

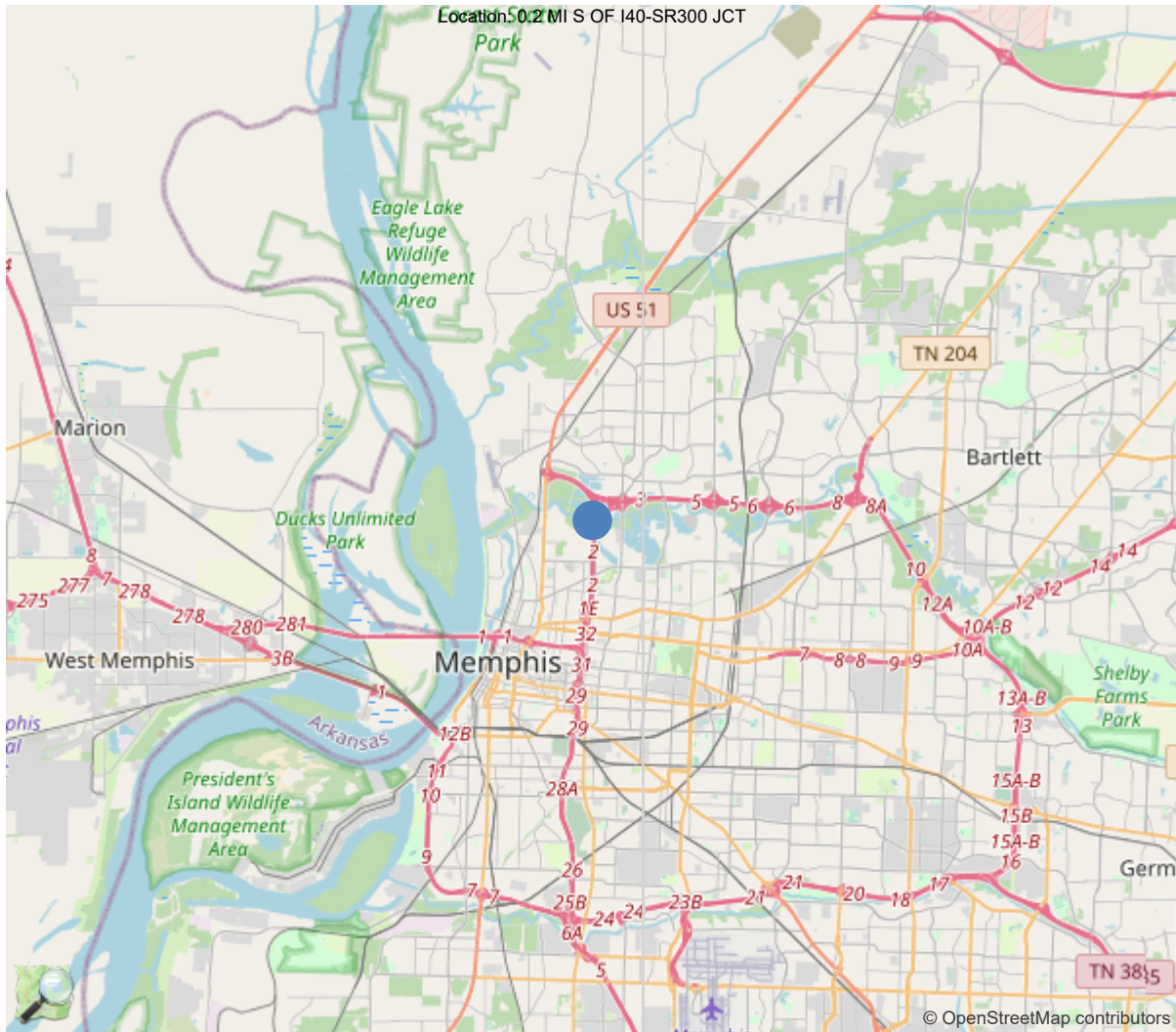


Latitude:35.18611, Longitude:-90.01786

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 W.B. / WOLF RIVER

35.18611, -90.01786

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.
0	0	0	1	55

41 - STRC OPEN/CLOSED/POSTED A

58 - DECK 7

59 - SUPERSTRUCTURE 6

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

35.186111

-90.017861

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	79I00400060
(5) Inventory Route	1
(2) Highway Agency District	Region 4
(3) County Code	79 - Shelby
(4) Place Code	48000
(6) Features Intersected	I-40 W.B. / WOLF RIVER
(7) Facility Carried	I40-LL
(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	35.186111
(17) Longitude	-90.017861
(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	11
(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	76.3 ft
(49) Structure Length	750.8 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	70.5 ft
(52) Deck Width Out to Out	74.0 ft
(32) Approach Roadway Width (W/Shoulders)	72.0 ft
(33) Bridge Median	0 - No median
(34) Skew	90 Deg
(35) Structure Flared	1 - Yes, flared
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	70.5 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	L - The left structure of para
(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	6
(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	32.40
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	24.95
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	6
(68) Deck Geometry	7
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	5 - 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 10:00am

Weather Conditions 74°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 (Poor)

Embankment (Poor)

Approach Drains (Poor)

Approach 1&2 have 1/2" cracks and potholes

Approach 1&2 right washing below roadway

1&2 full of debris

TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Fair)

Transitions Rating (Fair)

Guardrail Rating (Fair)

Guardrail Terminal Rating (Good)

Washing at approach 2 right

Approach 2 right has damage

SIGNS POSTED ON ROUTE

Paddleboards No

Vertical Clearance (<14'-6") No

Posted Height

Narrow Bridge Signs No

One Lane Bridge Signs No

Other Signs or Plaques

Weight Limit Posted Not Needed

Gross Tons

Single-unit Vehicle Tons

Multi-unit Vehicle Tons

564 Assigned Bridge Name

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects
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DECK

Wearing Surface Type		Asphalt	Wearing Surface Depth	4
Wearing Surface	(Poor)	Cracking up to 1/8" , patching, damage, & pot holes, Span 8 , large potholes		
Deck - Structural Condition	(Fair)	Spalling , impending spall , up to 1/32" , patched areas , hairline cracks with efflorescence in overhang		
Parapet	(Fair)	Pop outs spalling, 1/16" cracks, scaling, collision damage		
Deck Drains	(Poor)	100 % full of debris		
Expansion Joints	(Poor)	Full of debris		

SUPERSTRUCTURE

Bearing Devices	(Good)	
Beams	(Good)	Spall to steel , 1/32" cracks
Diaphragms	(Good)	Spalling
Alignment of Members	(Good)	

TEXTURE COAT

Earthquake Devices	(Good)	
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ABUTMENTS

Abutment Caps	(Fair)	Hairline cracks with efflorescence & spalling
Abutment Wings	(Fair)	Up to 1/32" cracks and efflorescence
Abutment Backwall	(Fair)	Up to 1/16" cracks with efflorescence , spalling , impending spall
Abutment Plumb	(Good)	
Abutment Piles	(Not Visible)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	
Abutment Rip Rap	(Fair)	Settled

PIERS

BENTS

Bent Caps	(Good)	
Bent Columns	(Good)	Spalling
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	
Bent Bearing Surface	(Good)	

Inspection Team's Summary

This is a ten span Concrete I Beam Bridge. Safety features include metal approach rail & concrete parapet. Approach asphalt 1 & 2 has 1/2" cracks & large potholes. Approach 1 & 2 drains are full of debris. Approach 1 & 2 right side embankments have heavy washing. Asphalt wearing surface has cracks up to 1", potholes, and patched areas. Span 8 has large potholes. All deck drains are full of debris. Roadway joints are full of debris. The bottom decks have up to 1/32" cracks with efflorescence and spalling. The CIBs have hairline cracks and spalling. The substructure has hairline cracks and spalling. There is tree growth under the bridge. Scour has no issues.

General Inspection Comment

HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	57000	56931	69	0	0
1080	Delamination/Spall/Patched Area	SF	40	0	40	0	0
1120	Efflorescence/Rust Staining	SF	25	0	25	0	0
7000	Damage	SF	4	0	4	0	0
510	Wearing Surfaces	SF	55500	33290	22210	0	0
3210	Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)	SF	10	0	10	0	0
3220	Crack (Wearing Surface)	SF	22200	0	22200	0	0
(12) Element record added 2015-01-26.							
(1080-12) Element record added 2016-12-05.							
(1120-12) Element record added 9/8/2022							
(7000-12) 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	7950	7943	7	0	0
1080	Delamination/Spall/Patched Area	LF	7	0	7	0	0
(109) Element record added 2015-01-26.							
(1080-109) Element record added 9/8/2022							
205	Re Conc Column	EA	36	35	1	0	0
9999	Unknown	EA	1	0	1	0	0
(205) Element record added 2015-01-26.							
215	Re Conc Abutment	LF	152	141	11	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	10	0	10	0	0
(215) Element record added 2015-01-26.							
(1090-215) Element record added 9/8/2022							
(1130-215) Element record added 9/1/2020							
234	Re Conc Pier Cap	LF	666	666	0	0	0
(234) Element record added 2015-01-26.							
300	Strip Seal Exp Joint	LF	152	0	152	0	0
2350	Debris Impaction	LF	152	0	152	0	0
(300) Element record added 2015-01-26.							
(2350-300) Element record added 2015-01-26.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
310	Elastomeric Bearing	EA	152	152	0	0	0
(310) Element record added 2015-01-26.							
331	Re Conc Bridge Railing	LF	1500	1100	400	0	0
1130	Cracking (RC and Other)	LF	300	0	300	0	0
7000	Damage	LF	100	0	100	0	0
(331) Element record added 2015-01-26.							
(1130-331) Element record added 9/1/2020							
(7000-331) Element record added 9/8/2022							

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	I-40 W.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	Yes	Debris / Drift - Likely to Accumulate	Yes
Abutment Encroaches into Channel	No		

Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
1.5	Abutment 1			1.8
29.5	Bent 1	40.7	4	29.7
31.3	Bent 2	55	4.5	32.4
40.7	Bent 3	60.7	4.5	42.9
47.4	Bent 4	61.2	4.5	45.2
45.3	Bent 5	61.6	4.5	43.6
42.5	Bent 6	50.5	4.5	43
30.9	Bent 7	50.4	4.5	30.2
31.8	Bent 8	51.3	4.5	31.1
29.1	Bent 9	48.8	4.5	29.4
2	Abutment 2			2.6

Last Exposure Upstream	45.2
Last Exposure Downstream	45.0
Top of cap to top of water	41.40
Upstream Distance	100.00
Upstream Depth	45.20
Thru structure	44.90
Downstream Distance	100
Downstream Depth	44.2

Rip-Rap	Y
@ Abutment	1&2
@ Bents	
@ 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



Right elevation



Approach 2 right side embankment



Abutment 2



Bent 8 rear



Bent 9 front



Bent 7 rear



Bent 6 rear



Abutment 2 backwall spall



Abutment 2 backwall



Span 10 bottom deck



Span 9 bottom deck



Span 8 bottom deck



Span 7 diaphragm spall



Span 7 bottom deck



Span 3



Span 2



Span 1



Span 1, beam G , spalling



Span 1 , beam H, spall to steel ,bottom deck , impending spall



Span 1, beam I, spalling



Bent 1 rear



Bent 2 front



Abutment 1



Abutment 1 impending spill



Approach 2 right guardrail damage



Approach 2 right embankment washing



Approach 2 asphalt



View across top deck



Approach 1 asphalt



Approach 1 right embankment washing



Bridge number



Direction of route



Approach 1 asphalt spill



Approach 1 asphalt



Left side downstream



Approach 2 asphalt



Opposite direction of route



Span 1 joint



Span 1



Span 1 damage & cracks



Span 1 cracks & pot holes



Span 1



Span 2



Span 3



Span 3 parapet , collision damage



Span 7 top deck spalling/pothole



View across top deck



Looking left

Maintenance Recommendations

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

Date Added	Recommendation	Priority
11/09/2018	BRIDGERAILS ARE SUBSTANDARD	
07/05/2005	APPROACH GUARDRAILS ARE SUBSTANDARD	
09/30/2024	LEVEL THE WEARING SURFACE AT APPROACH NO.1&2	
10/02/2024	CLEAR DRAINS	
09/30/2024	REPAIR EMBANKMENT EROSION ON RIGHT SIDE OF APPROACH NO.1 &2	
10/02/2024	CLEAR APPROACH DRAINS.	
09/09/2022	CUT AND REMOVE VEGETATION FROM CHANNEL	
09/30/2024	Level wearing surface	
09/30/2024	Clean roadway expansion joint	
09/30/2024	Repair texture coat on concrete parapets	

OCT 02 2024

SHELBY COUNTY

79-10040-0501L

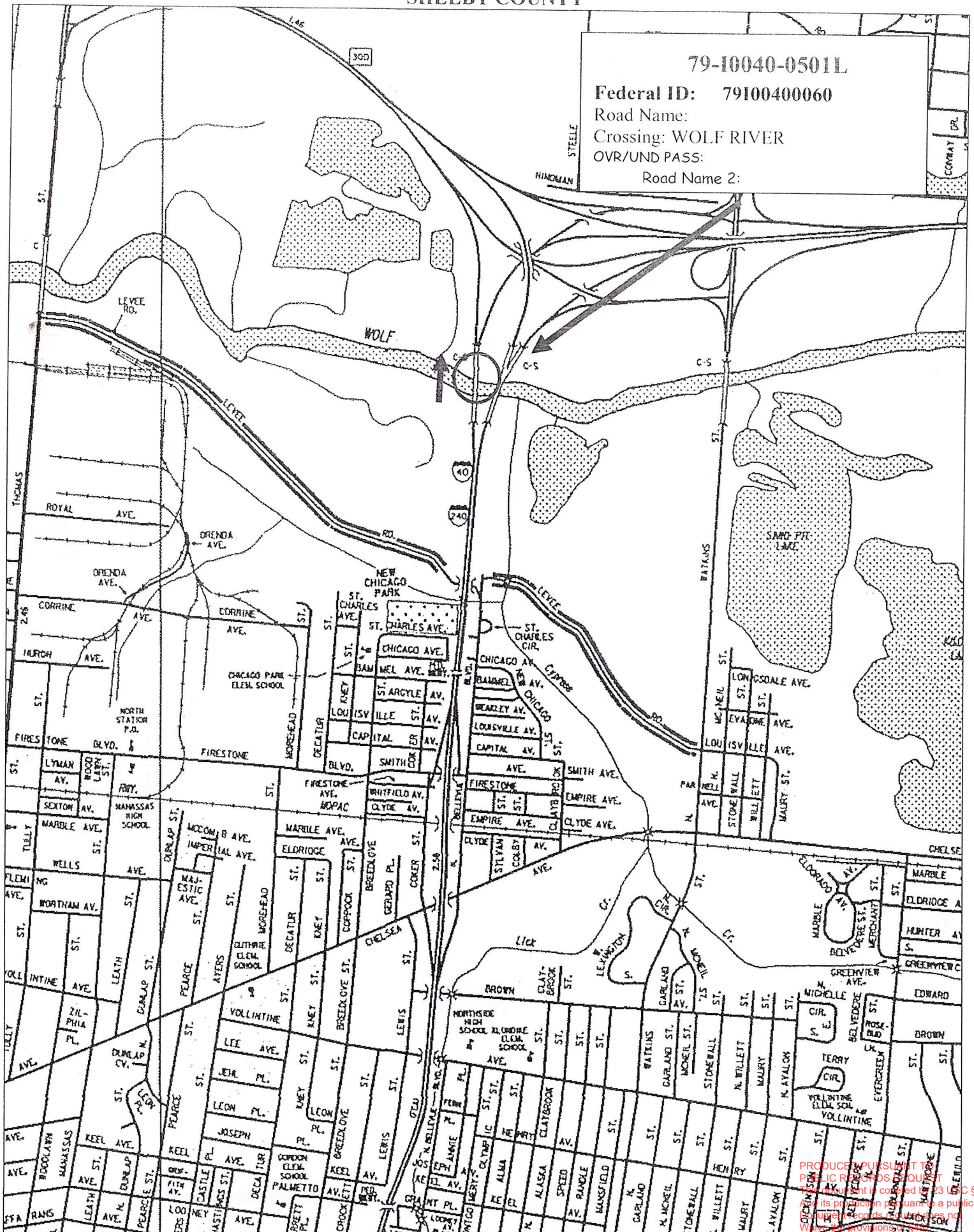
Federal ID: 79100400060

Road Name:

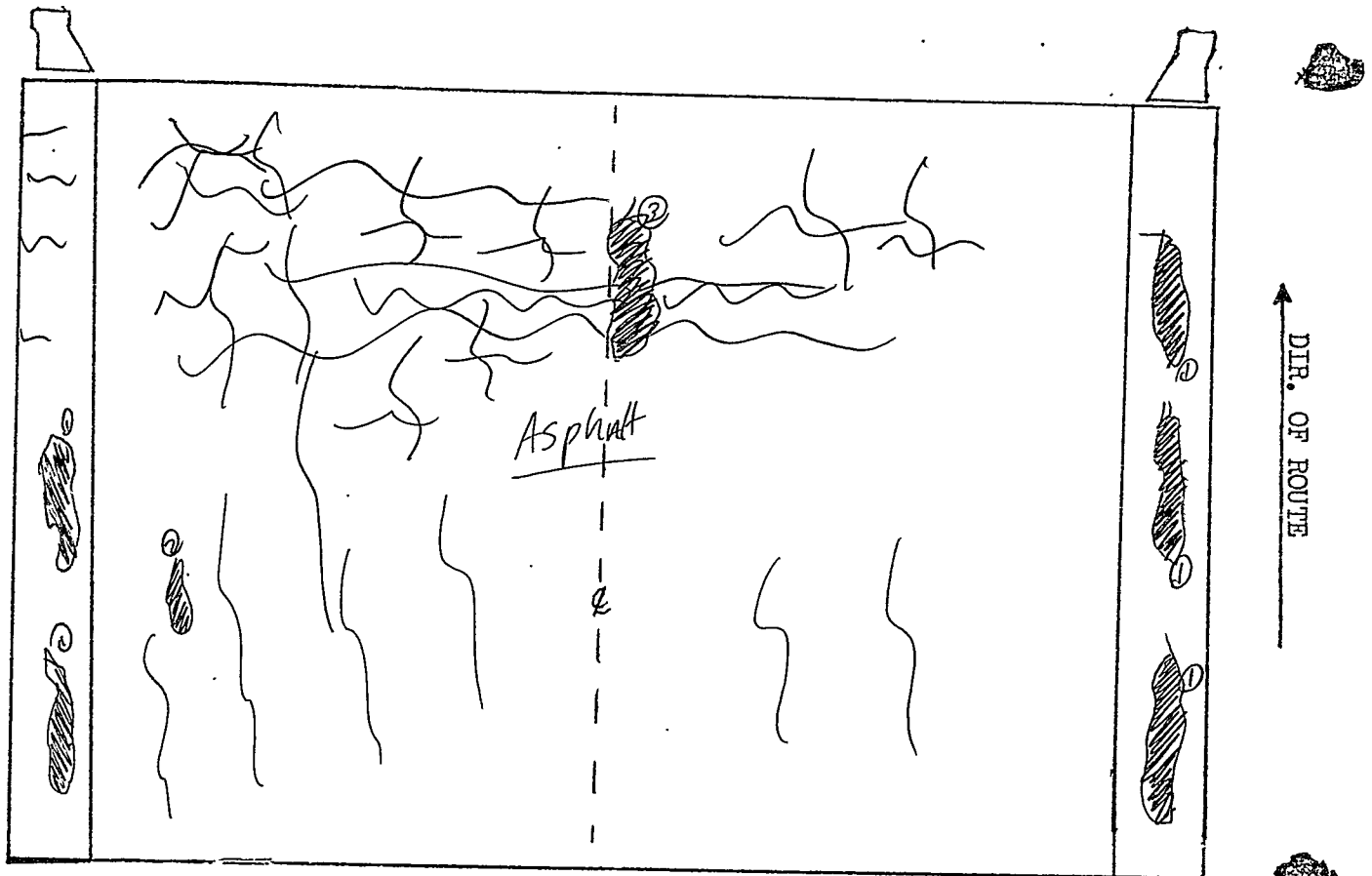
Crossing: WOLF RIVER

OVR/UND PASS:

Road Name 2:



PRODUCED PURSUANT TO
PUBLIC RECORDS REQUEST
THIS DOCUMENT IS COVERED BY 23 USC §407
As its production is required by a public
records request, it is provided in accordance with the
provisions of the Tennessee Public Records Act.

BR. NO. 79 I-40 5.01 LT.SPAN NO. 1

ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	up to 1/8" cracks, See ② ③
PARAPET	G <u>F</u> P C	pop-out spall, See ①
RAILS & POST	G F P C	N/A
DRAINS	G F P C	N/A
EXP. JOINTS	G F <u>P</u> C	Full of debris
	G F P C	

① Collision Damage
(up to)

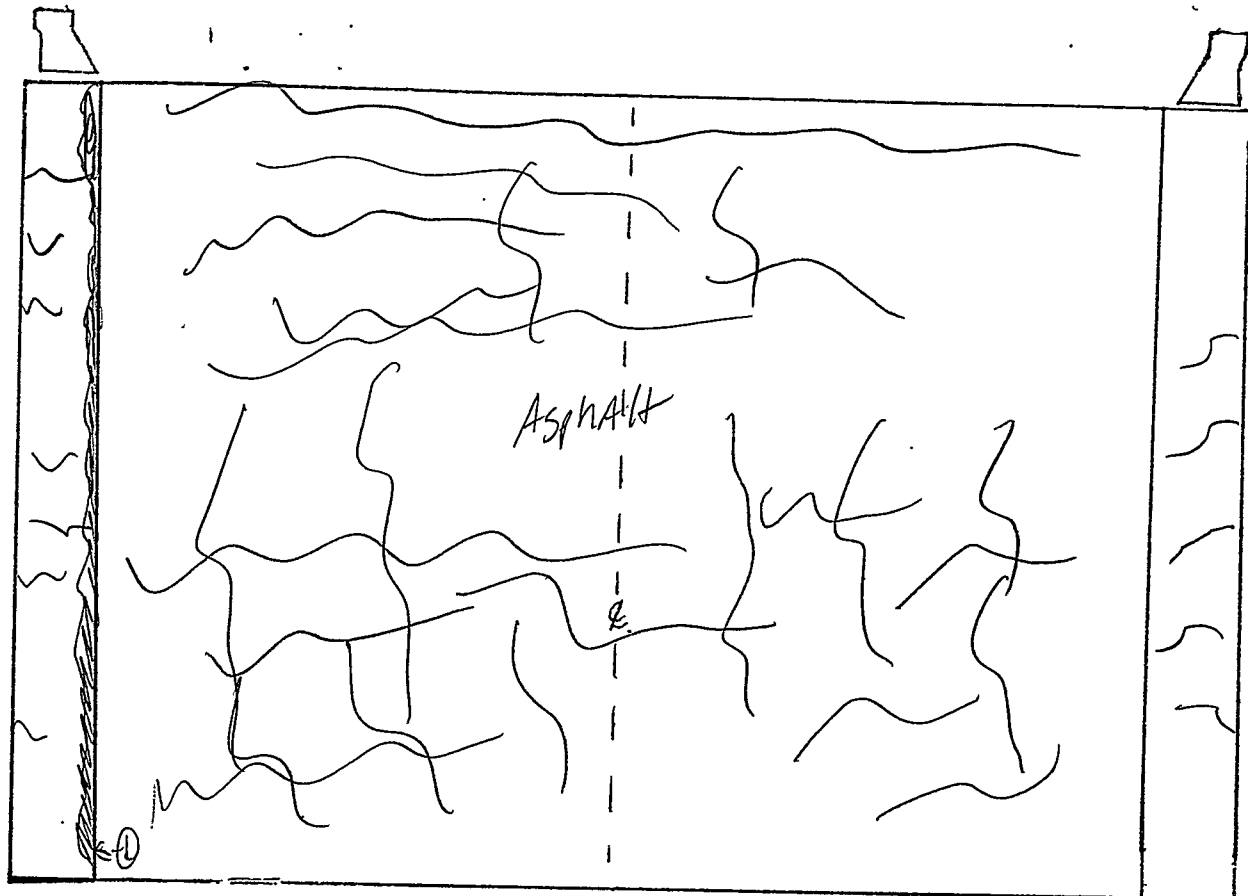
2' L x 1' H x 1/8" D

② Damage (up to)

1' L x 5" W x 1/2" D

③ Pot hole (up to)

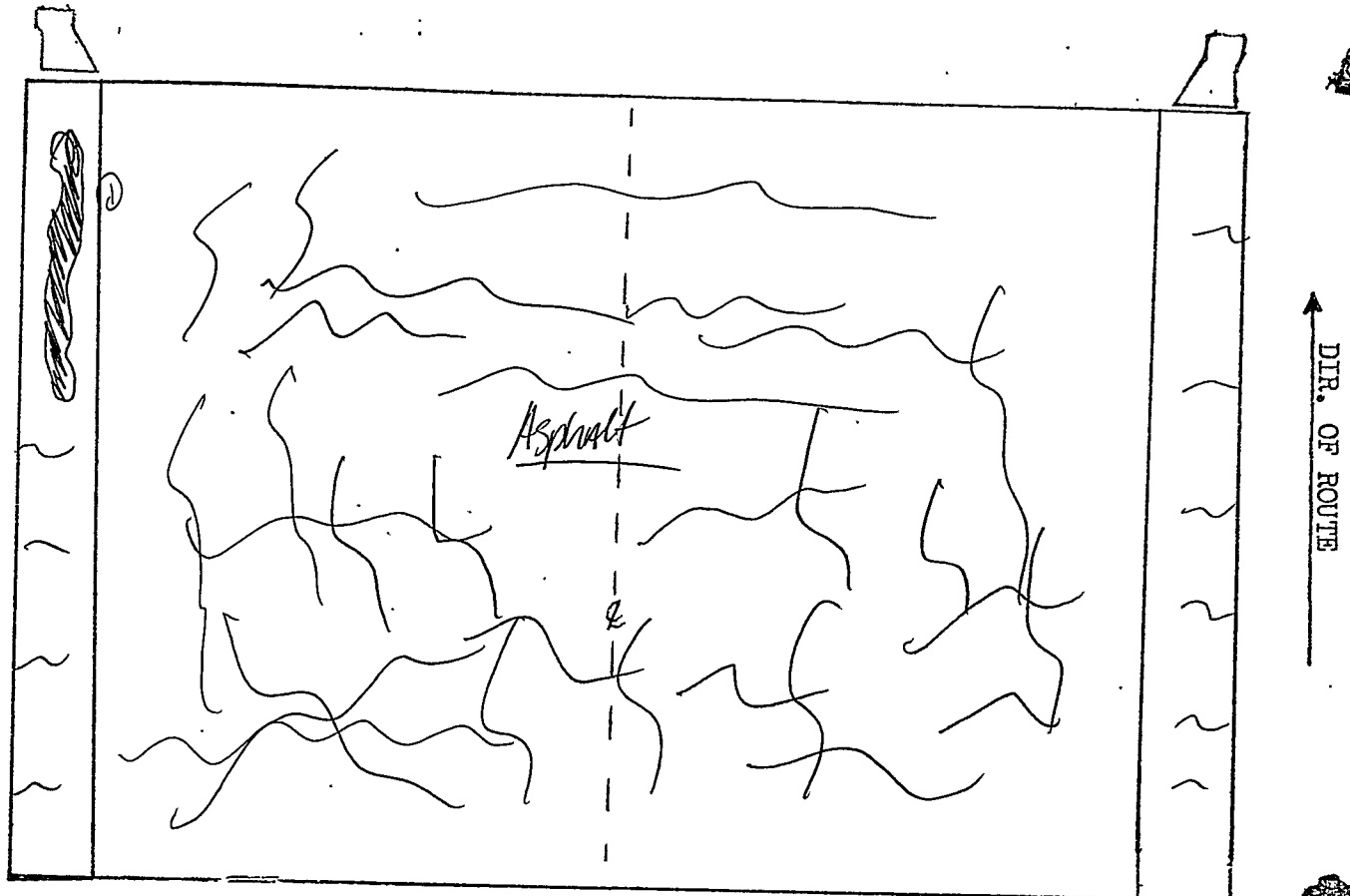
1.5' L x 8" W x 1" D

BR. NO. 79 T-40 5.01 LT.SPAN NO. 2

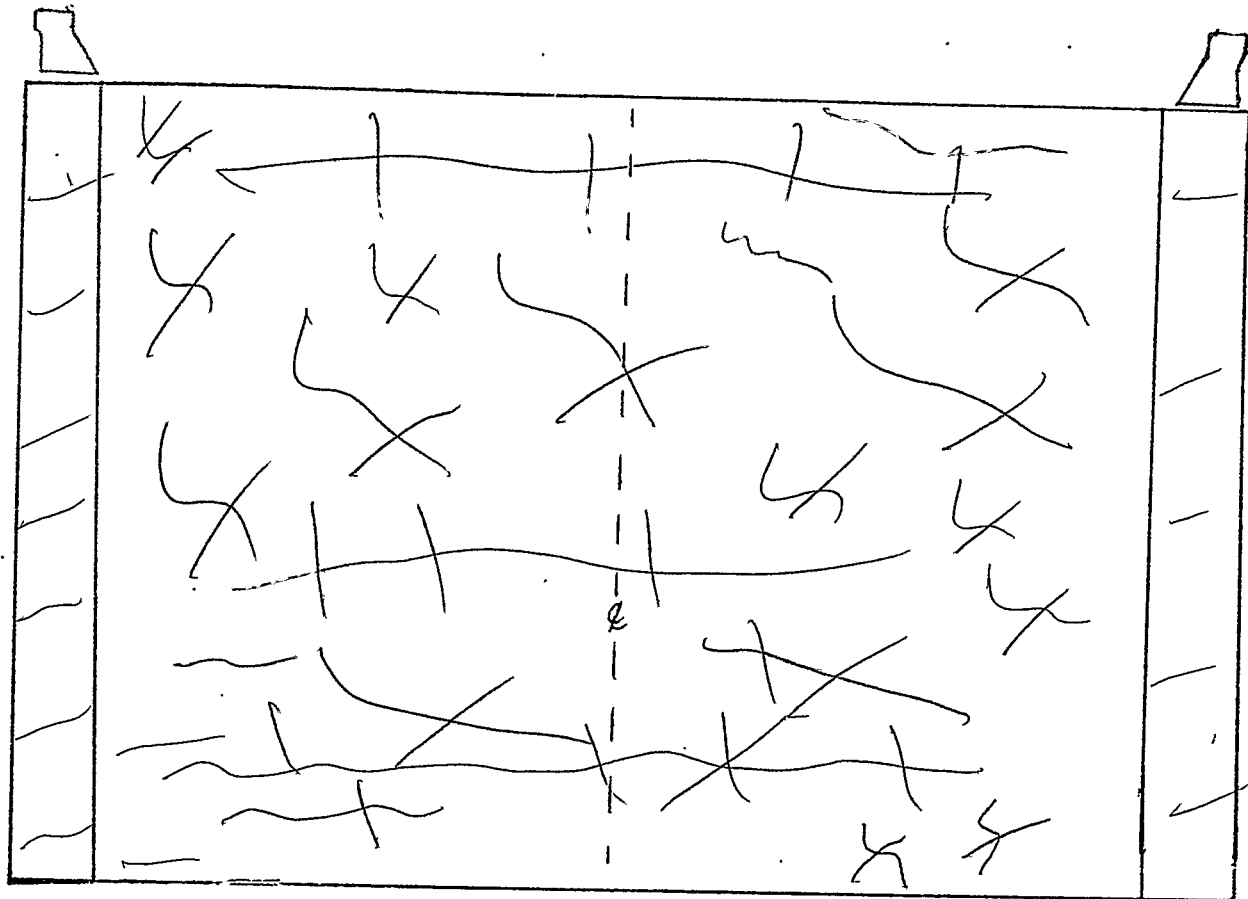
ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	1/8" cracks
PARAPET	G <u>F</u> P C	pop out spall, ①
RAILS & POST	G F P C	
DRAINS	G F <u>P</u> C	100% full of debris
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 5.01 LT.

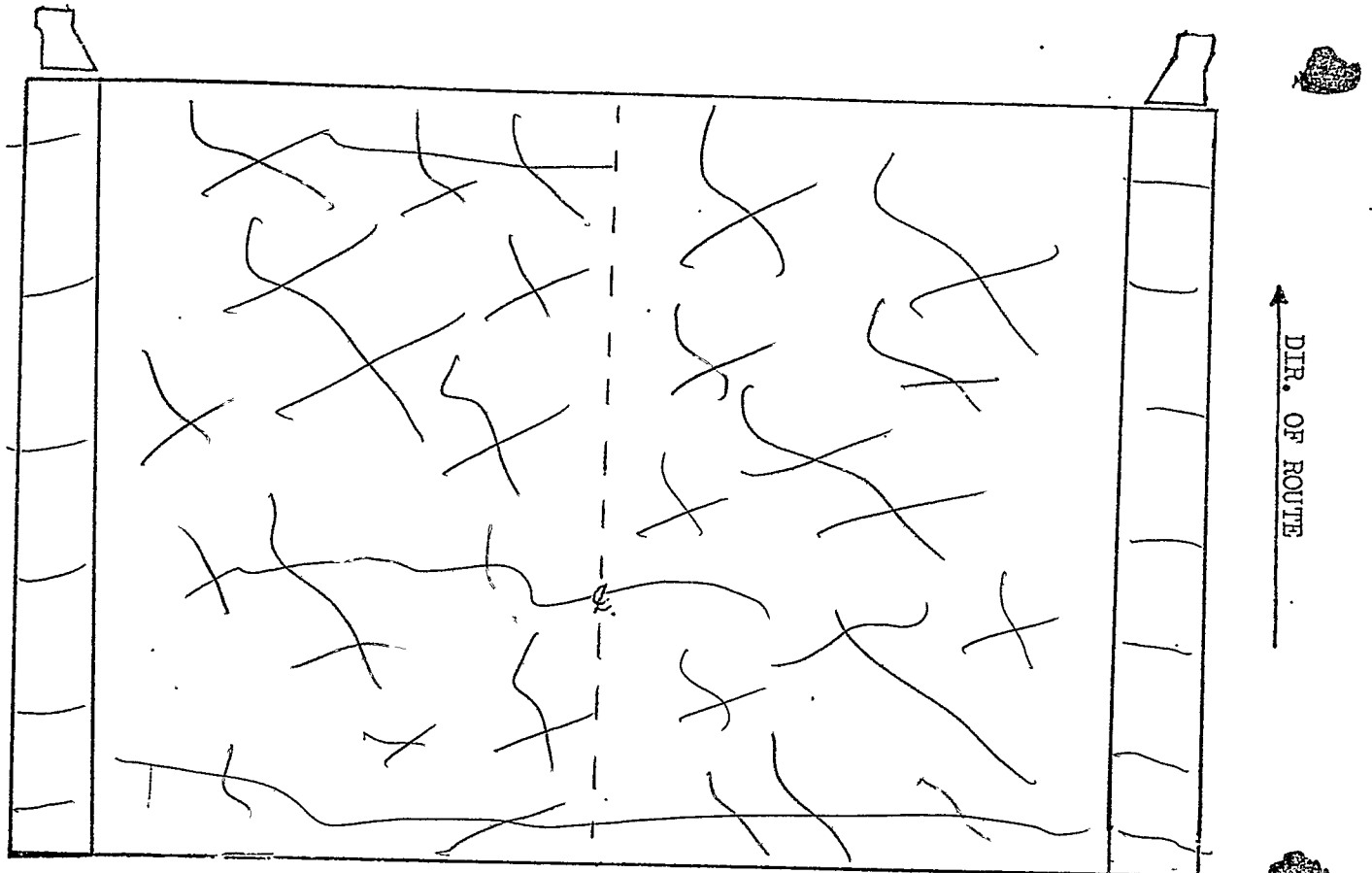
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SPAN NO. 3

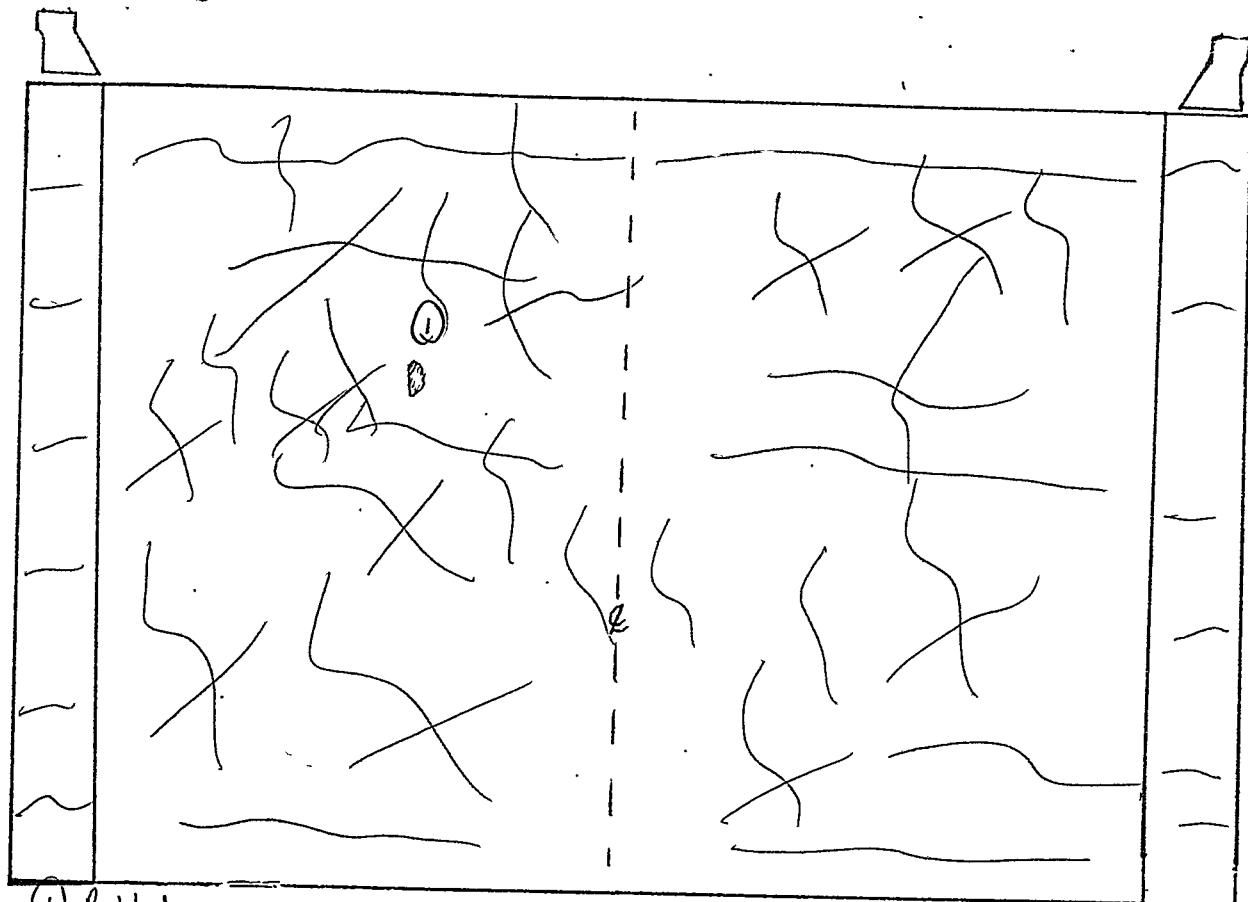
ELEMENT	RATING	COMMENT
TOP DECK	G <u>F</u> P C	up to 1/8" cracks
PARAPET	G <u>F</u> P C	pop-out spall, See ①
RAILS & POST	G F P C	
DRAINS	G F <u>P</u> C	100% full of debris
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 5.01 LT.SPAN NO. 4

ELEMENT	RATING	COMMENT
TOP DECK	G F P C	up to 1/8" cracking
PARAPET	G F P C	up to 1/32" cracking
RAILS & POST	G F P C	
DRAINS	G F P C	100% Filled
EXP. JOINTS	G F P C	
	G F P C	

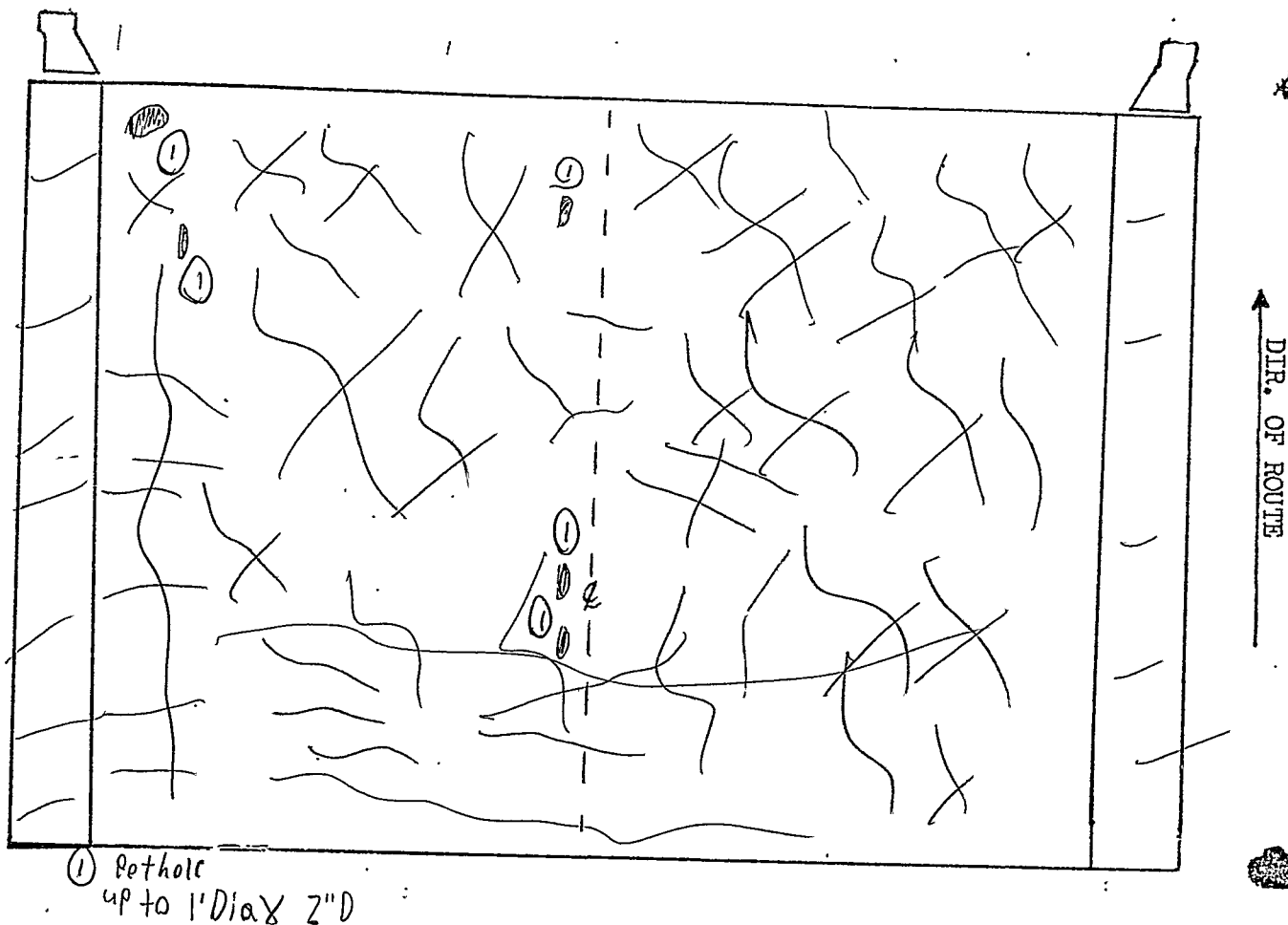
BR. NO. 79 T-40 S.01SPAN NO. 5

ELEMENT	RATING	COMMENT
TOP DECK	G F P C	up to 1/8" cracking
PARAPET	G F P C	up to 1/32" cracks
RAILS & POST	G F P C	
DRAINS	G F P C	100% Filled
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 501SPAN NO. 06

① Pothole
1' L X 1.5' D

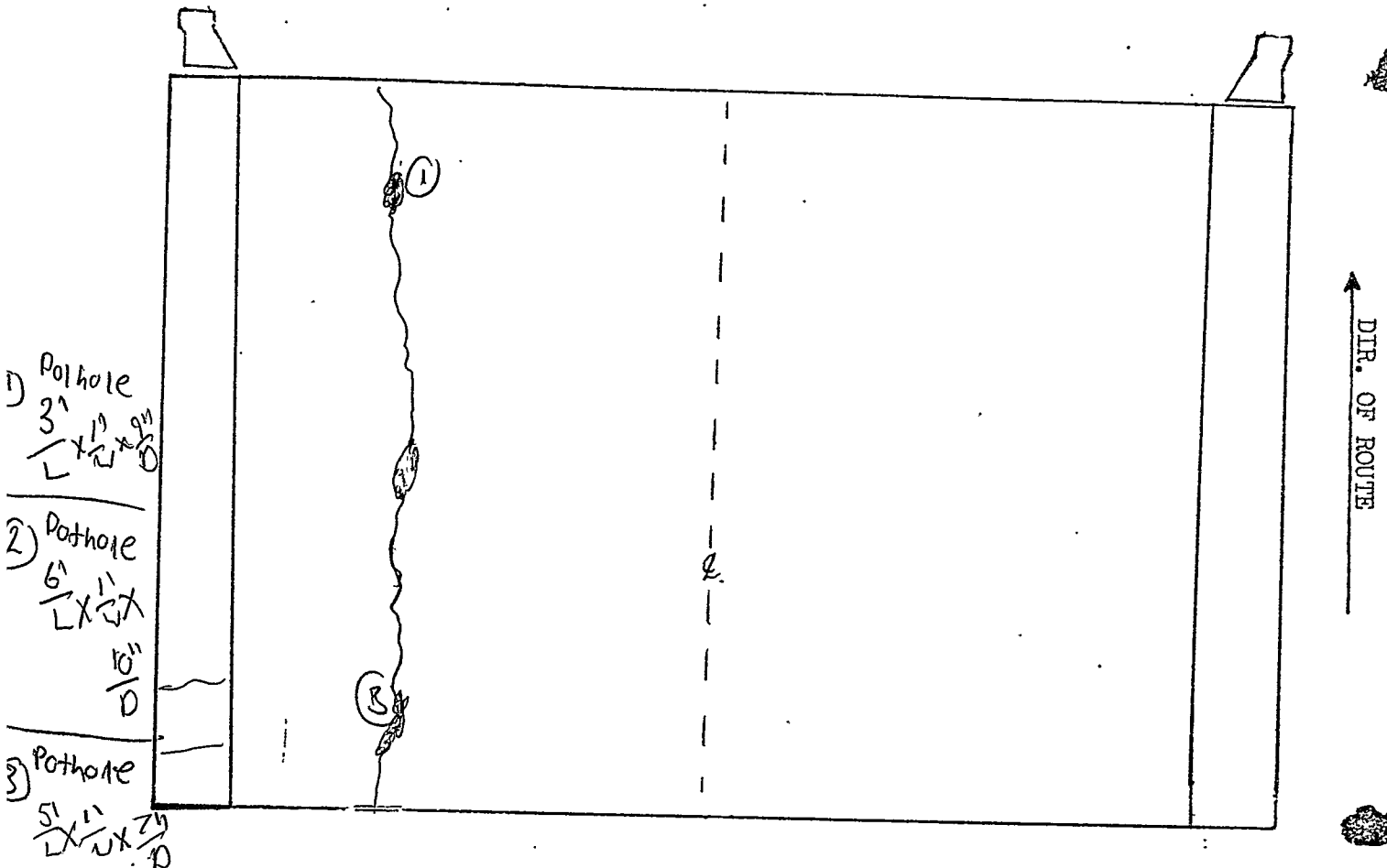
ELEMENT	RATING	COMMENT
TOP DECK	G F P C	see ① + upto 1/8" cracking
PARAPET	G F P C	upto 1/32" cracks,
RAILS & POST	G F P C	
DRAINS	G F P C	100 % Filled
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 5.01SPAN NO. 7

ELEMENT	RATING	COMMENT
TOP DECK	G F <u>P</u> C	see 1 up to 1/4" cracks
PARAPET	G <u>F</u> P C	up to 1/32" cracks
RAILS & POST	G F P C	
DRAINS	G F P C	100% full
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79. I-40 5.01SPAN NO. 8

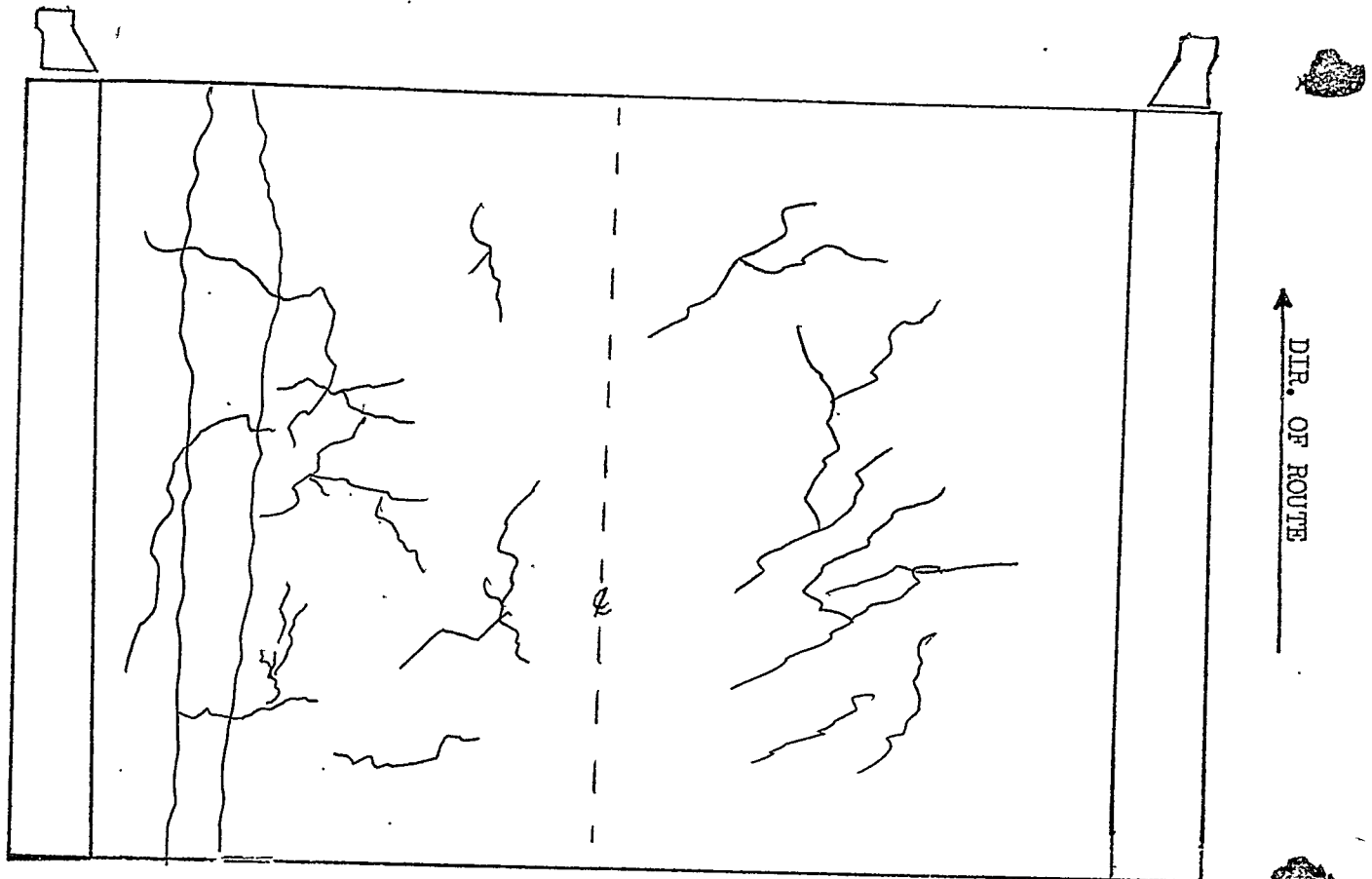
LT



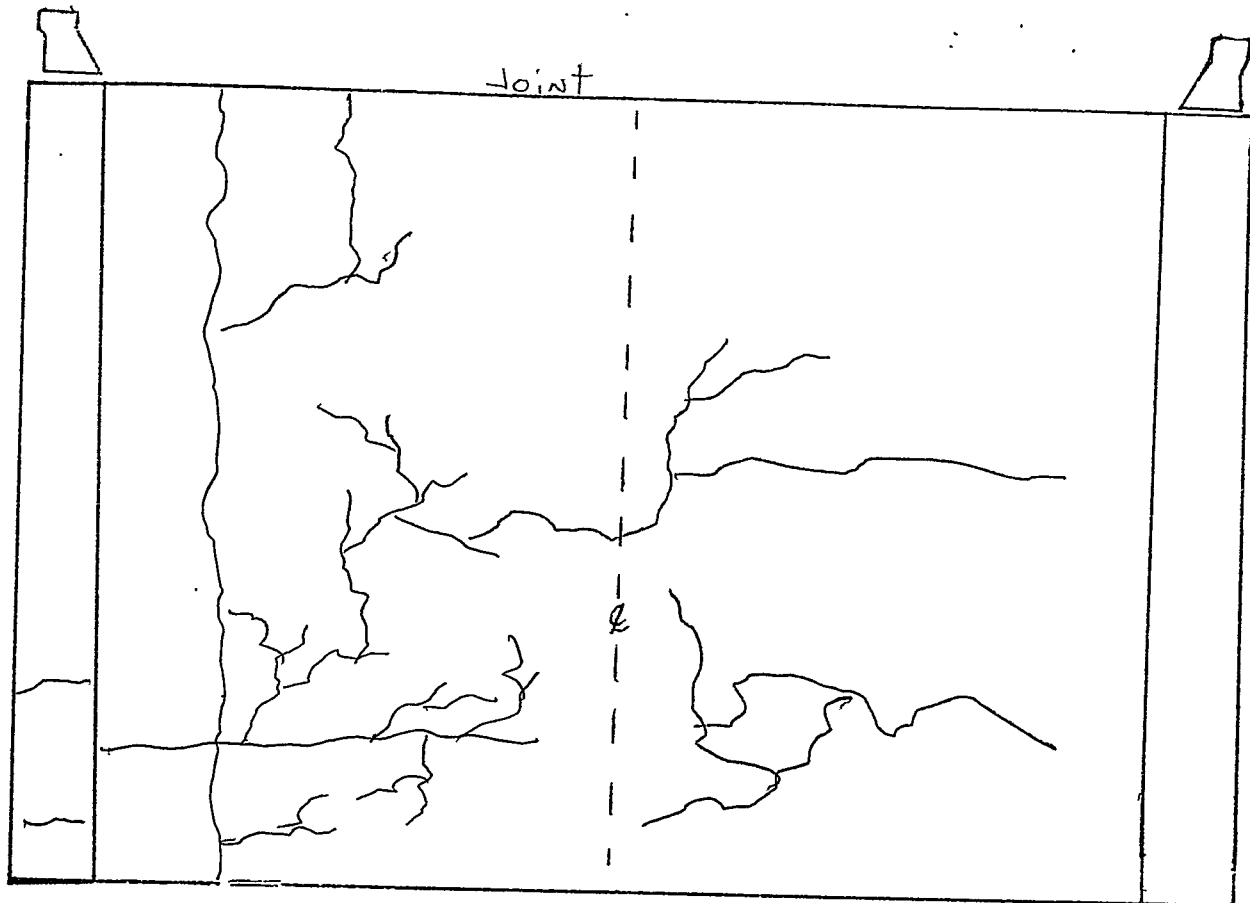
ELEMENT	RATING	COMMENT
TOP DECK	G F <u>P</u> C	See ①, ②, ③ 1" cracks
PARAPET	<u>G</u> F P C	hL
RAILS & POSTS	G F P C	
DRAINS	G F P C	
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-410 S.C.1

CT

SPAN NO. 9

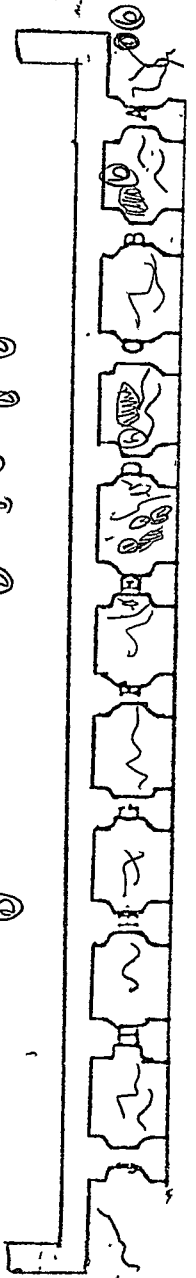
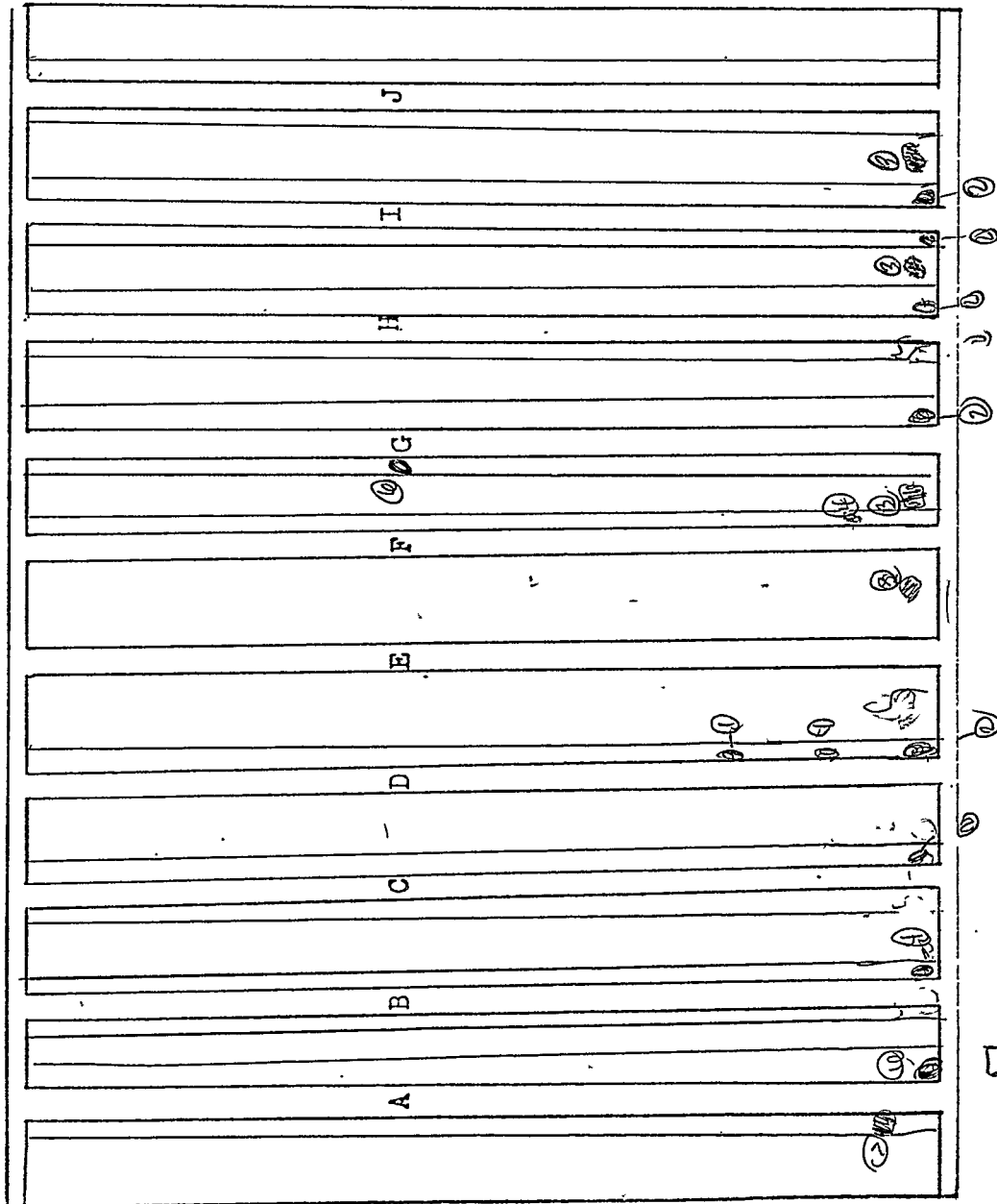
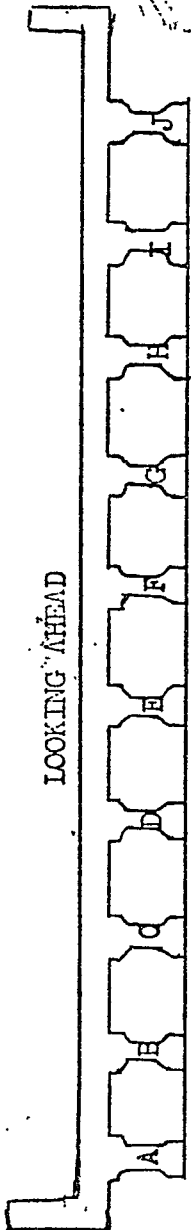
ELEMENT	RATING	COMMENT
TOP DECK	G F P C	$\frac{1}{2}$ " crack
PARAPET	G F P C	
RAILS & POST	G F P C	
DRAINS	G F P C	
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 5.01SPAN NO. 10

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	$\frac{1}{2}$ " crack
PARAPET	(G) F P C	hl
RAILS & POST	G F P C	
DRAINS	G F P C	
EXP. JOINTS	G F P C	
	G F P C	

BR. NO. 79 I-40 5.01 SK. LT. SPAN NO.

ET



DIR. OF ROUTE

BRIDGE NO. 79 I-40 5.01 UT

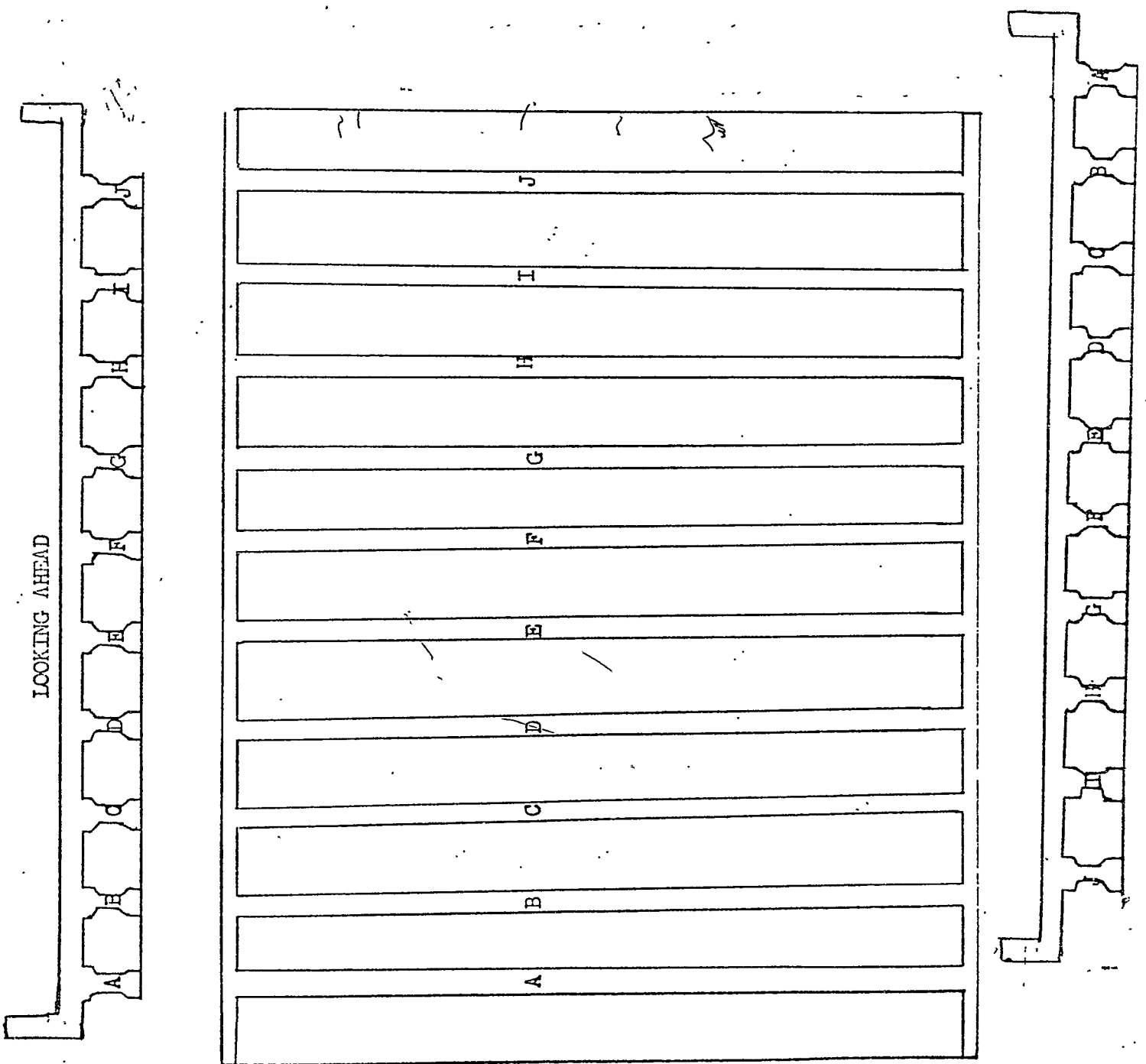
BENT NO. _____ SPAN NO. 1 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	See ③, 1/32" cracks ① Spall Cup de. 4'0" x 1'0" ② Spall to Steel cup Joist 1'0" x 1'0"
CONC. I. BEAMS	G F P C	③ Imp Spall 2'6" x 1'6"
A	G F P C	See ①, ② ④ Spall to Steel 4'0" x 1'0"
B	G F P C	See ④ ⑤ Spall 10'0" x 3'4" x 7/8" dia
C	G F P C	See ② ⑥ Spall 1'0" x 1'2" dia
D	G F P C	See ①, ② ⑦ Imp Spall 1'0" x 3'0"
E	G F P C	
F	G F P C	See ③, ④
G	G F P C	See ②
H	G F P C	See ②, Hairline cracks
I	G F P C	See ②
J	G F P C	
K		
L		
M		
N		
O		
P		
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
DIA.	G F P C	
BACKWALLS	G F P C	See ①, ⑤, ⑥, 1/16" cracks
EQ	Good	

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 Document records request does
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BR. NO. 79. I-40 5.01 SK. LT. SPAN NO. 2

LT



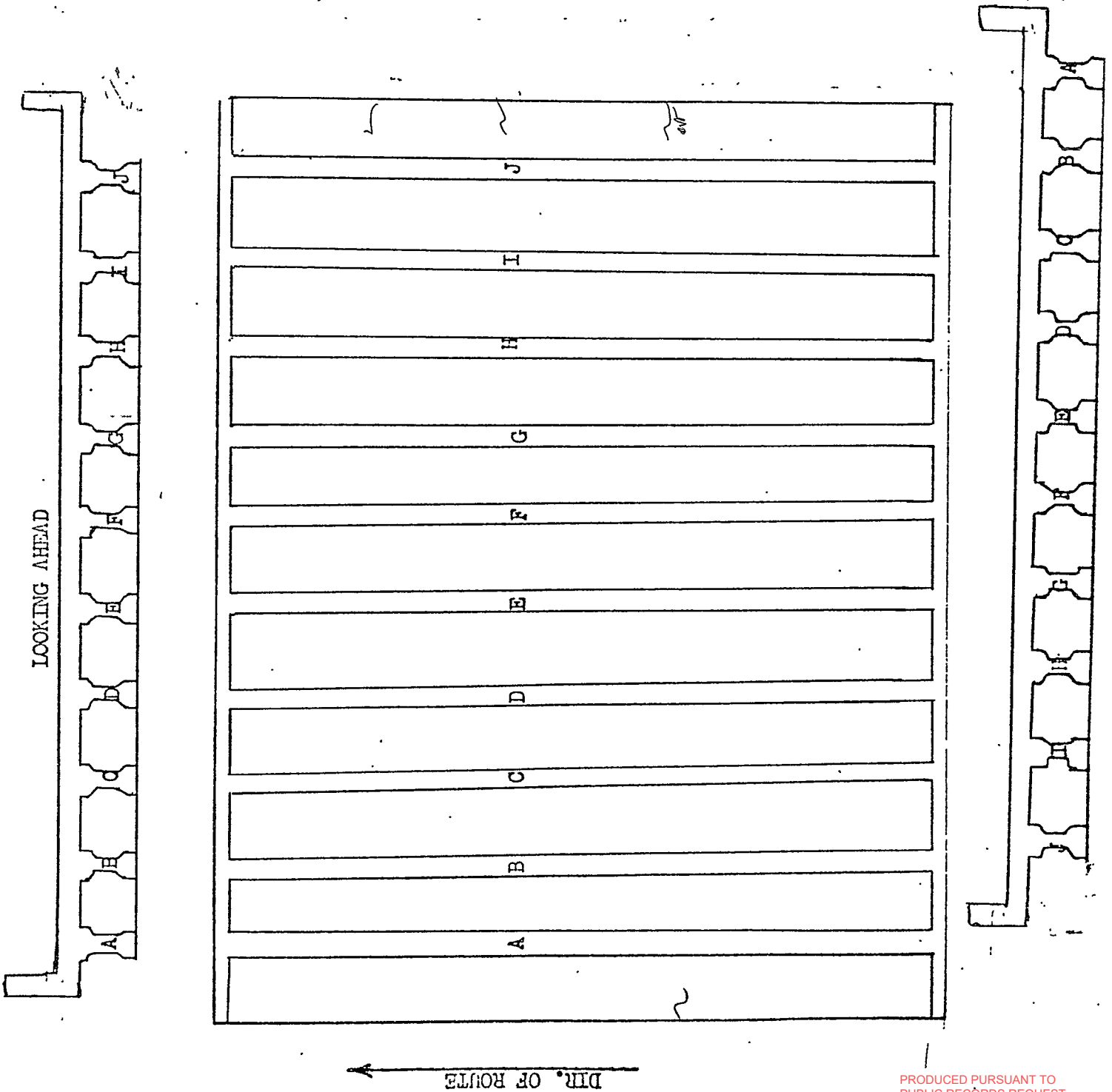
DIR. OF ROUTE

BRIDGE NO. 79 I-40 5.01

BENT NO. _____ SPAN NO. 2 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	<u>G</u> F P C	Mainline Cracks w/ off in deck hang
CONC. I. BEAMS	<u>G</u> F P C	
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	
G	G F P C	
H	G F P C	
I	G F P C	
J	G F P C	
DIA.	<u>G</u> F P C	
BACKWALLS	G F P C	N/A

BR. NO. 79 - T-40 5.01 SK. LT LT. 3 SPAN NO. 3



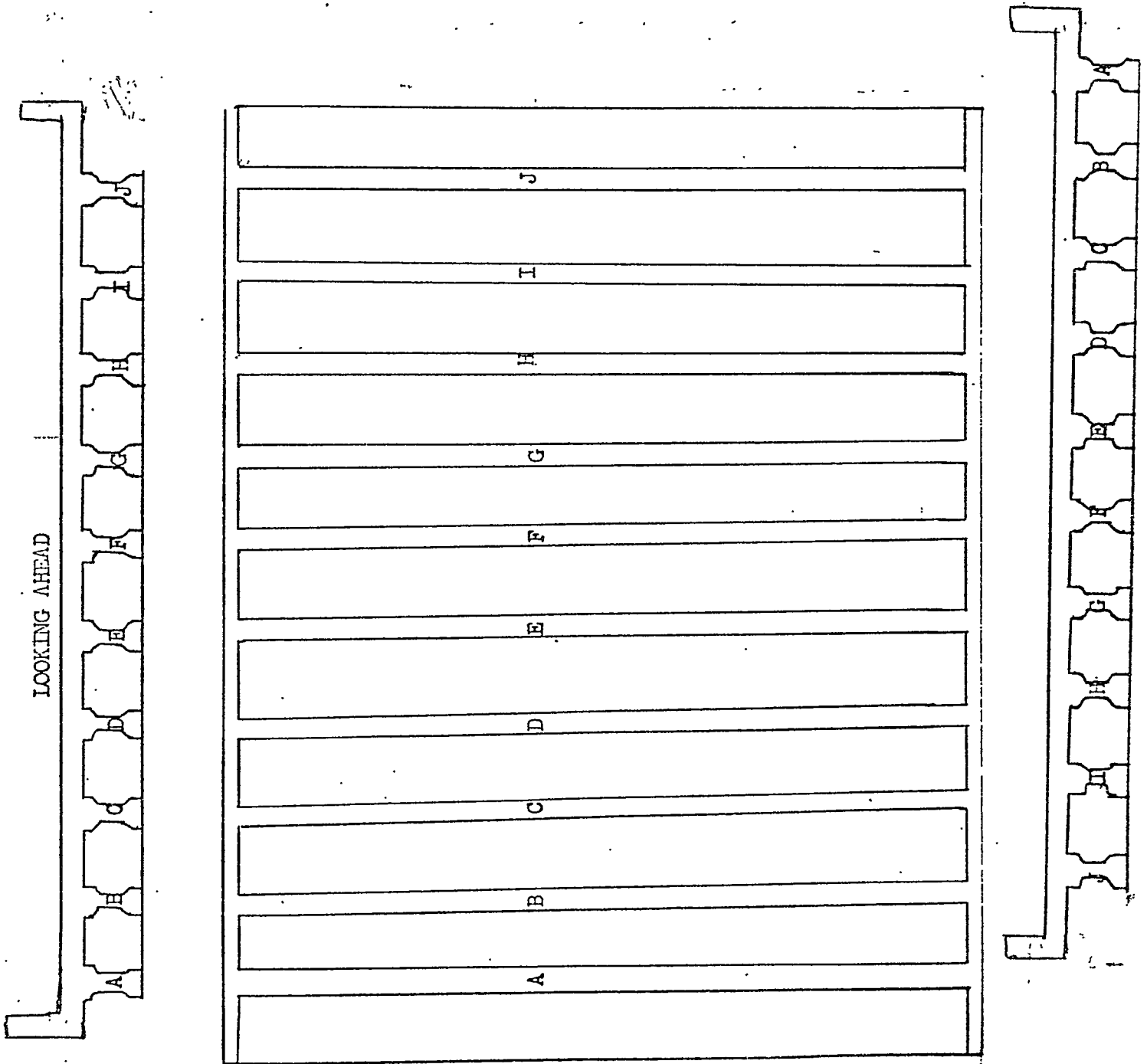
BRIDGE NO. 79 I-40 5.01

BENT NO. _____ SPAN NO. 3 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	Horizontal cracks at all in crosshairs
CONC. I. BEAMS	G F P C	
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	
G	G F P C	
H	G F P C	
I	G F P C	
J	G F P C	
DIA.	G F P C	
BACKWALLS	G F P C	N/A

BR. NO. 79 TWO 501 SK. LT. SPAN NO. 4

LT



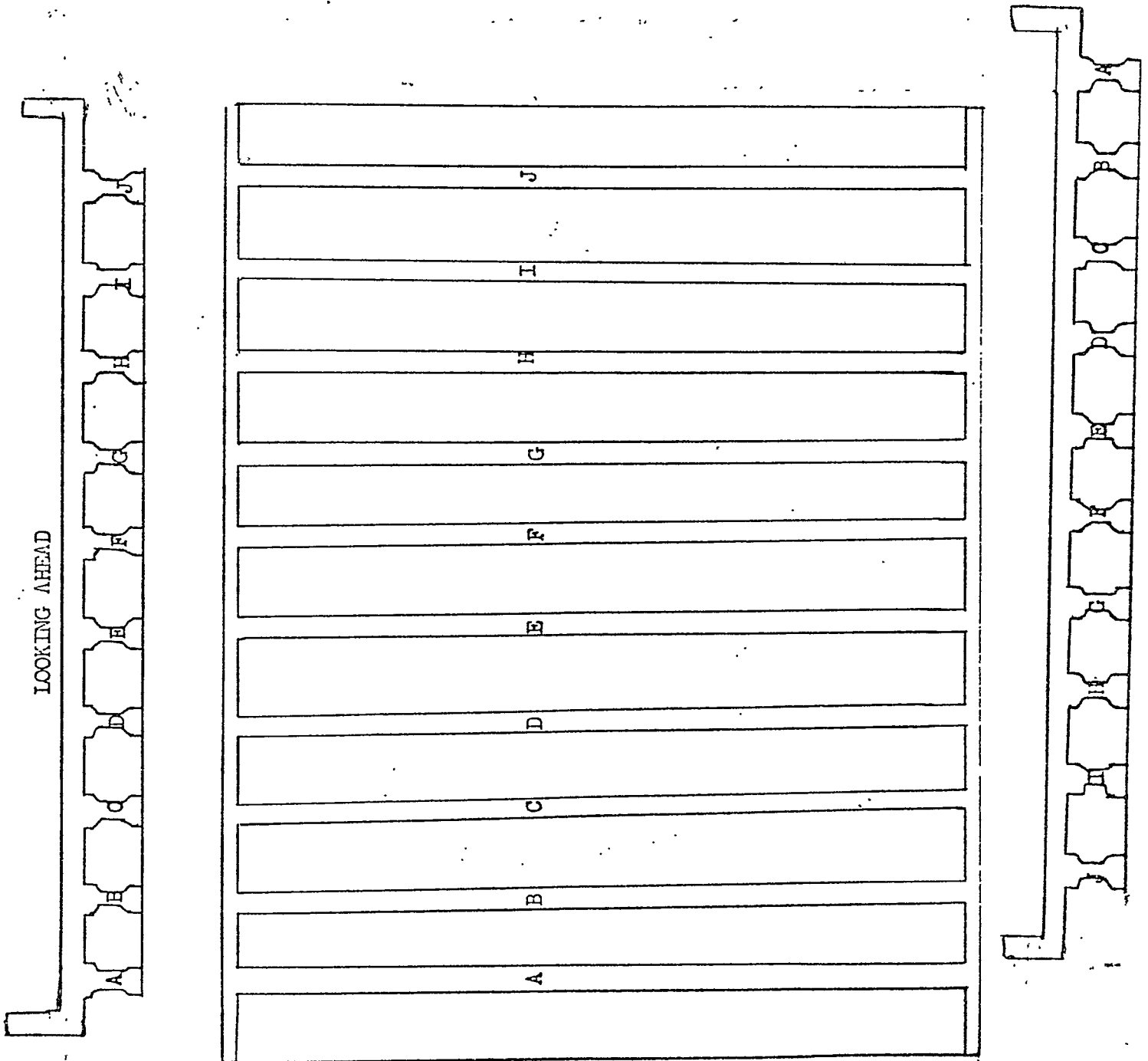
DIR. OF ROUTE

BRIDGE NO. 79 T-40 5.01

BENT NO. _____ SPAN NO. 4 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	(G) F P C	
CONC. I. BEAMS	(G) F P C	
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	
G	(G) F P C	
H	(G) F P C	
I	(G) F P C	
J	(G) F P C	
DIA.	(G) F P C	
BACKFILLS	G F P C	

BR. NO. 79 I-40 5.01 SK. LT LT. SPAN NO. 5



47

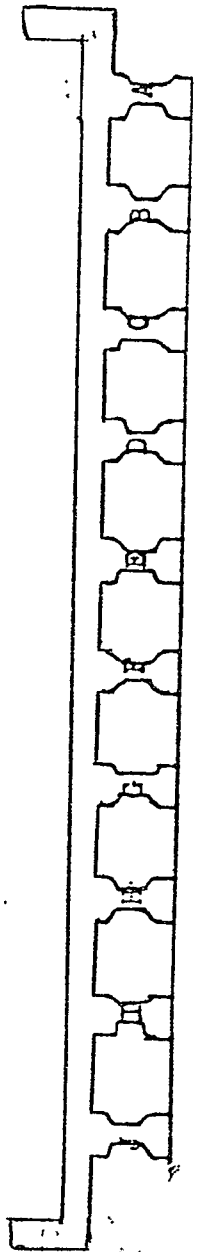
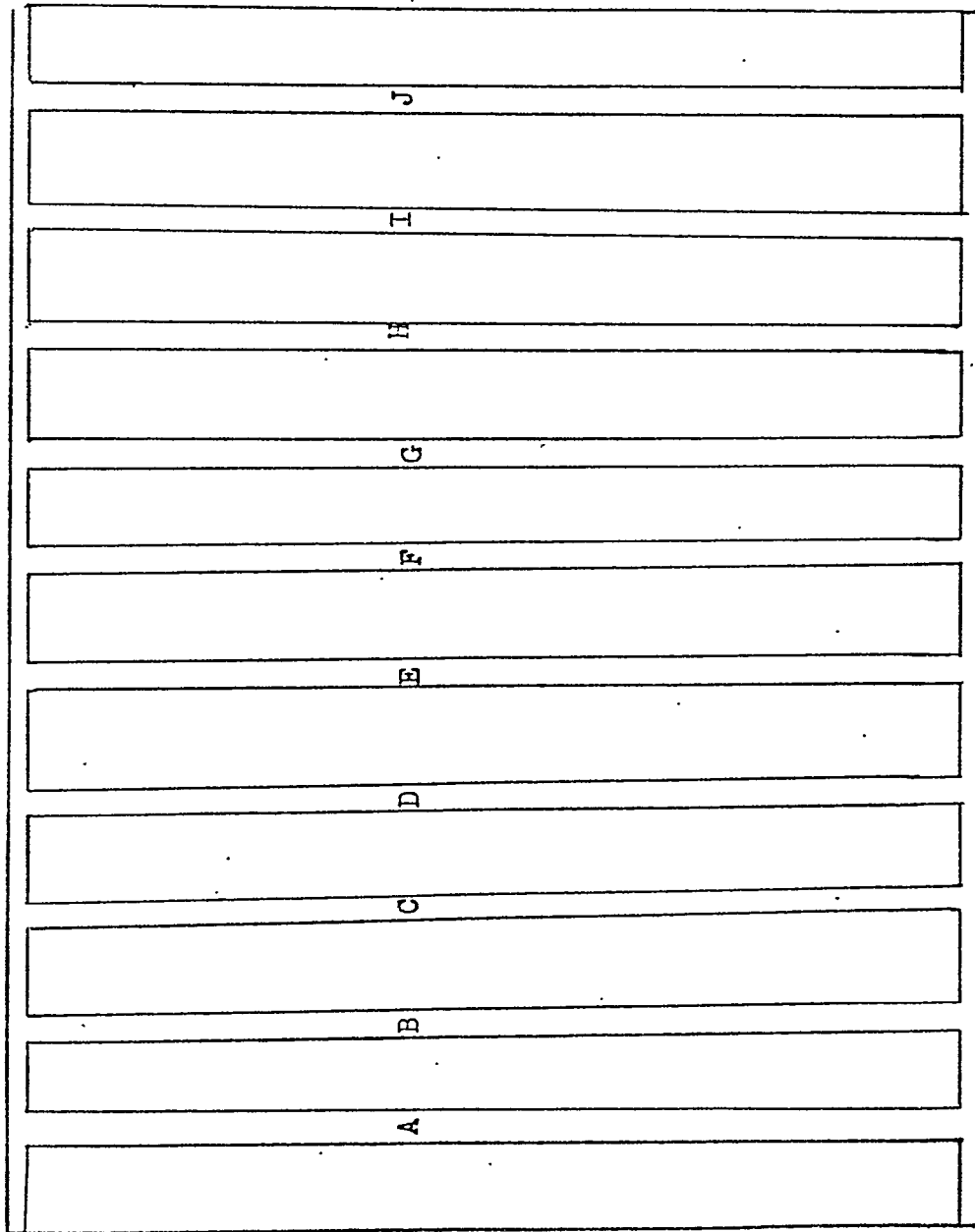
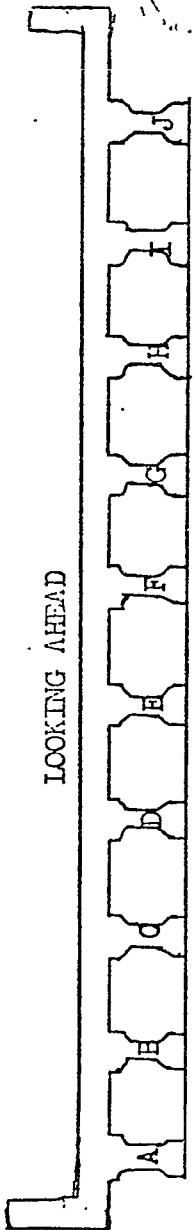
BRIDGE NO. 79 I-40 5.01

BENT NO. _____ SPAN NO. 5 ABT. NO. _____ PIER NO. _____

ELEMENT	PATING	COMMENTS
BOTTOM DECK	(G) F P C	
CONC. I. BEAMS	G F P C	
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	
G	(G) F P C	
H	(G) F P C	
I	(G) F P C	
J	(G) F P C	
DIA.	(G) F P C	
BACKFILLS	G F P C	

BR. NO. 79 T-40 5.01 SK. LT. SPAN NO. 6

IT



← DIR. OF ROUTE

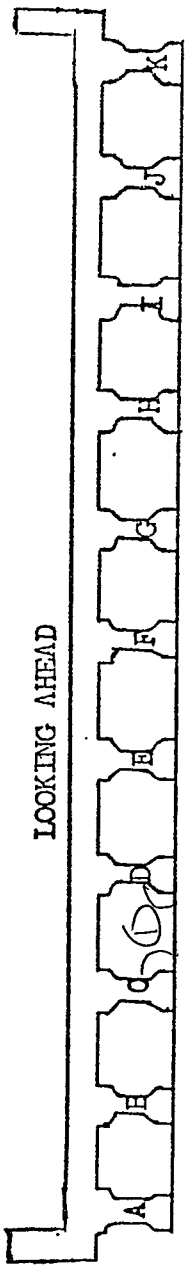
BRIDGE NO. 79 T-40 5.01

BENT NO. _____ SPAN NO. 6 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	(G) F P C	
CONC. I. BEAMS	G F P C	
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	
G	(G) F P C	
H	(G) F P C	
I	(G) F P C	
J	(G) F P C	
DIA.	(G) F P C	
BACKWALLS	G F P C	

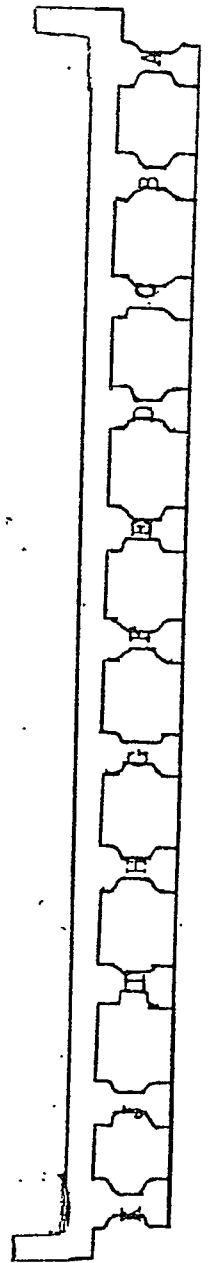
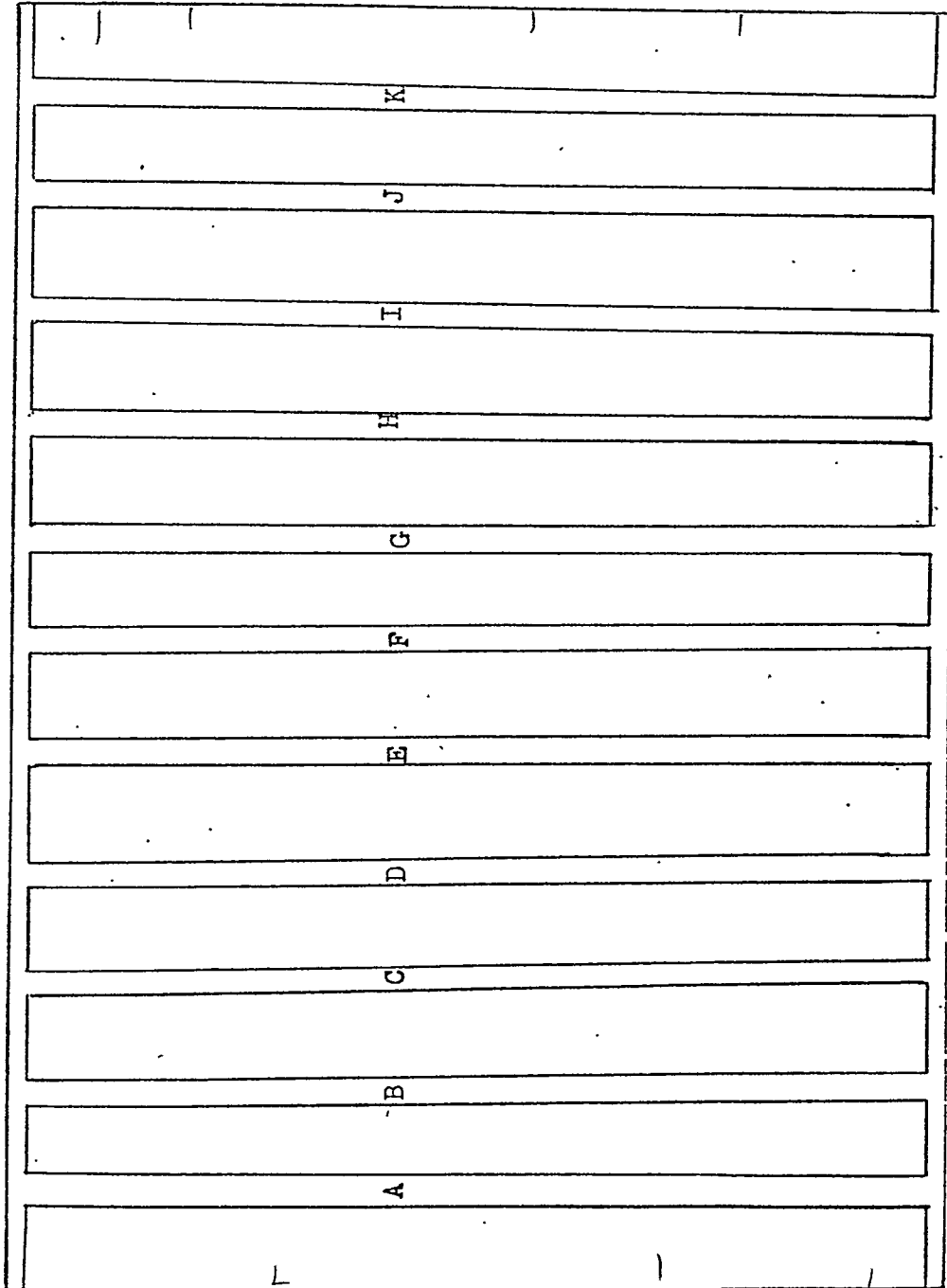
BR. NO. 79 I-40 5.01 SK. LT. SPAN NO. 7

LT



LOOKING AHEAD

① Spacing 8" dia 1/2" deep



LOOKING BACK

DIR. OF ROUTE

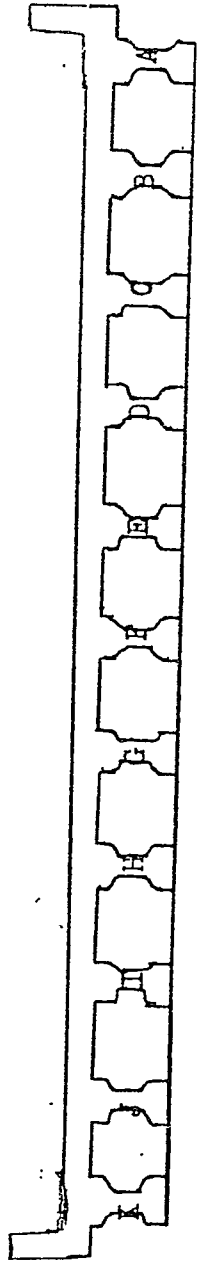
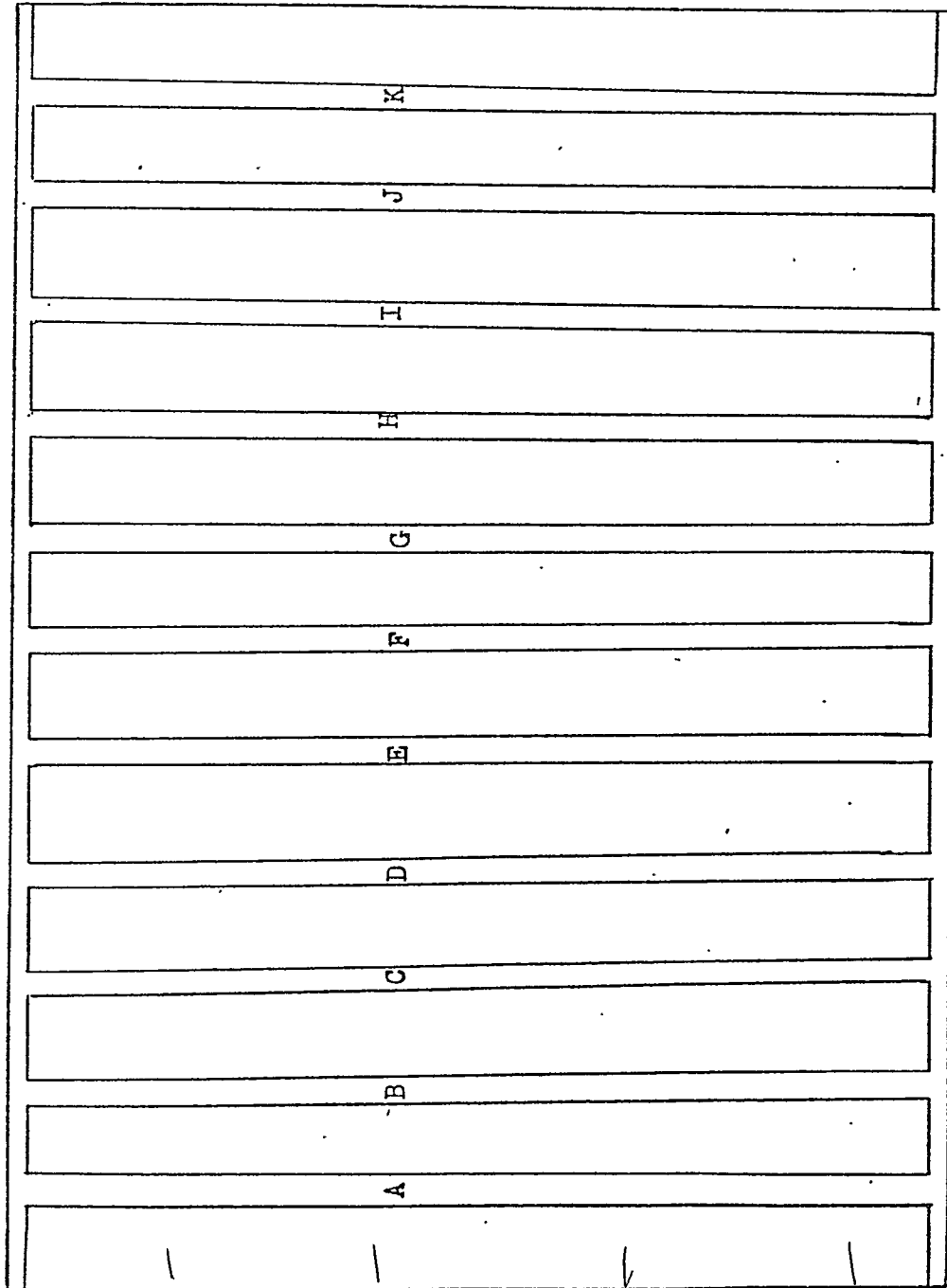
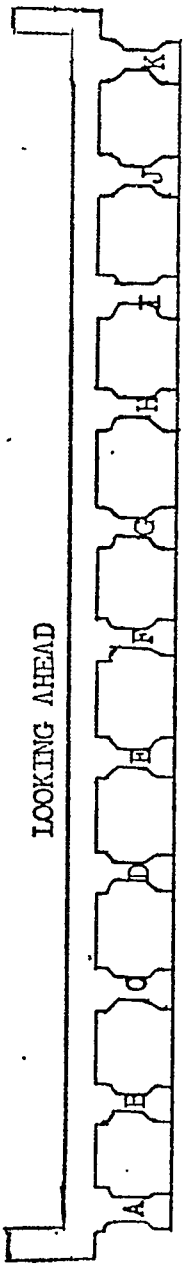
BRIDGE NO. 79 I-40 5.01

BENT NO. _____ SPAN NO. 7 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	(G) F P C	Hairline cracks eff
CONC. I. BEAMS	(G) F P C	
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	
G	(G) F P C	
H	(G) F P C	
I	(G) F P C	
J	(G) F P C	
K	(G) F P C	
DIA.	G (F) P C	(1)
BACKFILLS	G F P C	

BR. NO. 79 I-40 5.01 SK. LT. SPAN NO. 8

LT.



DIR. OF ROUTE

BRIDGE NO. 79 I-40 5.01

BENT NO. SPAN NO. 8 ABT. NO. PIER NO.

ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	Main line cracks with eff
CONC. I. BEAMS	G F P C	
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	
G	G F P C	
H	G F P C	
I	G F P C	
J	G F P C	
K	G F P C	
DIA.	G F P C	
BACKFILLS	G F P C	

□

← DIR. OF ROUTE

LOCKING <u>Back</u>			LOCKING	
		L		
		K		
		J		
		I		
		H		
		G		
		F		
		E		
		D		
		C		
		B		
		A		

ET

BRIDGE NO. 79 I-40 S.O.I

BENT NO. _____ SPAN NO. 9 ABT. NO. _____ PIER NO. _____

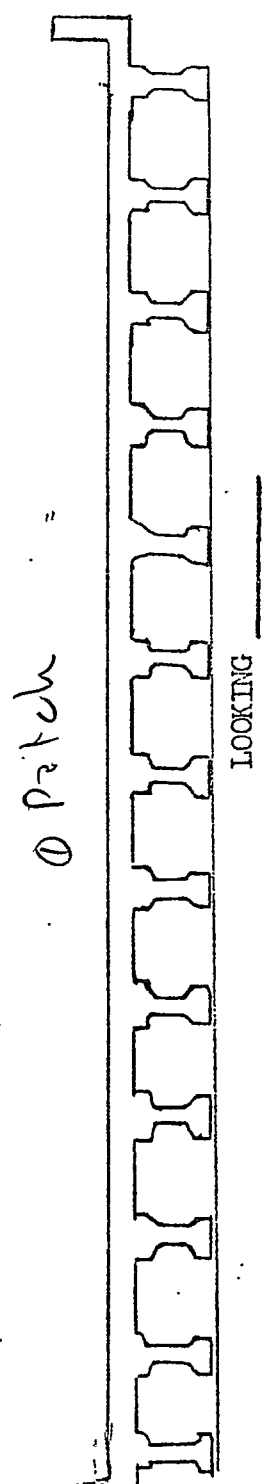
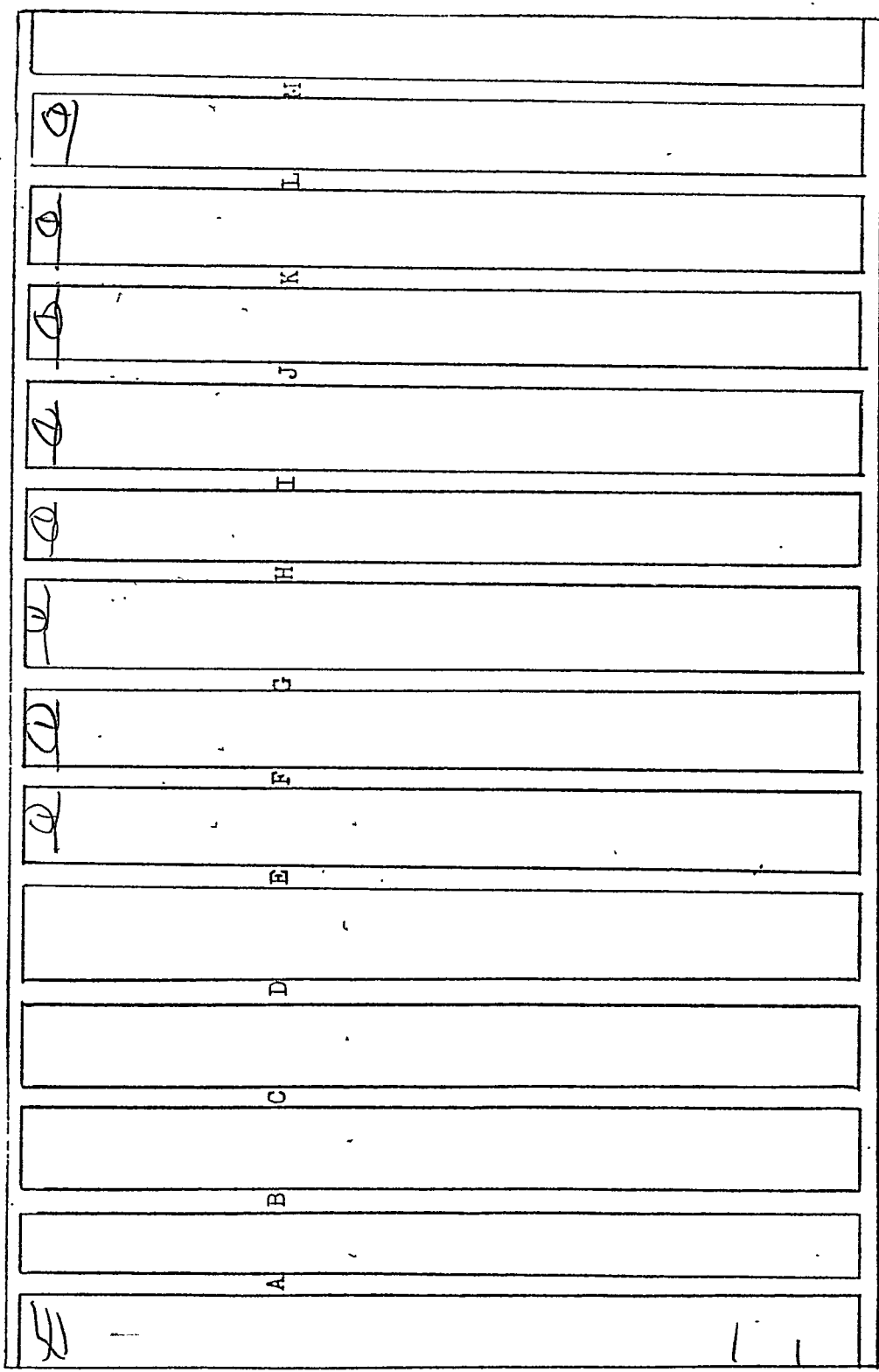
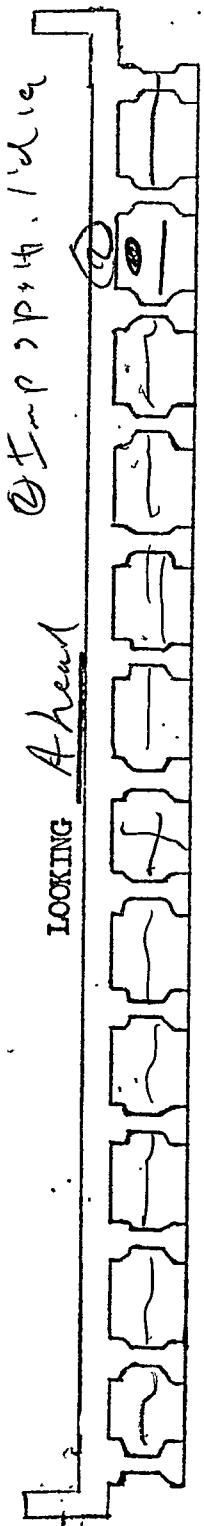
ELEMENT	RATING	COMMENTS
BOTTOM DECK	G F P C	Hairline cracks esth
CONC. I. BEAMS	G F P C	
A	G F P C	
B	G F P C	
C	G F P C	
D	G F P C	
E	G F P C	
F	G F P C	
G	G F P C	
H	G F P C	
I	G F P C	
J	G F P C	
K	G F P C	
L	G F P C	
DIA.	G F P C	Spall 6" high 4" w 1/4" deep
BACKFILLS	G F P C	

BR. NO. 79 T-40 5.01 SK

SPAN NO. 10

ET

← DIR. OF ROUTE



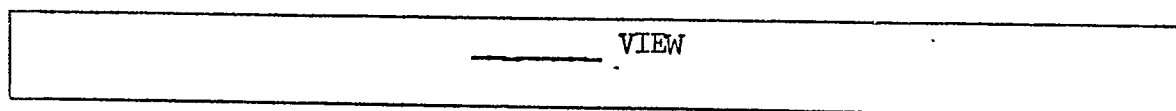
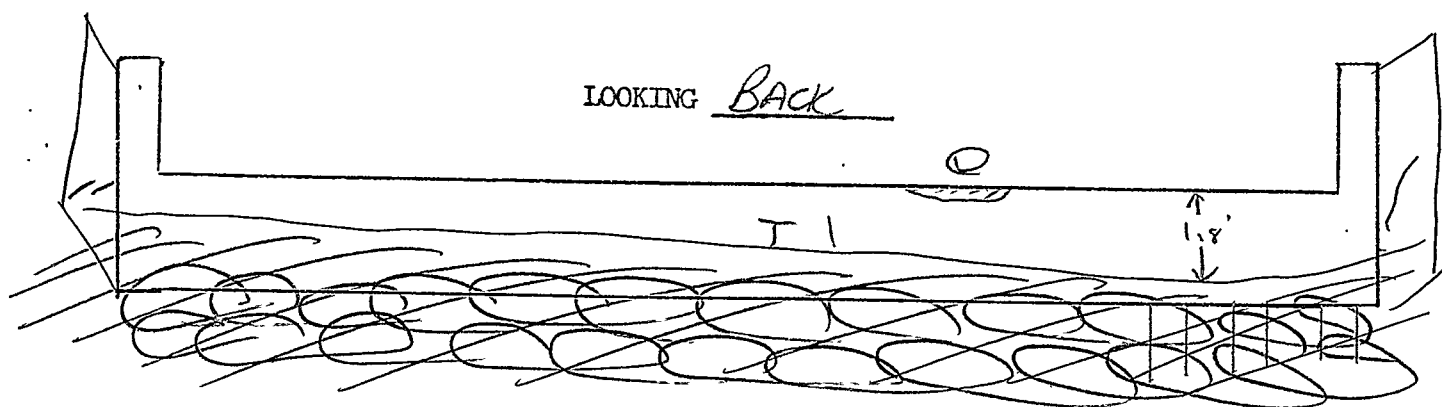
BRIDGE NO. 79 I-40 5.01

BENT NO. _____ SPAN NO. 10 ABT. NO. _____ PIER NO. _____

ELEMENT	RATING	COMMENTS
BOTTOM DECK	G(F) P C	Hairline cracks with egg ①
CONC. I. BEAMS	(G) F P C	
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	
G	(G) F P C	
H	(G) F P C	
I	(G) F P C	
J	(G) F P C	
K	(G) F P C	
L	(G) F P C	
M	(G) F P C	
DIA.	(G) F P C	
BACKWALLS	G(F) P C	Up to 1/32" cracks ②

BRIDGE NO 79 T-40 5.01 L

ABUT. NO. 1



① Impending Spall 4' w x 4" H x 6" L

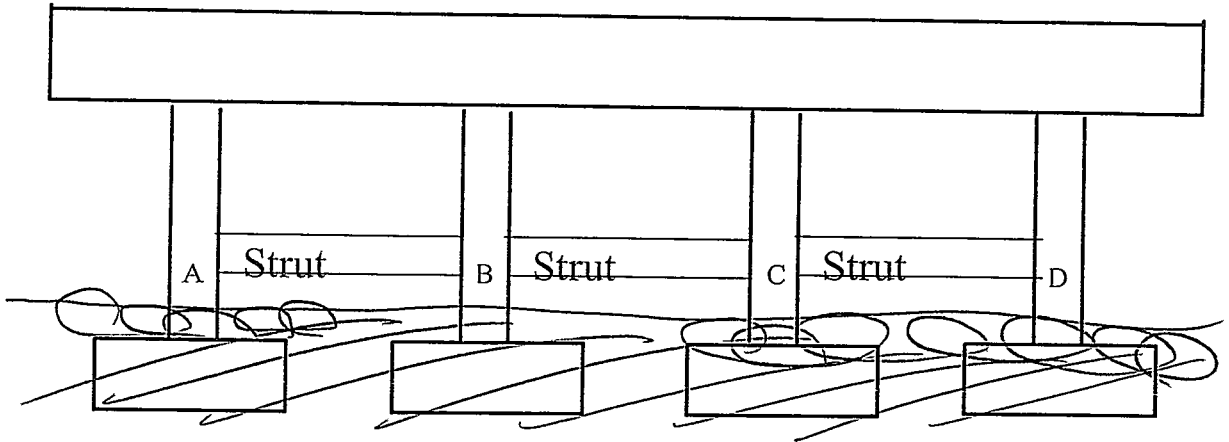
ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	G (F) P C	HL cracks, see ①
WINGS	G (F) P C	up to 1/32" cracks v/eff
MBANKMENT	(G) F P C	
GRAVELMENT R. & R. P	(G) F P C	
VEG.	G F (P) C	Tree growth
B-a.	(G) F P C	

5.01 L
~~5.09 L~~

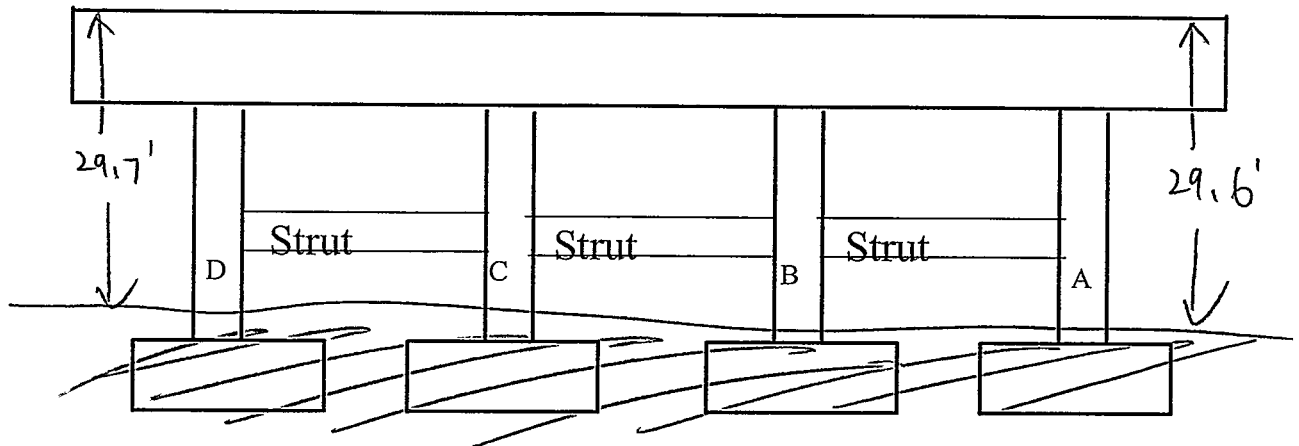
79 I-40

Bridge No. Co. Route Log Mile BENT. NO. 1

TOP OF CAP TO TOP OF STRUT: 18.5'



FRONT VIEW



REAR VIEW

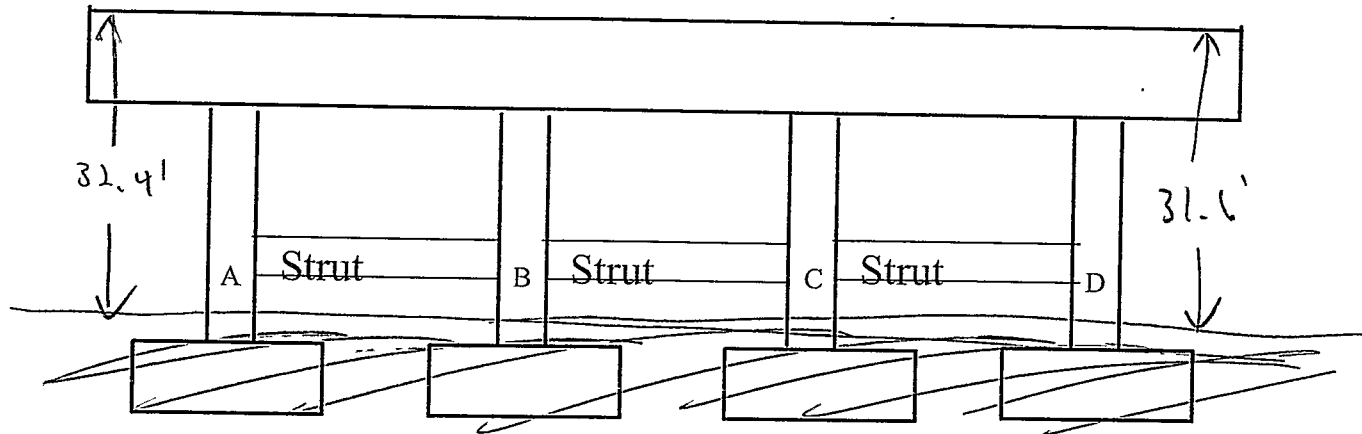
ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	(G) F P C	
COLUMN A	(G) F P C	
B	(G) F P C	
C	(G) F P C	
D	(G) F P C	
	G F P C	
FOOTING	G F P C	W

5.01 L
~~5.09 E~~

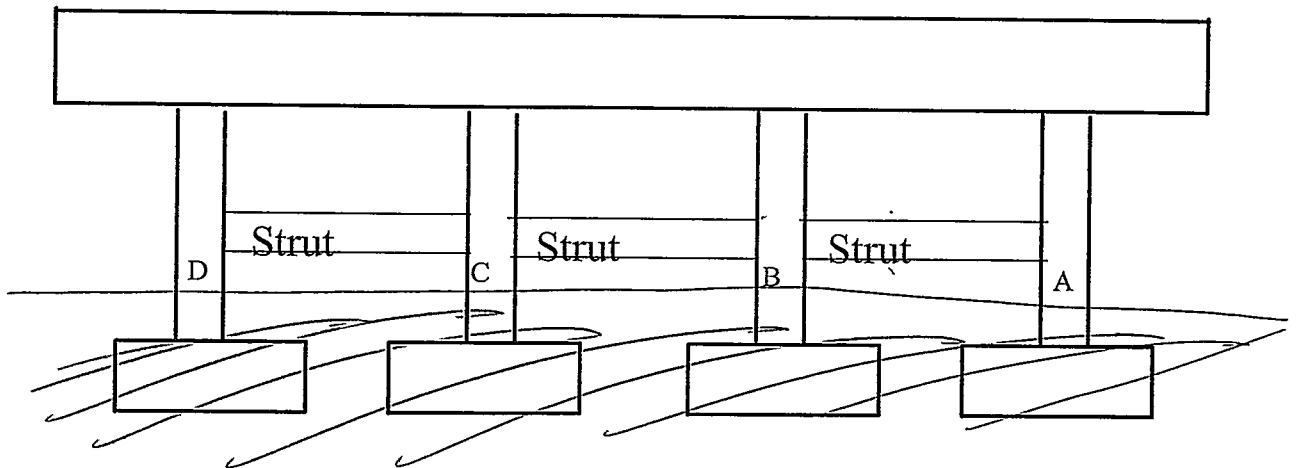
79 I-40 ~~5.09 E~~

Bridge No. Co. Route Log Mile BENT. NO. 2

TOP OF CAP TO TOP OF STRUT: 25.3'



FRONT VIEW



REAR VIEW

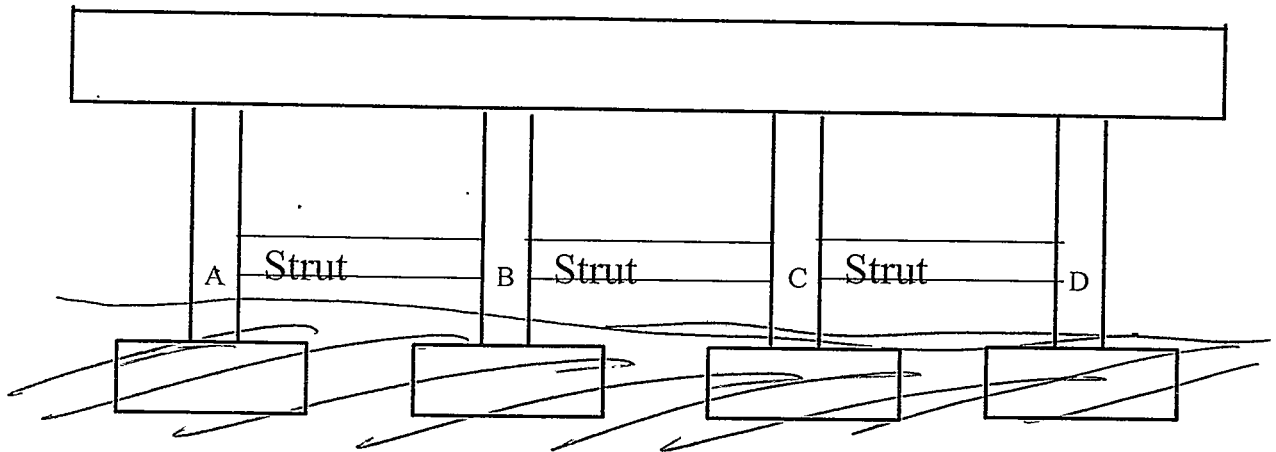
ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	(G) F P C	
COLUMN A	(G) F P C	
B	(G) F P C	
C	(G) F P C	
D	(G) F P C	
FOOTING	G F P C	
	G F P C	NV

Sketch
Channel wash next
to Bent #3
See Added - sketches

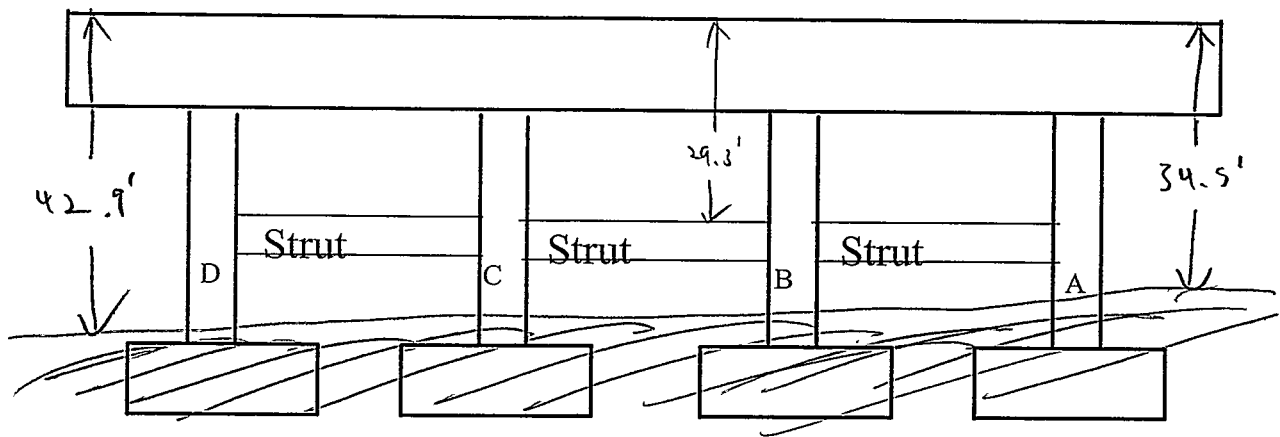
1

79 I-40 5.01 L
 Bridge No. Co. Route Log Mile BENT. NO. 3

TOP OF CAP TO TOP OF STRUT: 28.2'



FRONT VIEW



REAR VIEW

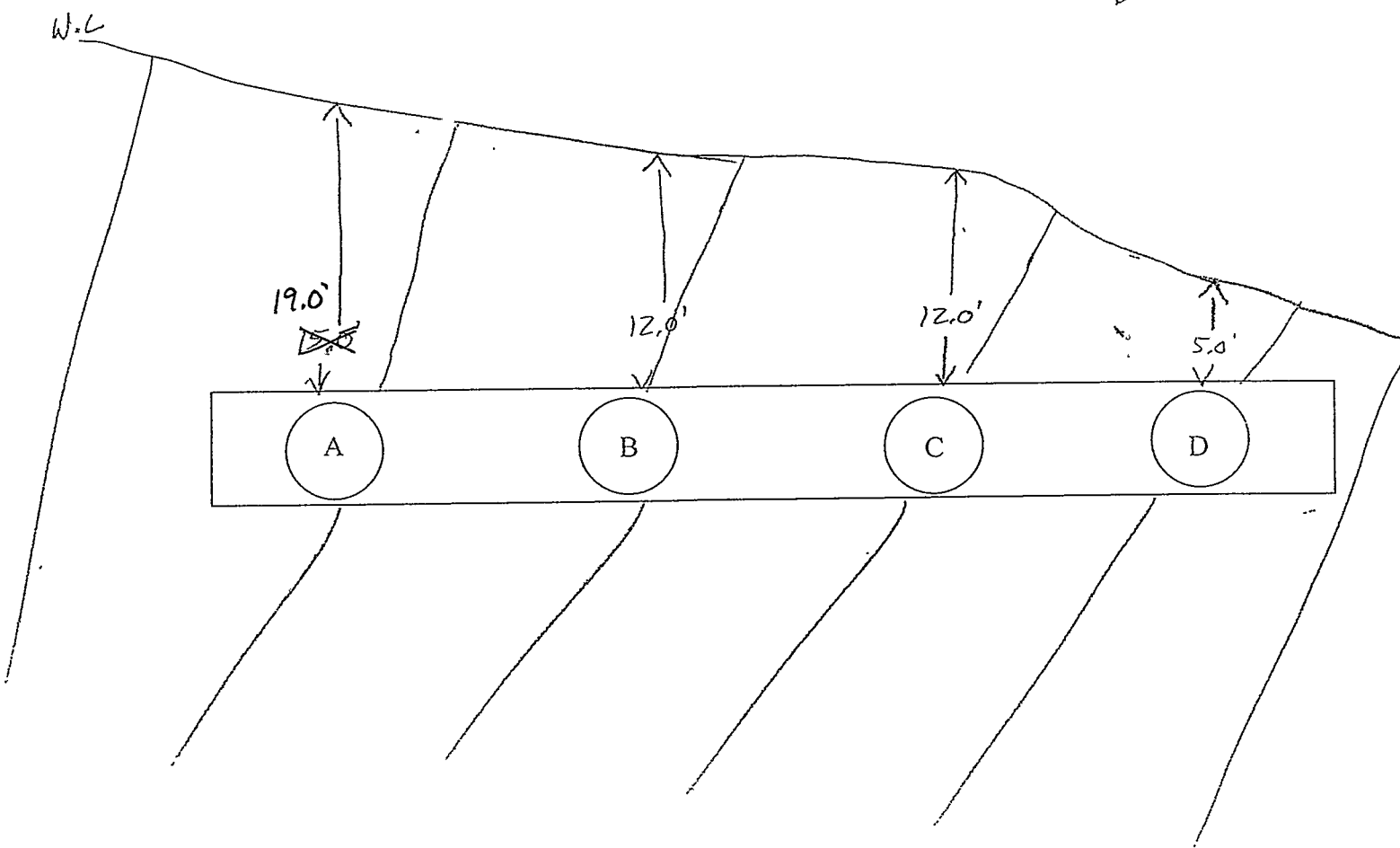
ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	(G) F P C	
COLUMN A	(G) F P C	
B	(G) F P C	
C	(G) F P C	
D	(G) F P C	
	G F P C	
FOOTING	G F P C	NV

177 7-40 5.11 2-
Bridge No. Co. Route Log Mile

BENT. NO. 5

8/31/22

↑
D.O.R

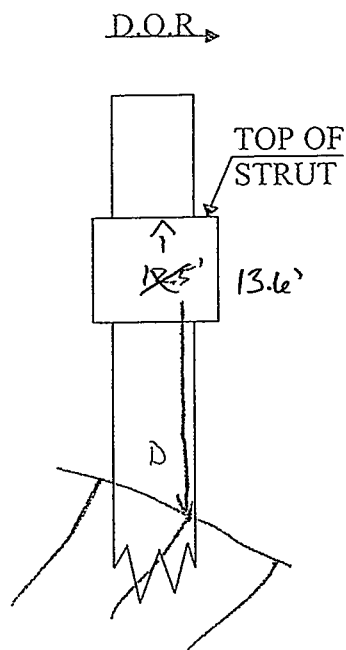
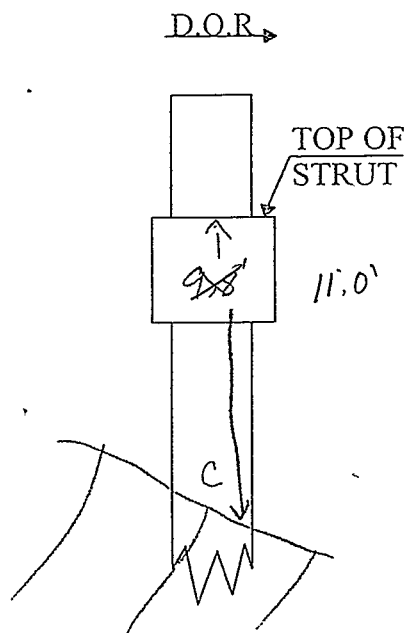
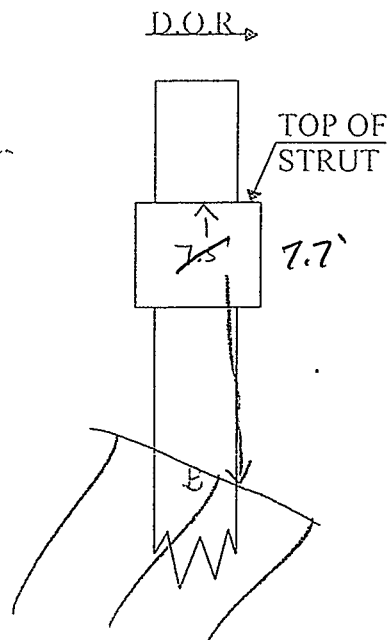
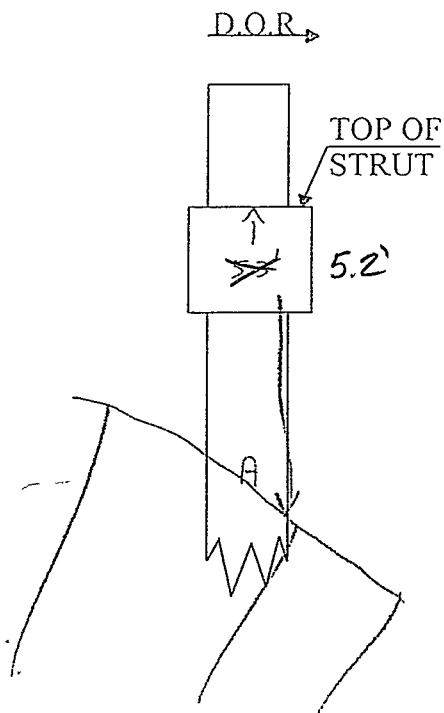


77 I-45 500
Bridge No. Co. Route Log Mile

8/31/22

BENT. NO.

3



Show ground line

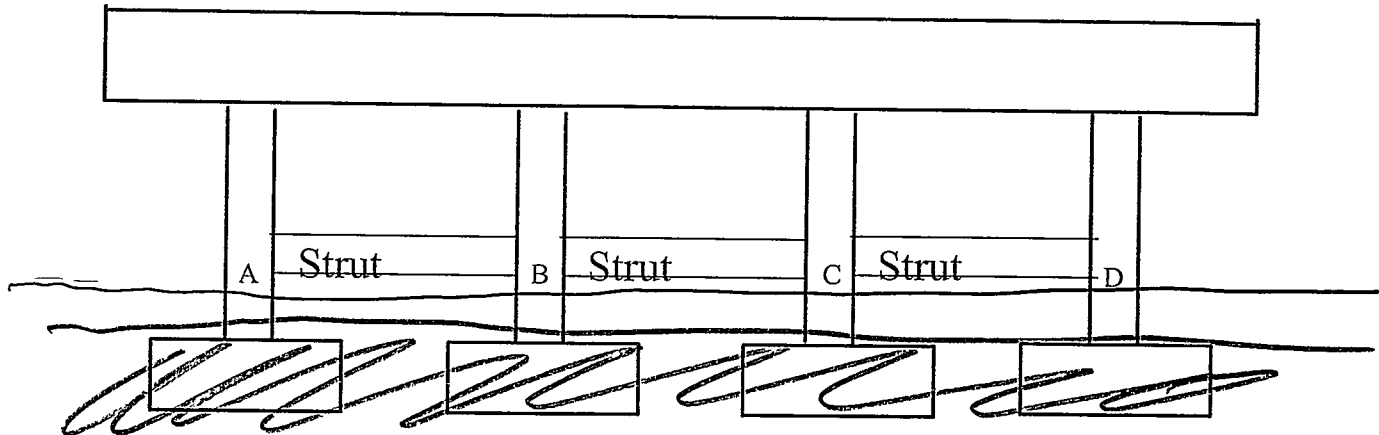
Date:

5.01 L
~~5.09 L~~

79 I-40

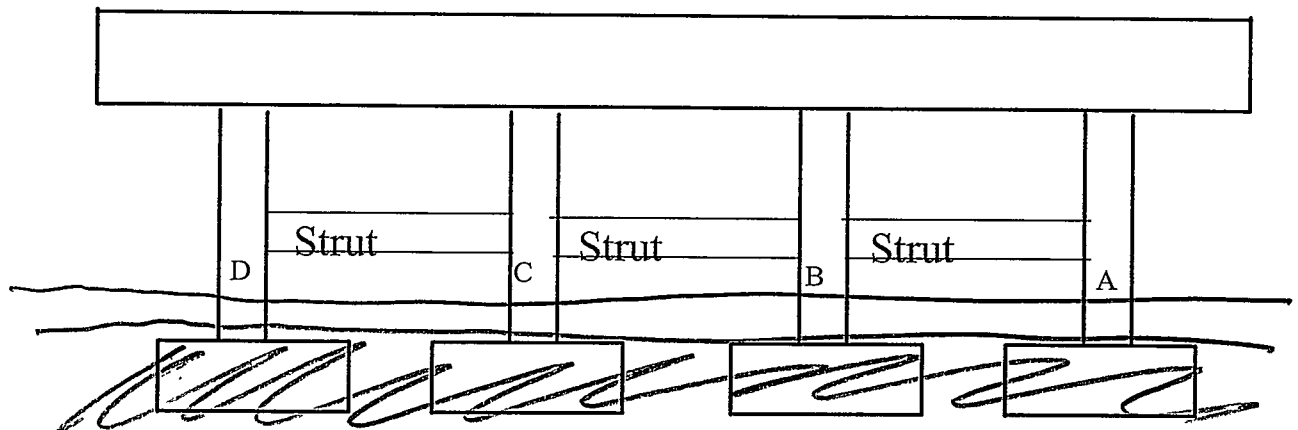
Bridge No. Co. Route Log Mile BENT. NO. 4

Top of CAP to Top of STRUT: 28.7'



FRONT VIEW

See scour sheet



REAR VIEW

ELEMENT	RATING	COMMENT
BEARING	G F P C	Light water abrasion up to 1/8" all columns
CAP	G F P C	
COLUMN A	G F P C	
B	G F P C	
C	G F P C	
D	G F P C	N/A
	G F P C	
FOOTING	G F P C	

BRIDGE NO. 79 740 5.01 L DATE: _____
COUNTY ROUTE LOG MILE LOG (km)

TOTAL HEIGHT 61.2' BENT/PIER NO 4
(Top of Cap to Bottom of FTG)

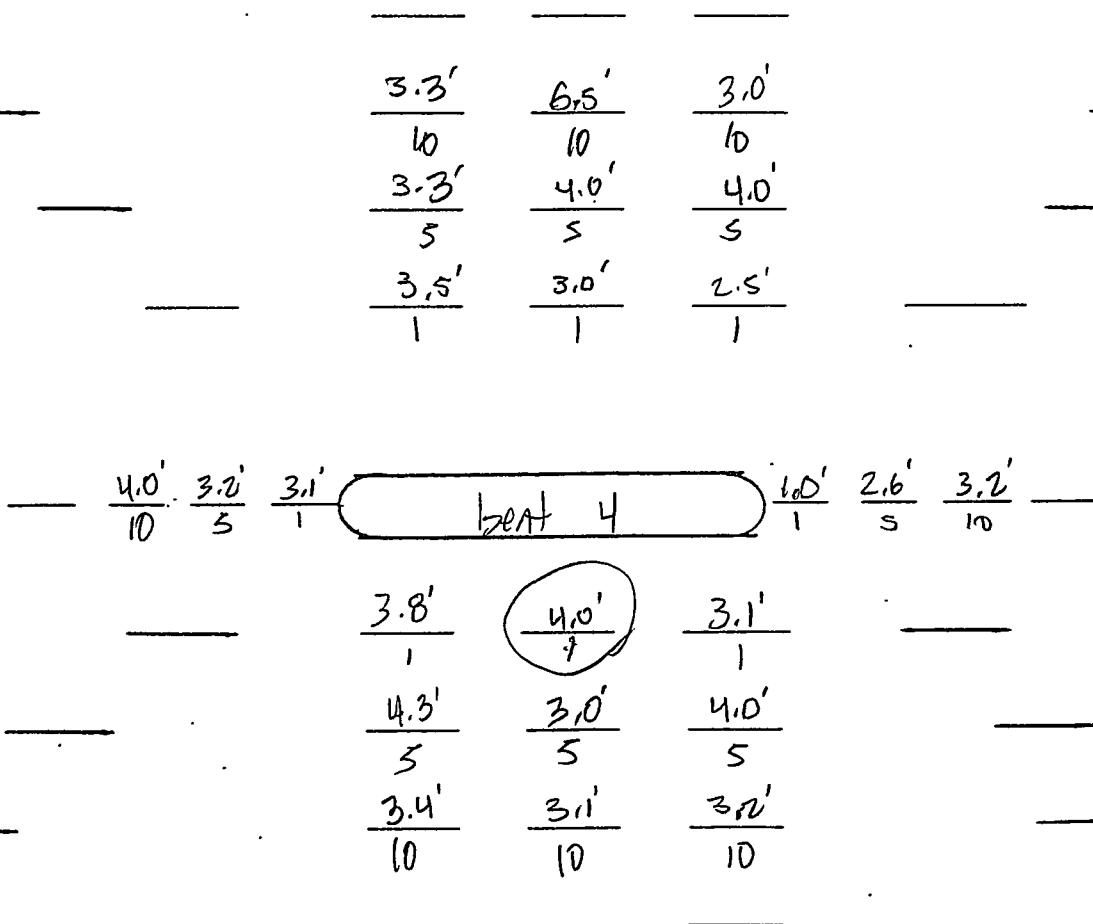
FOOTING THICKNESS (T) 4.5 SCOUR: (G) F P C

TOP OF CAP TO TOP OF FTG 56.7 DRIFT: (G) F P C

TOP OF CAP TO TOP OF WATER 12.5 to 5 m MAXIMUM EXPOSURE 45.2'

WATER DEPTH TO TOP OF FTG: _____

DEPTH
DISTANCE
← DIRECTION OF FLOW



BRIDGE NO. _____

DATE: _____

Co.: _____ Route _____ LogMile: L/R _____

TOTAL HEIGHT _____

(Top of Cap to Bottom of Ftg)

BENT/PIER NO. 3-6

FOOTING THICKNESS (T) _____

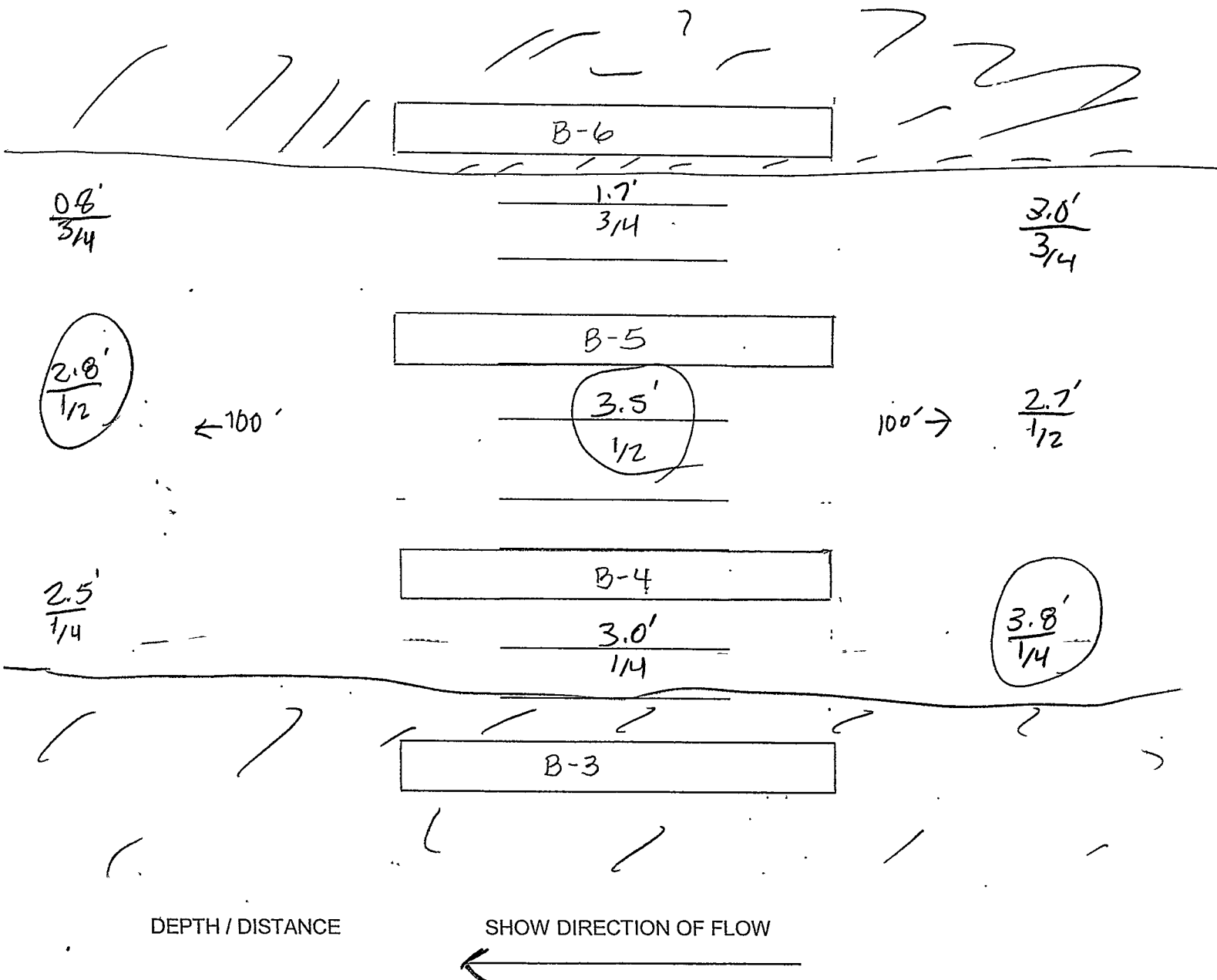
SCOUR: G F P C

TOP OF CAP TO TOP OF FTG _____

(W / FTG @ H=)

DRIFT: G F P CTOP OF CAP TO TOP OF WATER 41.4'MAXIMUM EXPOSURE Up - 45.2'Thru - 44.9'Down - 44.2'

WATER DEPTH TO TOP OF FTG: _____



BRIDGE NO. 79100400060

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

DATE: _____

Height on Rt. Side

TOTAL HEIGHT
(Top of Cap to Bottom of Ftg)

61.6

BENT/PIER NO. 5

FOOTING THICKNESS (T)

4.5

SCOUR: G F P C

TOP OF CAP TO TOP OF FTG

~~46.8~~ 57.1

DRIFT: G F P C

TOP OF CAP TO TOP OF WATER

12.5 to start

MAXIMUM EXPOSURE 43.6'

WATER DEPTH TO TOP OF FTG:

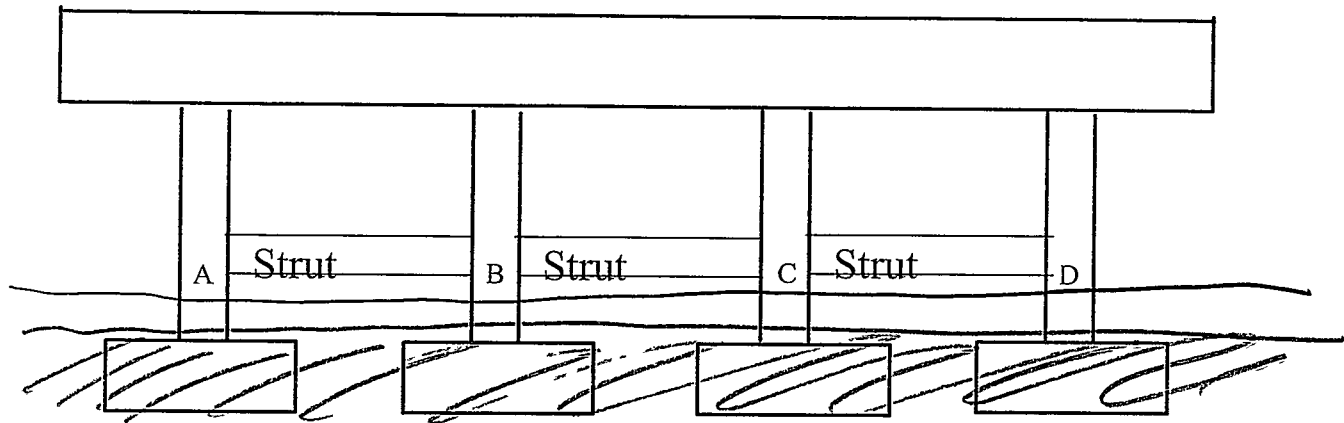
DEPTH
DISTANCE

DIRECTION OF FLOW

	<u>0.6'</u> 0	<u>2.5'</u> 10	<u>1.2'</u> 10	
	<u>0.8'</u> 5	<u>1.7'</u> 5	<u>1.3'</u> 5	
	<u>0.8'</u> 1	<u>1.0'</u> 1	<u>2.0'</u> 1	
<u>2.8'</u> 10	<u>2.8'</u> 5	<u>1.3'</u> 1	(bent 5)	<u>2.0'</u> 1
				<u>2.2'</u> 5
				<u>2.0'</u> 10

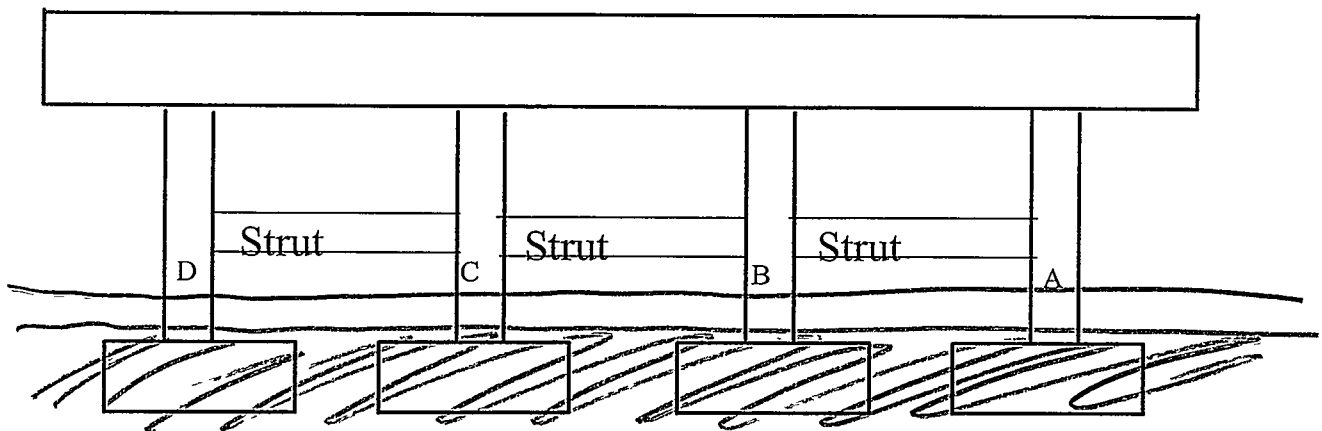
	<u>1.5'</u> 1	<u>2.0'</u> 1	<u>0.8'</u> 1	
	<u>2.0'</u> 5	<u>3.2'</u> 5	<u>2.6'</u> 5	
	<u>3.7'</u> 10	<u>3.5'</u> 10	<u>2.0'</u> 10	

TOP OF CAP TO TOP OF STRUT: 29.1'



FRONT VIEW

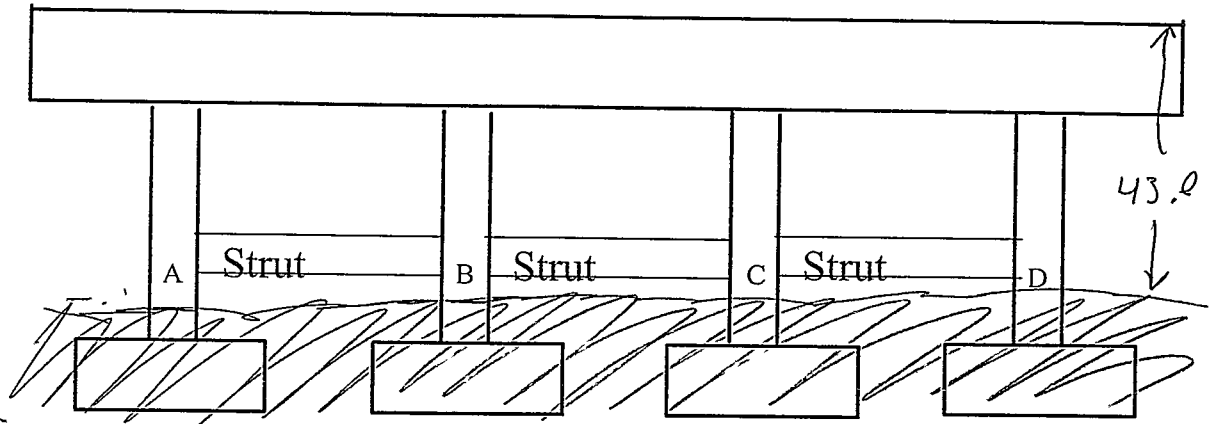
see scour sheet



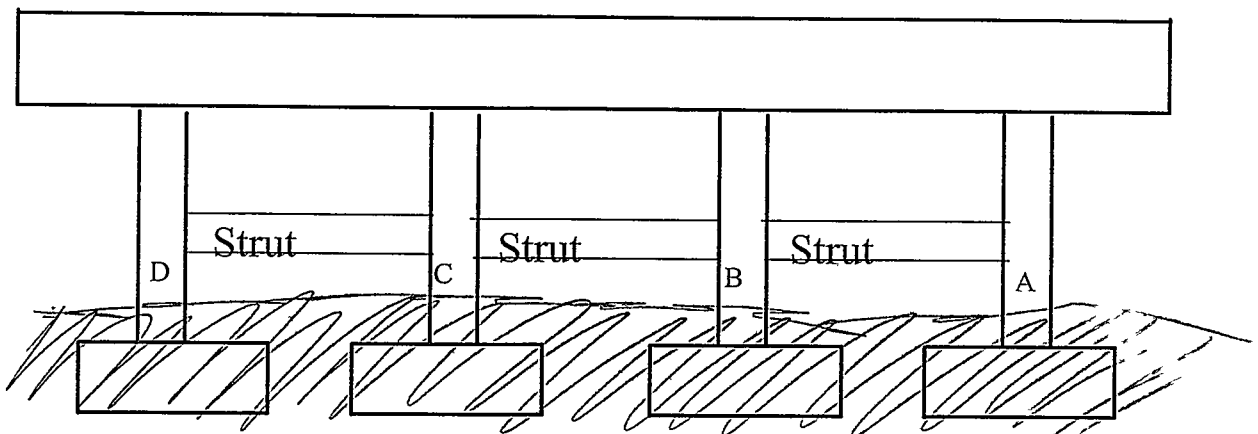
REAR VIEW

ELEMENT	RATING	COMMENT
BEARING	G F P C	Light water abrasion all columns up to 1/9"
CAP	G F P C	
COLUMN A	G F P C	
B	G F P C	
C	G F P C	
D	G F P C	WIV
FOOTING	G F P C	
	G F P C	

TOP OF CAP TO TOP OF STRUT: 22.5'



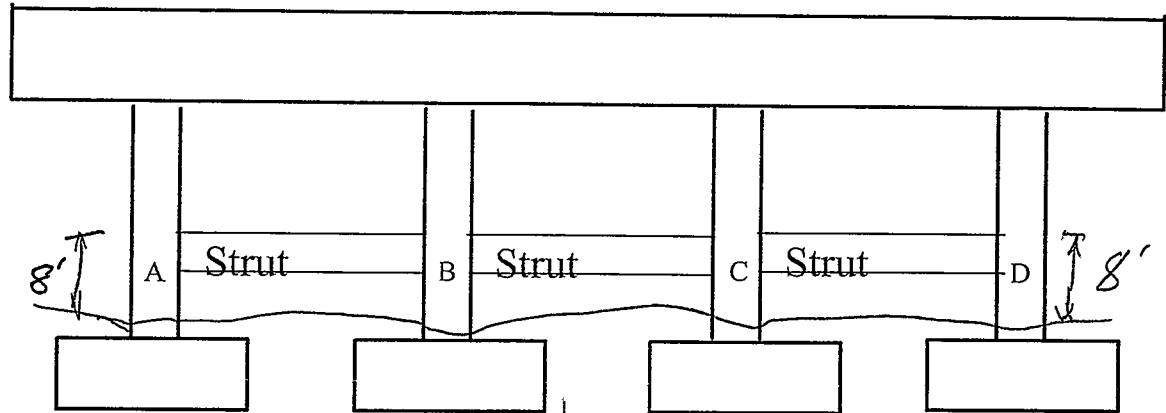
FRONT VIEW



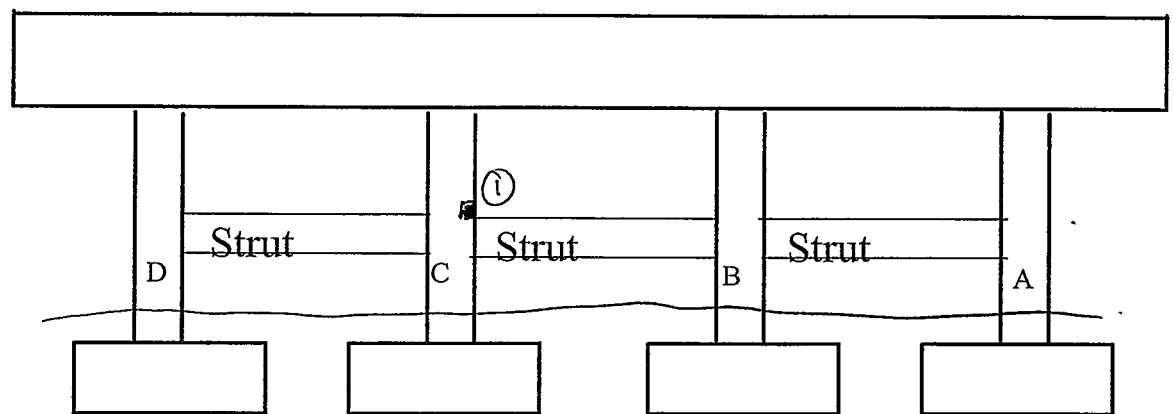
REAR VIEW

ELEMENT	RATING	COMMENT
BEARING	G F P C	
CAP	G F P C	
COLUMN A	G F P C	
B	G F P C	
C	G F P C	
D	G F P C	
	G F P C	
FOOTING	G F P C	N/A

TOP OF CAP - TOP OF STRUT: 22.2'



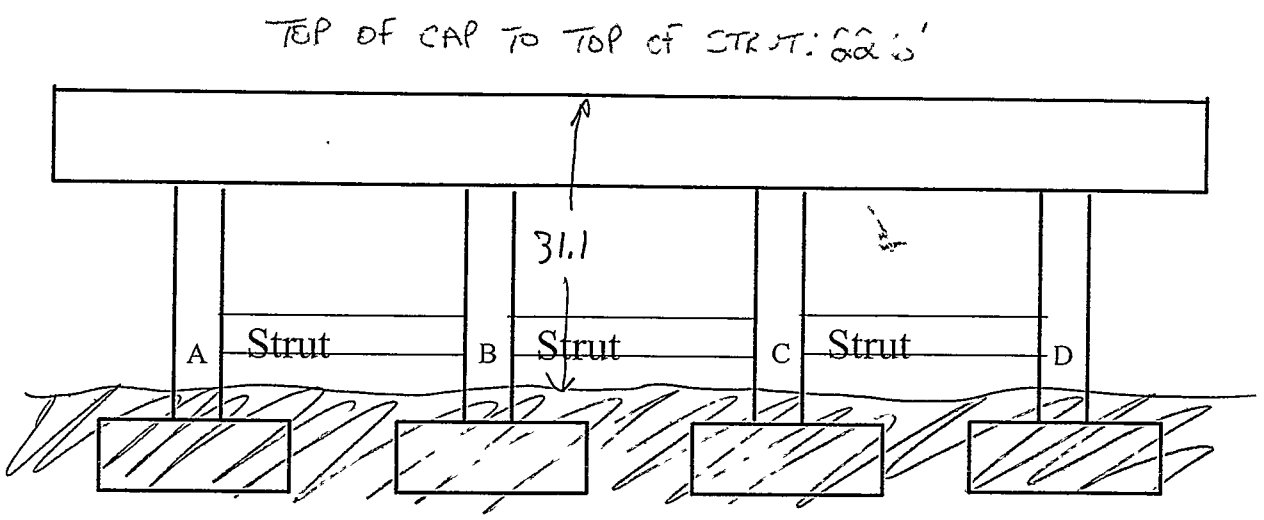
FRONT VIEW



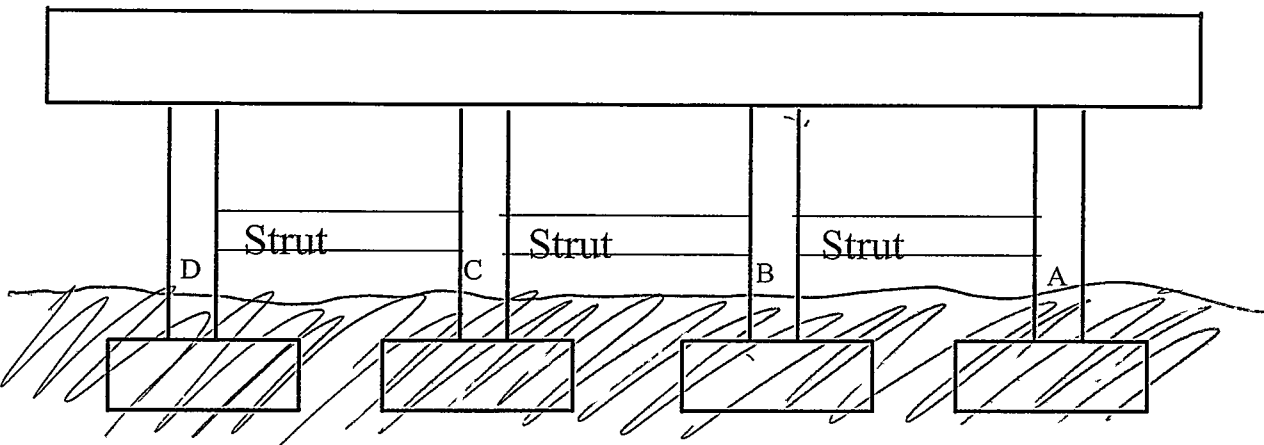
① Impending Spall
1' Dia X 3' / D

REAR VIEW

ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	(G) F P C	
COLUMN A	(G) F P C	
B	(G) F P C	
C	(G) F P C	See ① + Set C,
D	(G) F P C	
	G F P C	
FOOTING	G F P C	N/A



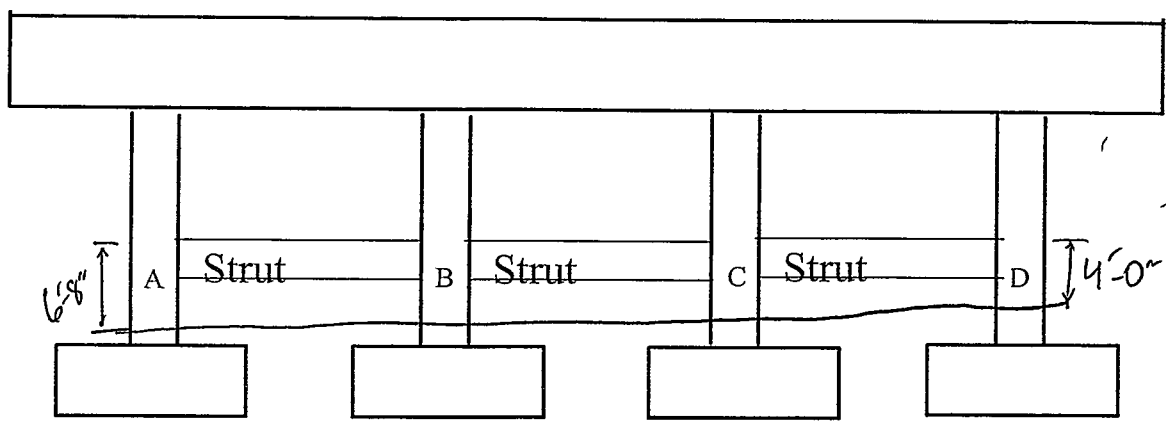
FRONT VIEW



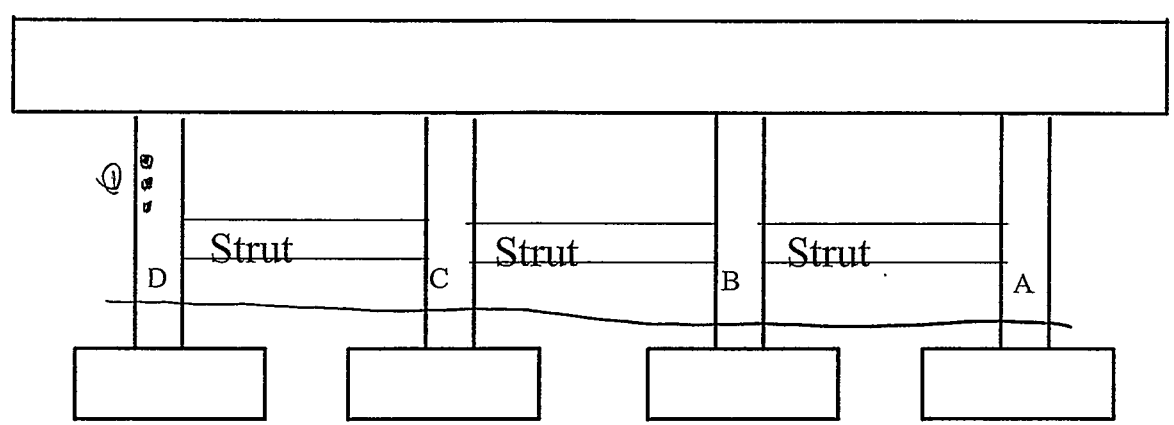
REAR VIEW

ELEMENT	RATING	COMMENT
BEARING	(G) F P C	
CAP	(G) F P C	
COLUMN A	(G) F P C	
B	(G) F P C	
C	(G) F P C	
D	(G) F P C	
	G F P C	
FOOTING	G F P C	N/V

TOP of CAP TO TOP of STRUT: 22.6'



FRONT VIEW



REAR VIEW

① Spall
up to 4" Dia x 0.5' / D.

ELEMENT	RATING	COMMENT
BEARING	Ⓒ F P C	
CAP	Ⓒ F P C	
COLUMN A	Ⓒ F P C	
B	Ⓒ F P C	
C	Ⓒ F P C	
D	Ⓒ F P C	See ①
	G F P C	
FOOTING	G F P C	N/A

BRIDGE NO 79 T-40 5.01 LABUT. NO. 2

LT

LOOKING 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

Rip Rap

G F P C

Hairline eff cracks

1 - 1 1/2 in

Settled

GROUND ELEVATIONS

FEDERAL NUMBER -----	79I00400060		
BRIDGE NO. -----	79-I0040-05.01 L	DATE :	7/15/2003 9/30/2024
CROSSING -----	WOLF RIVER		
NUMBER OF PIERS -----	9		
LOCATION OF PIERS -----	75, 150, 225, 300, 375, 450, 525, 600, 675		
BENCH MARK ELEV. -----	100	INSPECTORS	HAYES CREW
BENCH MARK LOC. ----	TOP OF CAP LT. SIDE A-1		
WATER ELEVATION -----			
DISTANCE OF 0.00 = TOP OF BANK APPROACH 1 SIDE			
DISTANCE AND ELEVATIONS ARE IN STANDARD MEASUREMENT			

BRIDGE NO. -----

79-10040-05.01 L

DATE :

7/15/2003

UPSTREAM GROUND ELEVATION @ EDGE OF BRIDGE

7/15/2003	
Distance from B.M.	Elevation
-33	97
0	92
33	81.9
66	67.6
98	63
131	62.3
164	61.8
197	62.3
230	62.5
262	60.4
295	56.3
328	53.8
361	51.2
394	49
427	50.3
459	51.2
492	56.2
525	66.3
558	65.4
591	64.4
623	65.1
656	66.3
689	73.3
722	89.8
745	98.4
748	98.3
755	98.3

BRIDGE NO. -----

79-I0040-05.01 L

DATE :

7/15/2003

DOWNSTREAM GROUND ELEVATION @ EDGE OF BRIDGE

7/15/2003	
Distance from B.M.	Elevation
0	105.4
3	97.7
75	69.9
150	67.4
225	67.5
240	67.5
250	58.9
275	55.7
300	54.2
337	52.1
375	51.2
412	53
450	55.5
487	58.9
502	66.2
525	67.7
600	66.7
675	68.7
747	97.2
750	97.2

BRIDGE NO. -----

79-I0040-05.01 L

DATE :

7/15/2003

DOWNSTREAM GROUND ELEVATION @ EDGE OF BRIDGE

9/30/2024

Distance from B.M.	Elevation
-10	105.1
4	98.8
30	89.7
74	72.1
93	71.3
149	70.8
194	72.1
210	73.1
226	73.1
244	59.5
260	56.9
280	56
300	56.6
320	57.1
340	56.6
360	55.6
375	57.1
394	60.1
417	58.2
435	58.9
451	60.8
479	66.2
528	73.8
550	73.9
602	71.6
677	74.2
695	77.7
751	104.7
763	111.7

BRIDGE NO. -----

79-I0040-05.01 L

DATE :

7/15/2003

100' UPSTREAM, STREAMBED ELEVATIONS BANK TO BANK

7/15/2003	
Distance from B.M.	Elevation
262	58.2
295	49.7
328	48.5
361	48.4
394	48.2
427	46.7
459	45.7
476	44.5
492	44
509	58.2
525	58.2

BRIDGE NO. -----

79-I0040-05.01 L

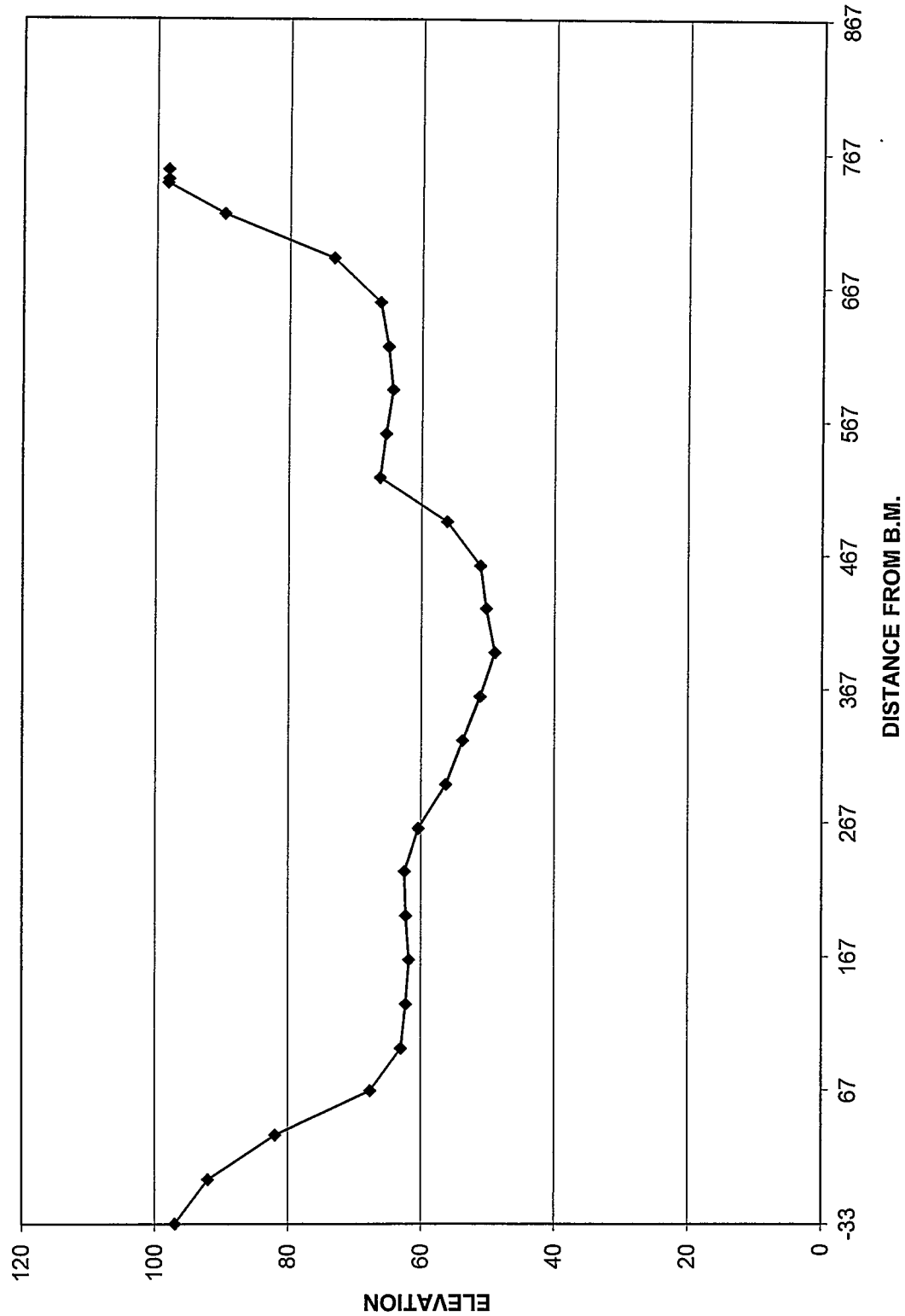
DATE :

7/15/2003

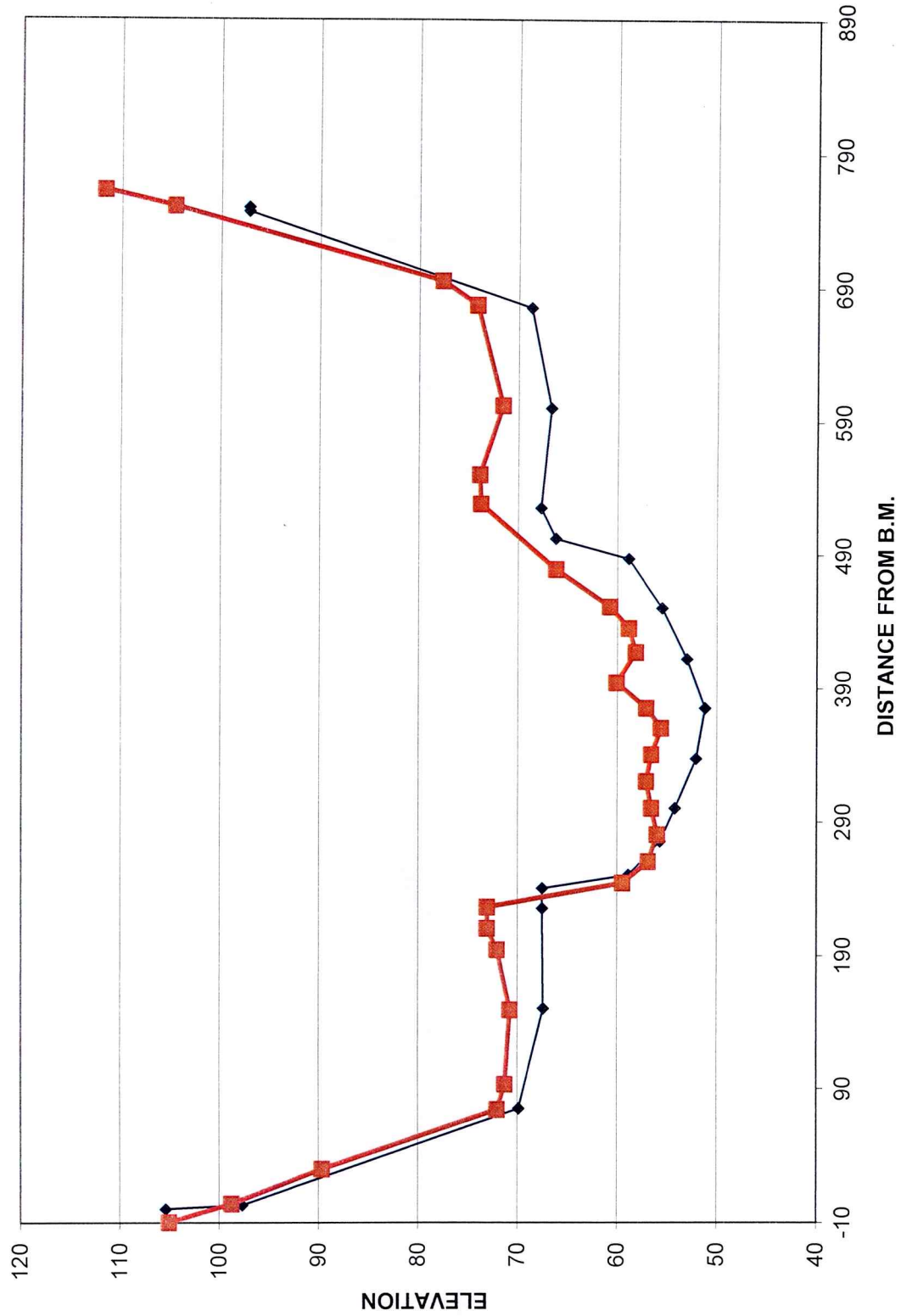
100' DOWNSTREAM, STREAMBED ELEVATIONS BANK TO BANK

7/15/2003	
Distance from B.M.	Elevation
295	59.2
328	48.2
361	47.1
394	47.2
427	47.2
459	44.2
492	46.2
525	60.2

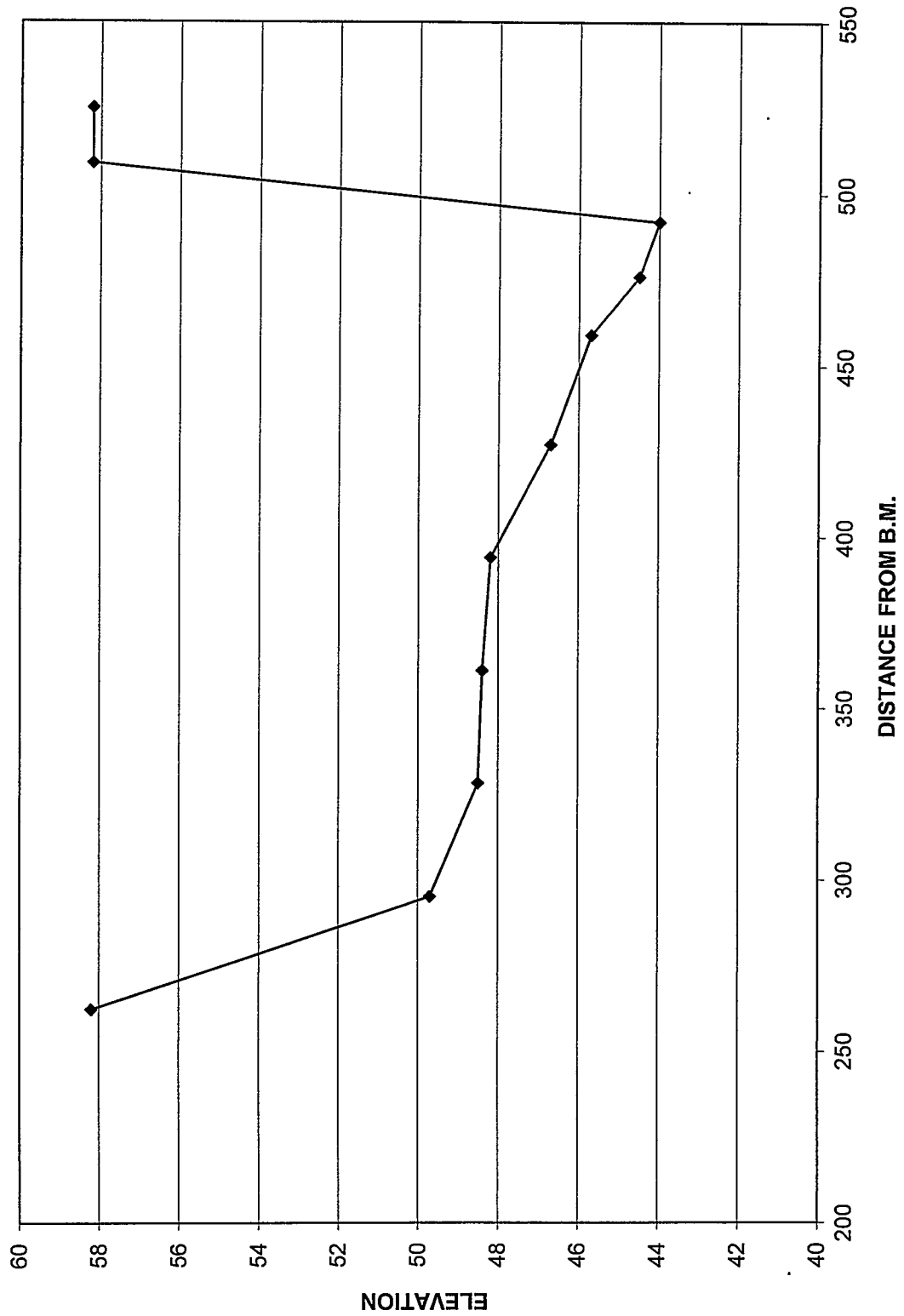
79I00400060 UPSTREAM D.L.



79I00400060 DOWNSTREAM D.L.



79I00400060 UPSTREAM 100'



79I00400060 DOWNSTREAM 100'

