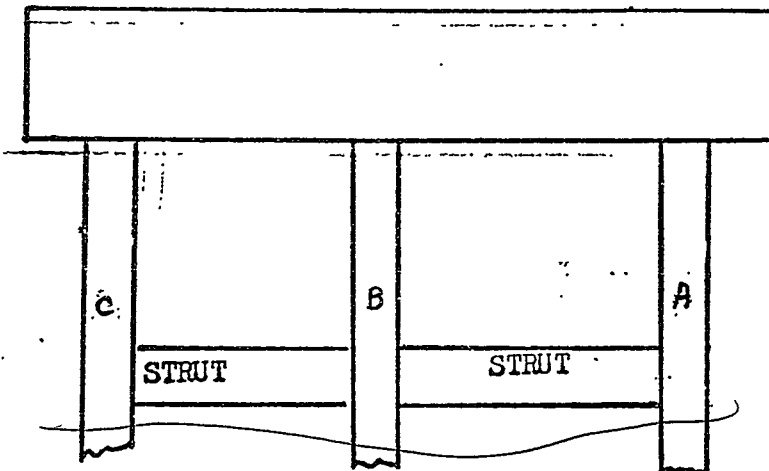
SK. \_\_\_\_\_

BENT NO. 9-ATOP OF CAP TO TOP OF STRUT: 18.1'  
FRONT VIEW

END VIEW



REAR VIEW



END VIEW



ELEMENT	RATING	COMMENT
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BEARINGS

(G) F P C

CAP

(G) F P C

PILING

A (G) F P C

B (G) F P C

C (G) F P C

STRUT

(G) F P C

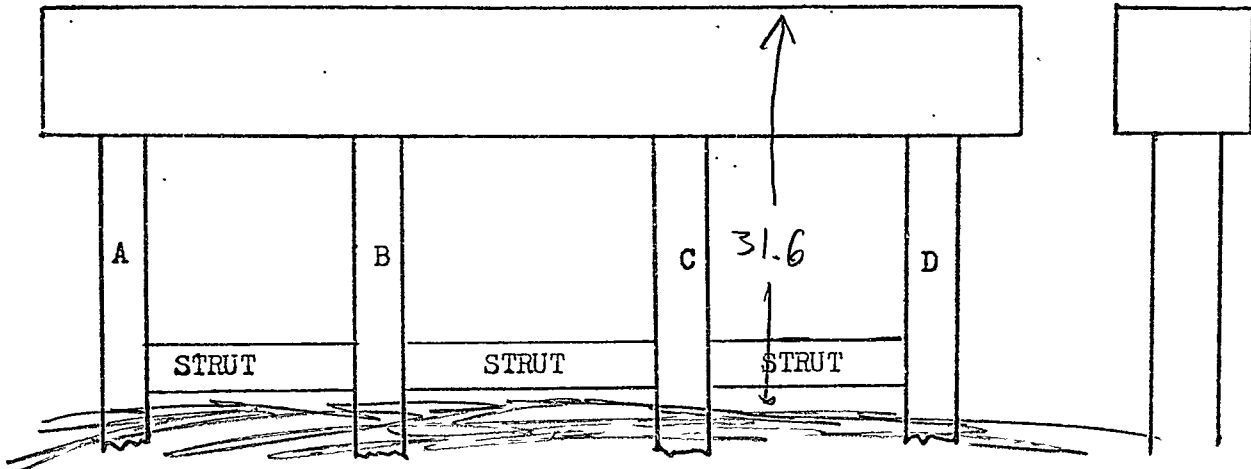


BR. NO. 79 I-40 5.07 *Rt. Ramp* SK.           

BENT NO. 9-B

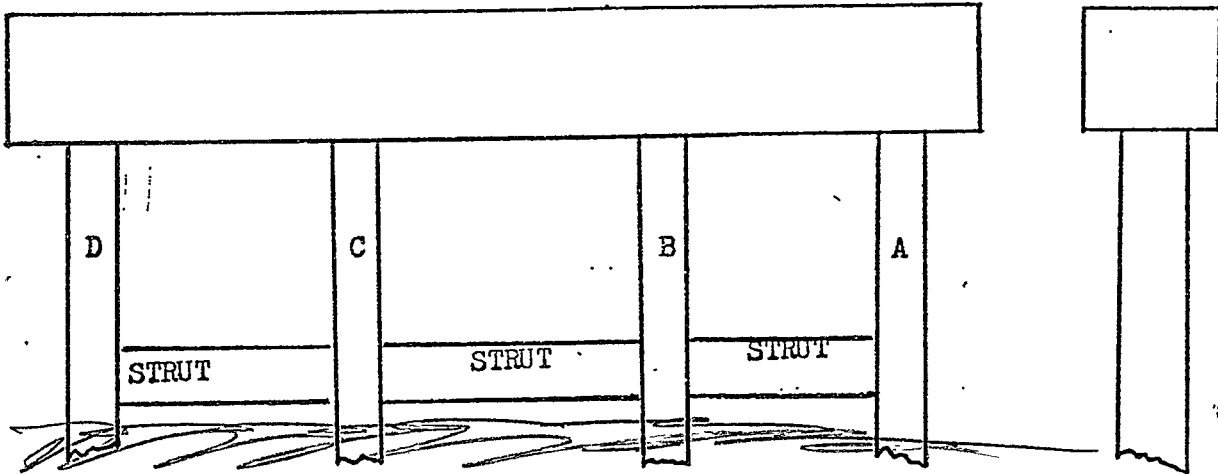
TOP OF CAP TO TOP OF STRUT: 21.3'  
FRONT VIEW

END VIEW



REAR VIEW

END VIEW



ELEMENT

RATING

COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

PILING

A

(G) F P C

B

(G) F P C

C

(G) F P C

D

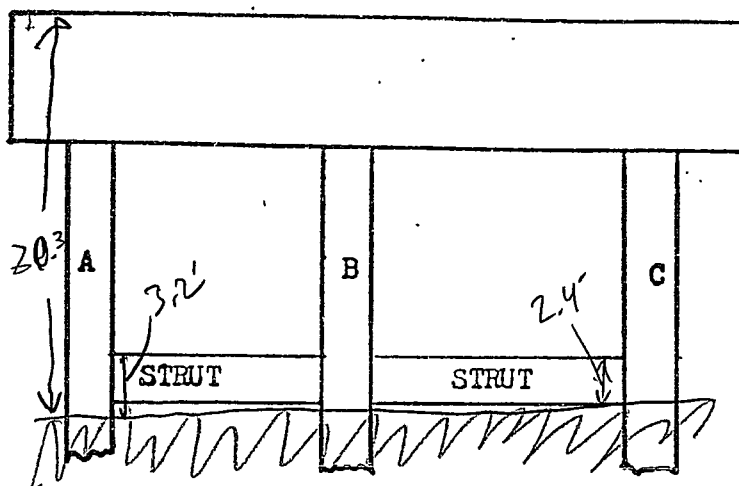
(G) F P C

STRUT

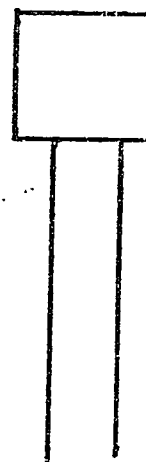
(G) F P C

BR. NO. 79 7-410 5.01 RT

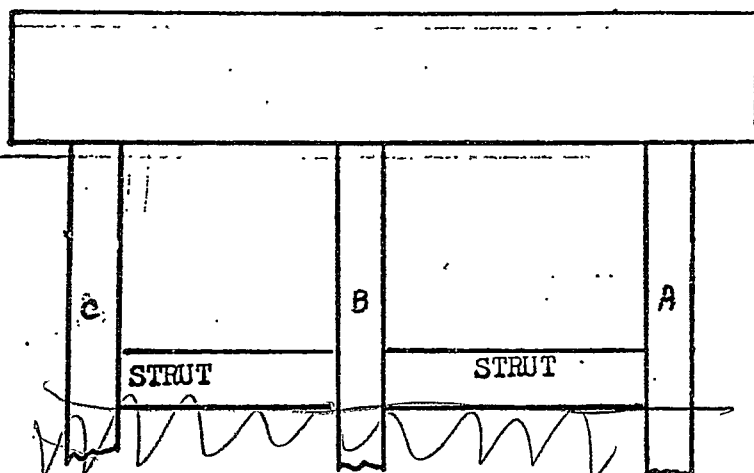
SK. \_\_\_\_\_

BENT NO. 10-ATOP OF CAP TO TOP OF STRUT: 17.1'  
FRONT VIEW

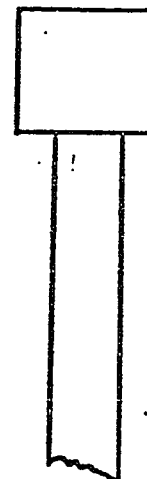
END VIEW



REAR VIEW



END VIEW



ELEMENT

RATING

COMMENT

BEARINGS

(G) F P C

CAP

(G) F P C

PILING

A

(G) F P C

B

(G) F P C

C

(G) F P C

STRUT

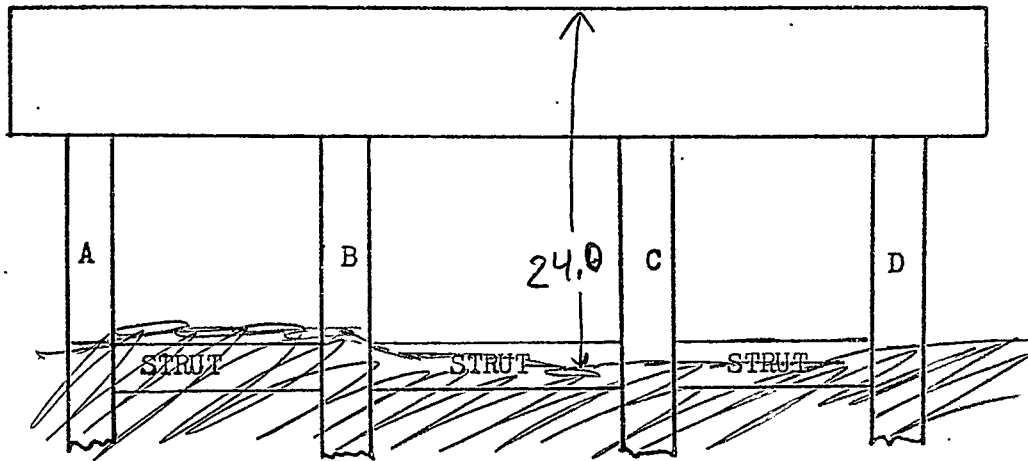
(G) F P C

BR. NO. 79 I-410 5.01 Rt. Ramp SK.       

BENT NO. 10-B

TOP OF CAP TO TOP OF STRUT: 22.2'

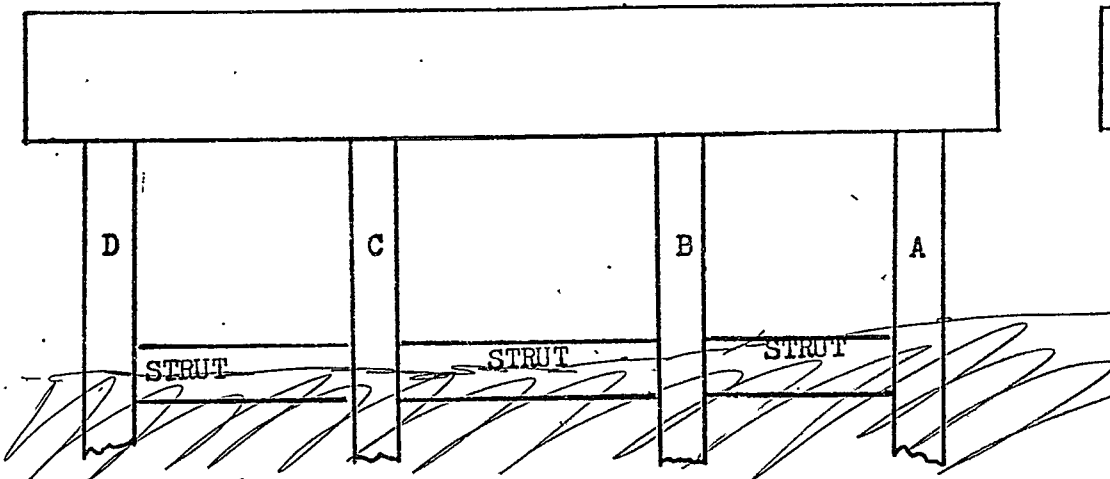
FRONT VIEW



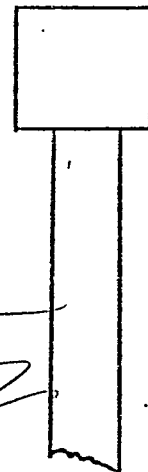
END VIEW



REAR VIEW



END VIEW



ELEMENT	RATING	COMMENT
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BEARINGS	(G) F P C	
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CAP	(G) F P C	
-----	-----------	--

PILING	A (G) F P C	
--------	-------------	--

	B (G) F P C	
--	-------------	--

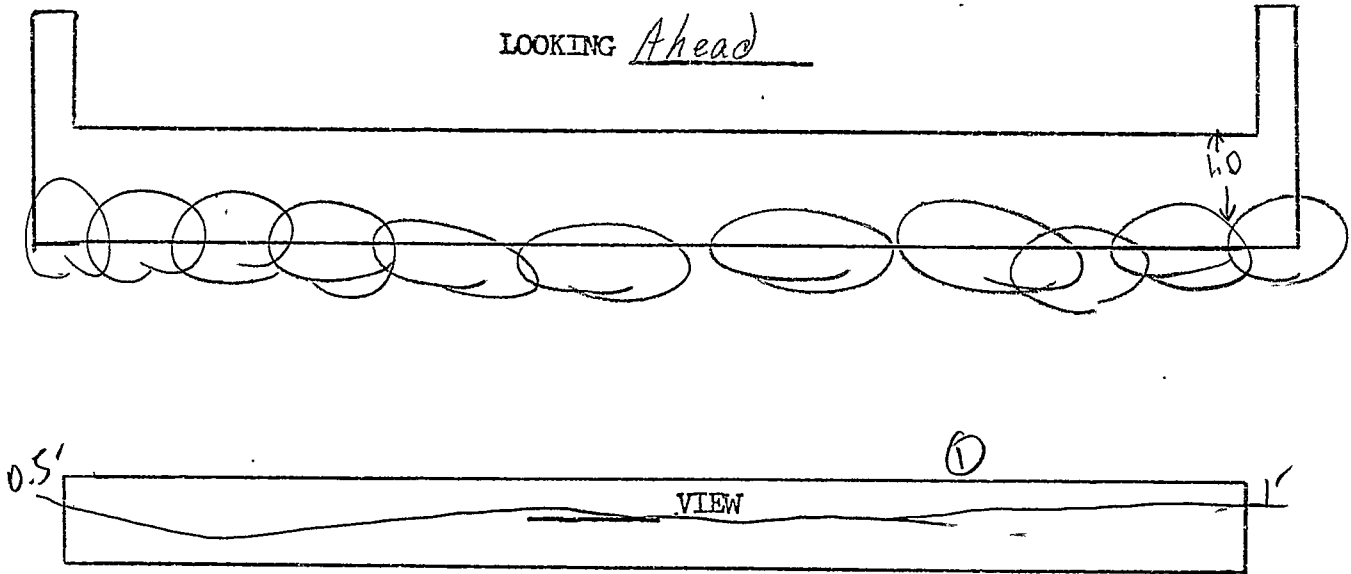
	C (G) F P C	
--	-------------	--

	D (G) F P C	
--	-------------	--

STRUT	(G) F P C	
-------	-----------	--

BRIDGE NO 79 TWO 5.01 R

ABUT. NO. 2-A  
RT



ELEMENT	RATING	COMMENT
BEARING	(G) F P C	Asphalt debris on cap in bay 4 from joint  NA
CAP	(G) F P C	
WINGS	(G) F P C	
MBANKMENT	(G) F P C	
OPAVEMENT.	G F P C	
VEG.	(G) F P C	



BRIDGE NO 79 ~~7-40~~ 5.01RABUT. NO. 2-B  
RTLOOKING Ahead

VIEW

ELEMENT

RATING

COMMENT

BEARING

(G) F P C

CAP

(G) F P C

WINGS

(G) F P C

EMBANKMENT

(G) F P C

PAVEMENT

~~G F P C~~

VEG.

(G) F P C

## GROUND ELEVATIONS

FEDERAL NUMBER -----	79I00400059		
BRIDGE NO. -----	79-I0400-05.01 R	DATE :	7/15/2003 9/30/2024
CROSSING -----	WOLF RIVER		
NUMBER OF PIERS -----			
LOCATION OF PIERS -----	80, 159, 241, 322, 405, 485, 566, 648, 707, 769		
BENCH MARK ELEV. -----	100	INSPECTORS	NAIFEH'S CREW
BENCH MARK LOC. ----	TOP OF CAP RT. SIDE A-1		
WATER ELEVATION -----			

DISTANCE OF 0.00 = TOP OF BANK APPROACH 1 SIDE

DISTANCE AND ELEVATIONS ARE IN STANDARD MEASUREMENT

Note: This bridge has significant curvature. The pier locations above do not match that of the layout sheet due to this. The horizontal distances were measured with a wheel along the right parapet rail.

BRIDGE NO. -----

79-10400-05.01 R

DATE :

7/15/2003

**UPSTREAM GROUND ELEVATION @ EDGE OF BRIDGE**

7/15/2003	
Distance from B.M.	Elevation
0	105.4
3	100.2
60.7	74.4
122	69.5
138	69.7
154	58.9
167	53.2
181.9	52.2
210	53.7
263.6	55.2
278.6	58.9
280	61.7
345.8	61.7
427.4	68.7
508.1	68.7
589.5	68.7
670.1	71.7
750.3	84.3
827.1	100.5
830.1	100.5

9/30/2024	
Distance from B.M.	Elevation
-10	104.7
4	99.6
21	97.2
80	75.2
109	73.9
128	73.8
159	59.5
180	56.6
200	55
241	62.8
260	55.8
280	56.6
303	58.7
322	67
371	68.8
405	70.6
426	63.8
485	71.9
566	72.6
648	71.9
707	75.7
743	79.1
769	87.9
802	98.7
827	103.9
837	108.9

BRIDGE NO. -----

79-I0400-05.01 R

DATE :

7/15/2003

**DOWNSTREAM GROUND ELEVATION @ EDGE OF BRIDGE**

7/15/2003	
Distance from B.M.	Elevation
0	100.1
33	91.7
66	79
98	65.5
131	63.3
164	63.4
197	63.8
230	62.8
263	60.5
295	52.6
328	53.7
361	53.4
394	49.4
427	52.61
459	51.9
492	56.6
525	65.1
558	66.9
591	66.4
623	65.8
656	65.6
689	68.7
722	70.8
755	83.9
788	97.6
820	107.9
853	109.4



BRIDGE NO. -----

79-I0400-05.01 R

DATE :

7/15/2003

**100' UPSTREAM, STREAMBED ELEVATIONS BANK TO BANK**

7/15/2003	
Distance from B.M.	Elevation
0	104.7
60.7	77.7
102	71.7
108	58.9
128	55.5
148	54.3
168	52.3
181.9	58.9
183	61.6
263.6	63.7
345.8	65.7
427.4	68.7
508.1	69.7
589.5	71.7
670.1	73.2
750.3	91.7
830.1	102.7

BRIDGE NO. -----

79-I0400-05.01 R

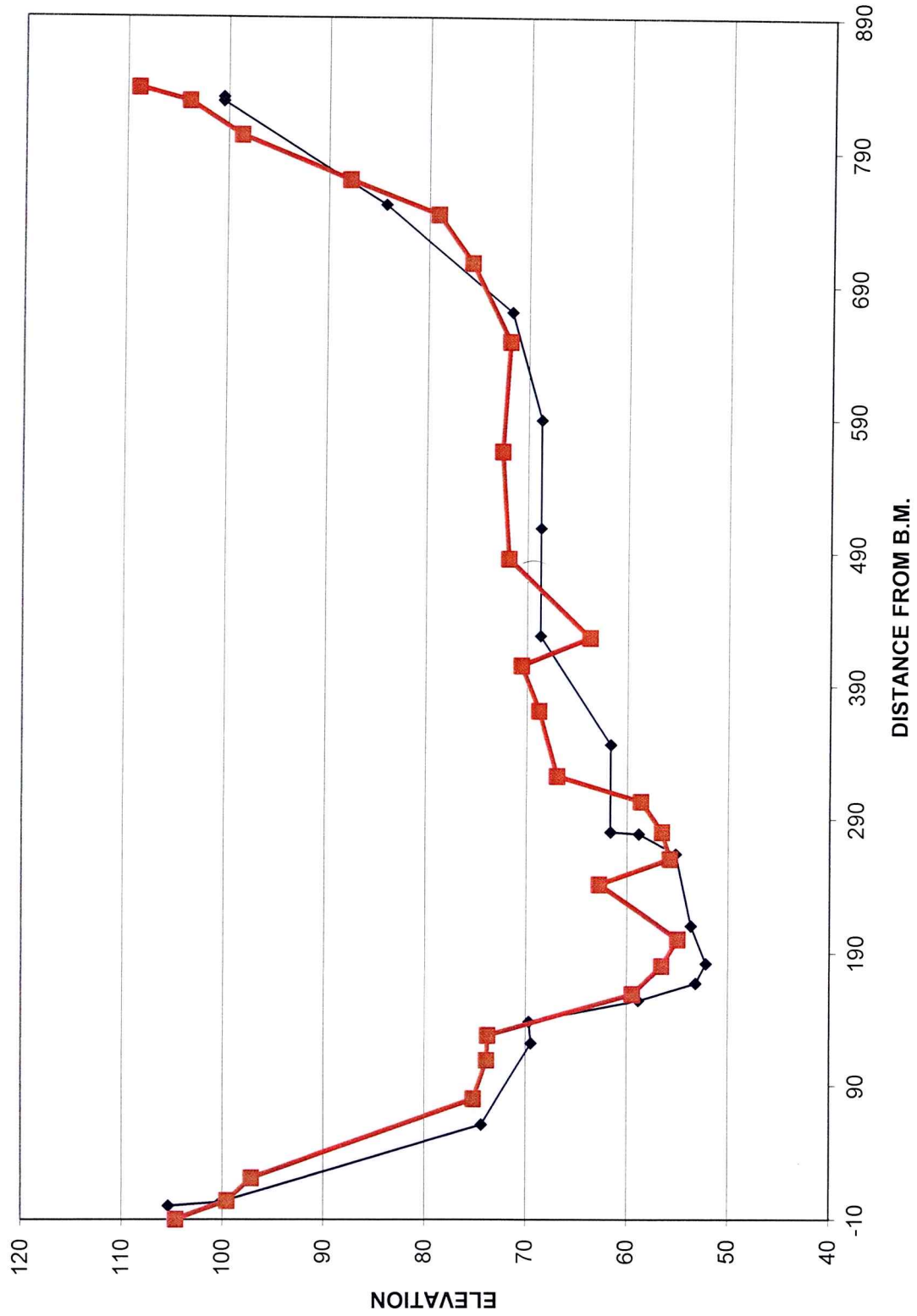
DATE :

7/15/2003

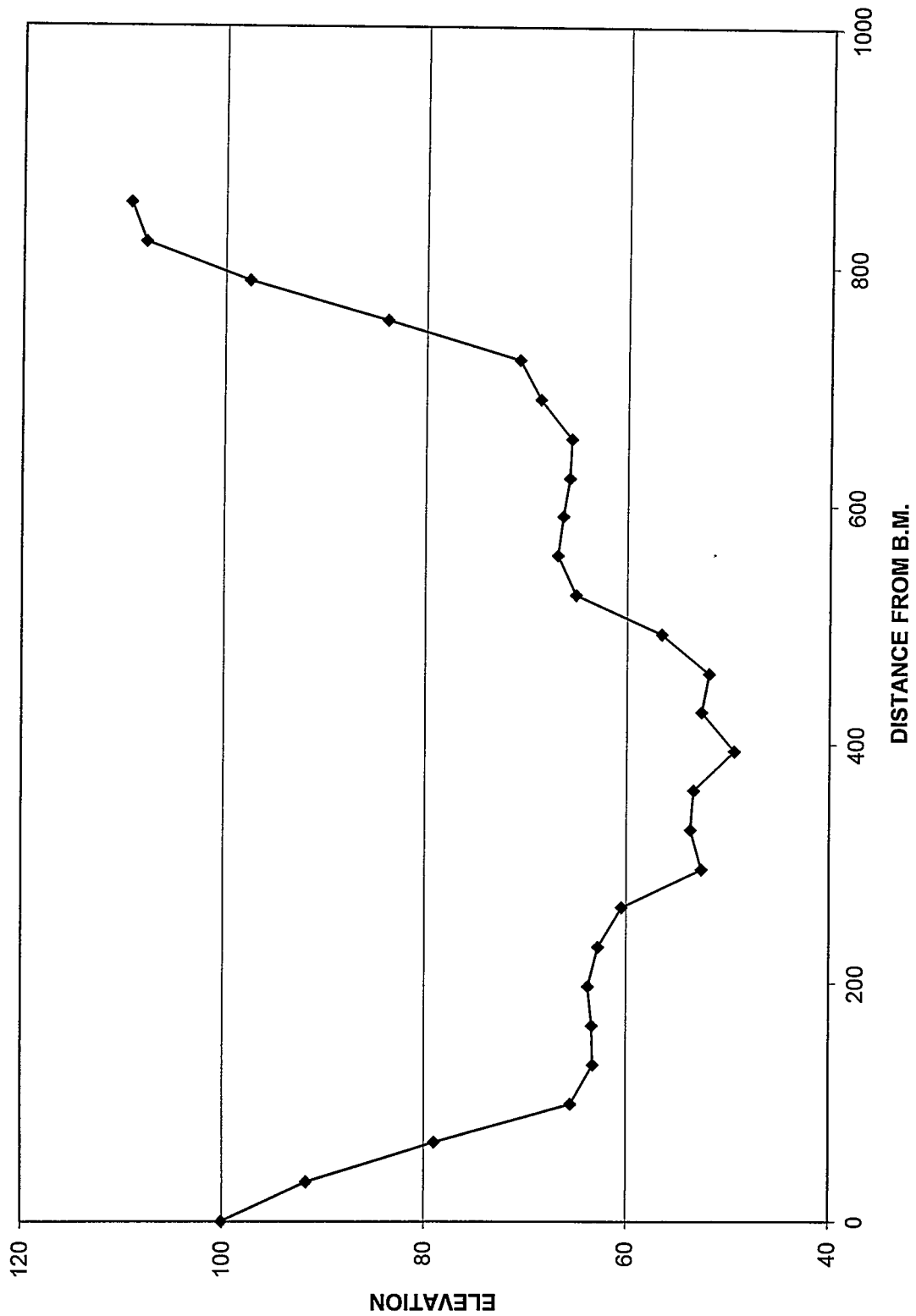
**100' DOWNSTREAM, STREAMBED ELEVATIONS BANK TO BANK**

7/15/2003	
Distance from B.M.	Elevation
262	59.2
295	50.7
328	49.5
361	49.4
394	47.7
427	46.7
459	45.5
492	45
525	59.2

79I00400059 UPSTREAM D.L.



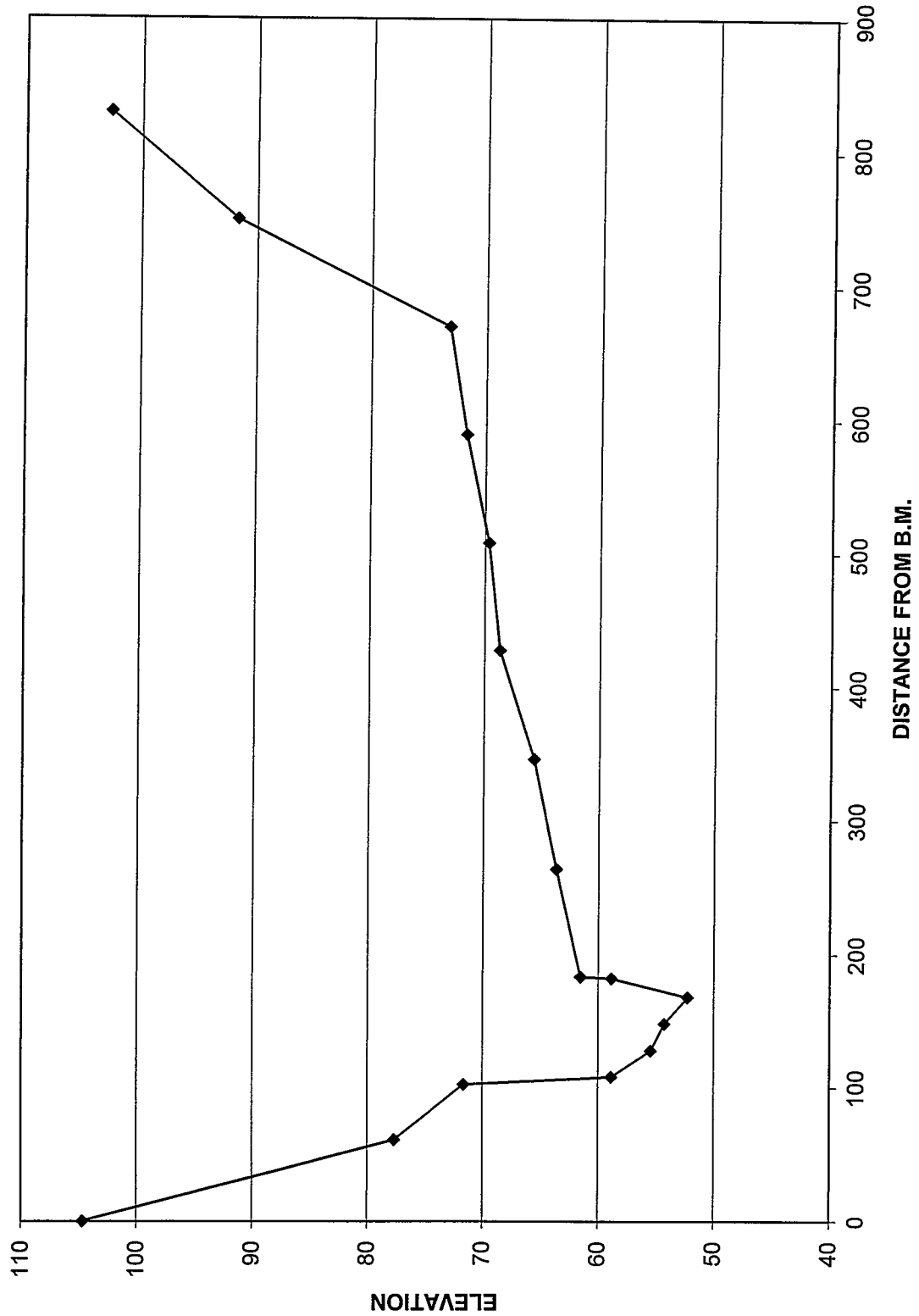
# 79100400059 DOWNSTREAM D.L.



—◆— 7/15/2003

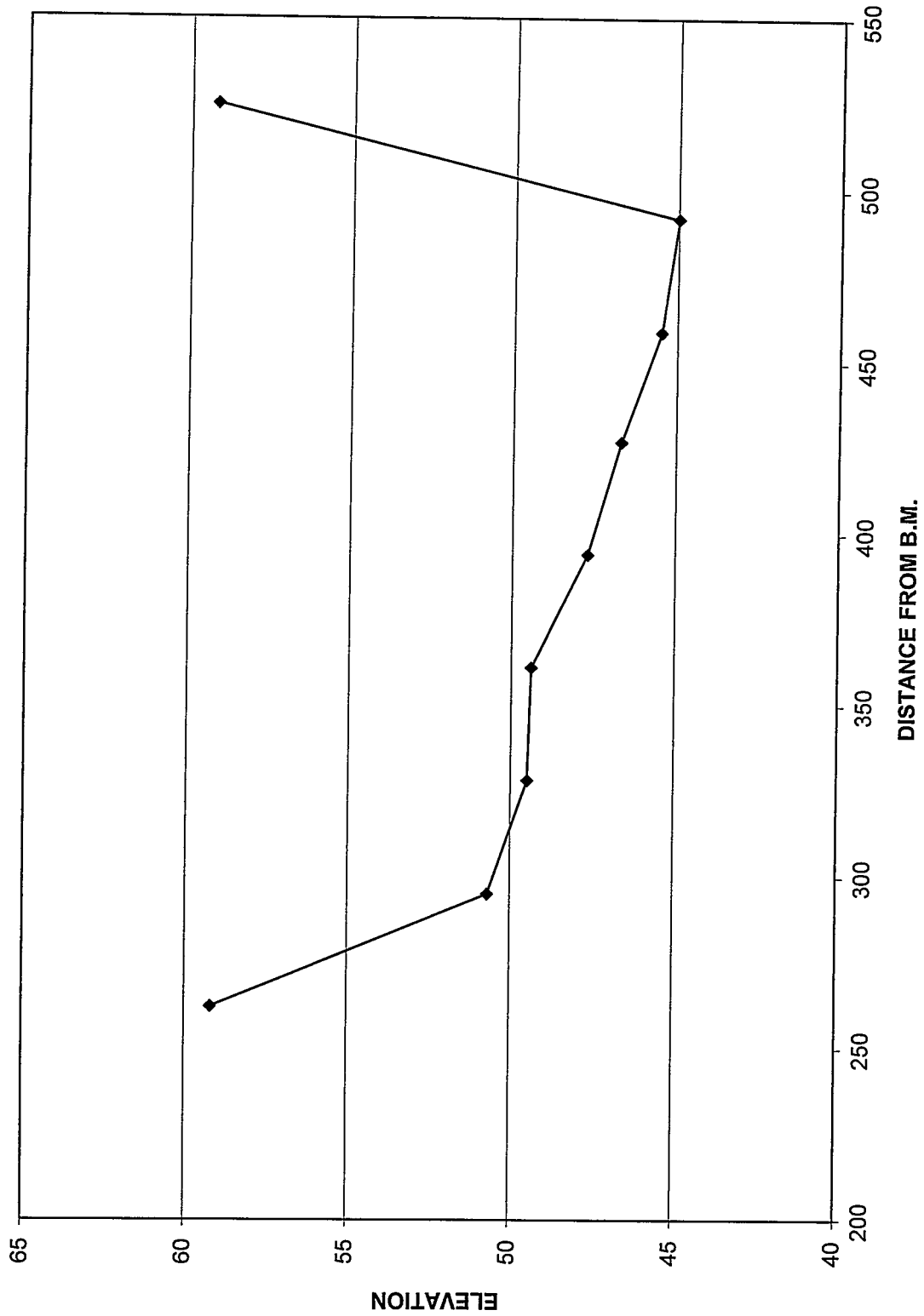


# 79100400059 UPSTREAM 100'



7/15/2003

79I00400059 DOWNSTREAM 100'



7/15/2003