

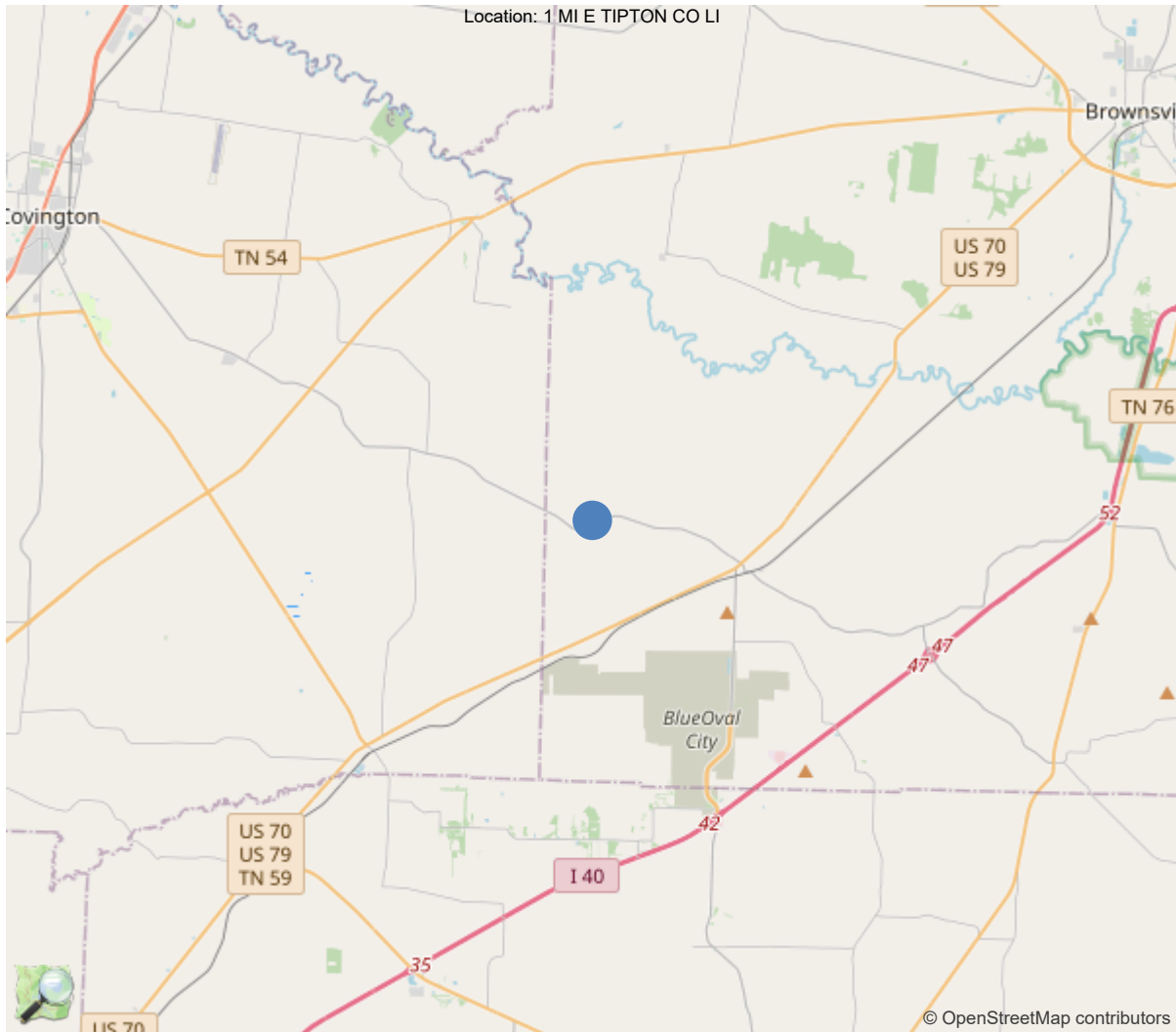


Latitude:35.47669, Longitude:-89.45511

Region 04, 38 - Haywood County

Team Leader: Gray Cordes

Inspectors: Craig Clark



CHARLESTON RD. Crossing OVERFLOW

35.47669, -89.45511

Inspection Date(s): 07/08/2025 - 07/09/2025

Posting status Permanent - Posted

Change date 01/23/2017

Item	Condition Description	Rating
B.C.01	Deck	6
B.C.02	Superstructure	5
B.C.03	Substructure	5
B.C.04	Culvert	N
B.C.05	Bridge Railing	5
B.C.06	Bridge Railing Transitions	N
B.C.07	Bridge Bearings	N
B.C.08	Bridge Joints	N
B.C.09	Channel	6
B.C.10	Channel Protection	7
B.C.11	Scour Condition Rating	6
B.C.14	NSTM Inspection Condition	
B.C.15	Underwater Inspection Condition	
521	Overall Condition	F - Fair

N	NOT APPLICABLE	Component does not exist.
9	EXCELLENT	Isolated inherent defects.
8	VERY GOOD	Some inherent defects.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Some moderate defects: strength and performance of the component are not affected.
4	POOR	Widespread moderate or isolated major defects: strength and/or performance of the component is affected.
3	SERIOUS	Major defects: strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
2	CRITICAL	Major defects: component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
1	IMMINENT FAILURE	Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service.
0	FAILED	Bridge is closed due to component condition and is beyond corrective action. Replacement is required to restore service.

Latitude Longitude

35.476694, -89.455111

Team Leader Signature

Gray G. Cordes EI

Digitally signed by Gray G.

Cordes EI

Location: GARVER

Contact Info:

ggcordes@garverusa.com

Date: 2025.10.16 21:49:15-05'00'

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	38S80520001
(5) Inventory Route	1
(2) Highway Agency District	Region 4
(3) County Code	38 - Haywood
(4) Place Code	00000
(6) Features Intersected	OVERFLOW
(7) Facility Carried	FAS 179
(9) Location	1 MI E TIPTON CO LI
(11) Mile Point	1.090 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	35.476694
(17) Longitude	-89.455111
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	122
Material	1 - Concrete
Type	22 - Channel beam
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	3
(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	1959
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	838
(30) Year of ADT	2021
(109) Truck ADT	5 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	19.0 ft
(49) Structure Length	57.0 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	24.0 ft
(52) Deck Width Out to Out	27.0 ft
(32) Approach Roadway Width (W/Shoulders)	18.0 ft
(33) Bridge Median	0 - No median
(34) Skew	90 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.0 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	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF)
Rating	30.78
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	23.65
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	P - Posted for load (may include
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	4
(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	3 - Bridge is scour critical; bridge
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	57.1 ft
(94) Bridge Improvement Cost	\$ 274
(95) Roadway Improvement Cost	\$ 28
(96) Total Project Cost	\$ 412
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	1341
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date	07/08/2025		
(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.			

SNBI Data

IDENTIFICATION	
B.ID.01 Bridge Number	38S80520001
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	0
B.W.01 Year Built	1959

LOCATION	
B.L.01 State Code	47 - Tennessee
B.L.02 County Code	38 - Haywood
B.L.03 Place Code	00000
B.L.04 Highway Agency District	04
B.L.05 Latitude	35.476694
B.L.06 Longitude	-89.455111
B.L.07 Border Bridge Number	N
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	1 MI E TIPTON CO LI
B.L.12 Metropolitan Planning Organization	

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	N - Not an Emergency evacuation rou

ROADSIDE HARDWARE	
B.RH.01 Bridge Railings	M163 - Mash 16 TL 3
B.RH.02 Transitions	0 - Approach Transition Rail requir

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	57.1
B.G.02 Total Bridge Length	57.1
B.G.03 Max Span Length	19.0
B.G.04 Min Span Length	19.0
B.G.05 Bridge Width Out-to-Out	27.0
B.G.06 Bridge Width Curb-to-Curb	24.0
B.G.07 Left Curb or Sidewalk Width	0.0
B.G.08 Right Curb or Sidewalk Width	0.0
B.G.09 Approach Roadway Width	18.0
B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved

B.G.13 Max Bridge Height	12
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1541.7

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
B.LR.02 Design Method	ASD - Allowable Stress Design
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LRFR - Load and Resistance Factor R
B.LR.05 Inventory Load Rating Factor	0.73
B.LR.06 Operating Load Rating Factor	0.95
B.LR.07 Controlling Legal Load Rating Factor	1.29
B.LR.08 Routine Permit Loads	C - Bridge does not carry routine p

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	6 - SATISFACTORY - Widespread
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
B.C.04 Culvert Condition Rating	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	5 - FAIR - Some moderate defec
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	N - NOT APPLICABLE - Component
B.C.08 Bridge Joints Condition	N - NOT APPLICABLE - Bridge do
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	7 - GOOD - Some minor defects.
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	3 - Low - once every 26 to 50 years
B.AP.03 Scour Vulnerability	A - Scour appraisal completed. Brid
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	

SPAN SETS			
M1			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	7	B.SP.09 Deck Material and Type	C02 - Reinforced concrete - pr
B.SP.04 Span Material	C02 - Reinforced concrete - pr	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G07 - Girder/beam - channel ad	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	U - Unknown
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	U - Unknown

P1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	T01 - Treated - timber preserv
B.SB.03 Substructure Material	T03 - Timber - solid sawn	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	B03 - Bent - pile	B.SB.07 Foundation Protective System	T01 - Treated - timber preserv

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	838
B.F.03 Feature Name	FAS 179	B.H.10 Annual ADTT	41
B.H.01 Functional Classification	5 - Major Collector	B.H.11 Year of Annual ADT	2021
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	23.9
B.H.07 LRS Mile Point	1.09	B.H.17 Bypass Detour Length	5
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	179	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline

WATERWAY FEATURES			
W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	OVERFLOW	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PP - PP Permanent - Posted	01/23/2017

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
3 - AASHTO Type 3	1.61	G - Gross Load	40
SU4 - AASHTO SU4 truck	1.38	G - Gross Load	40
SU5 - AASHTO SU5 truck	1.33	G - Gross Load	40
SU6 - AASHTO SU6 truck	1.29	G - Gross Load	40
SU7 - AASHTO SU7 truck	1.29	G - Gross Load	40
EV2 - FHWA Type EV2 emergency	1.28	G - Gross Load	40
EV3 - FHWA Type EV3 emergency	0.88	G - Gross Load	40
3S2 - AASHTO Type 3S2	1.77	G - Gross Load	40
3-3 - AASHTO Type 3-3	1.96	G - Gross Load	40

LOAD RATING SECTION	
LR.06 Load Rating Notes/Summary	

Inspection Team's Summary

This is a 3 span PCCS and timber bridge with metal approach rails, metal bridge rails, and 4 paddle boards. Bridge is posted 40 tons on both approaches. Approach 2 has light settlement. Top deck wearing surface has hairline cracks and settlement between beam edges in spans 2 and 3. Spans 2 & 3 right curbs have spalling with exposed steel. The superstructure has spalling, delamination, exposed rebar, and up to 1/16" cracks with efflorescence. The substructure has decay, splintering, and up to 1/16" checks. Localized scour at bent 1 Piles. Vegetation is good.

General Inspection Comment

HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	1539	1539	0	0	0
510	Wearing Surfaces	SF	1368	1368	0	0	0
(12) Element record added 2016-01-14.							
(510-12) Element record added 2016-01-14.							
116	Re Conc Stringer	LF	399	204	195	0	0
1080	Delamination/Spall/Patched Area	LF	90	0	90	0	0
1090	Exposed Rebar	LF	10	0	10	0	0
1120	Efflorescence/Rust Staining	LF	25	0	25	0	0
1130	Cracking (RC and Other)	LF	70	0	70	0	0
(116) Element record added 2016-01-14.							
(1080-116) Element record added 2016-01-14.							
(1090-116) Element record added 2016-01-14.							
(1120-116) Element record added 9/16/2019							
(1130-116) Element record added 2016-01-14.							
216	Timber Abutment	LF	54	52	2	0	0
7000	Damage	LF	2	0	2	0	0
(216) Element record added 2016-01-14.							
228	Timber Pile	EA	8	1	6	1	0
1140	Decay/Section Loss	EA	4	0	3	1	0
1150	Check/Shake	EA	3	0	3	0	0
(228) Element record added 2016-01-14.							
235	Timber Pier Cap	LF	54	21	15	18	0
1140	Decay/Section Loss	LF	3	0	3	0	0
1150	Check/Shake	LF	12	0	12	0	0
1170	Split/Delamination (Timber)	LF	18	0	0	18	0
(235) Element record added 2016-01-14.							
333	Other Bridge Railing	LF	115	103	12	0	0
7000	Damage	LF	12	0	12	0	0
(333) Element record added 2016-01-14.							
(7000-333) Element record added 2016-01-14.							

PERFORMANCE EVALUATION

Time of Day Inspected 8:00 am

Weather Conditions Mostly Sunny 73F

Vehicles Observed All types

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl (No)

Sub Vibration (No)

Super Horiz./ Vert. Defl (No)

Super Vibration (No)

APPROACH

B.AP.01 Approach (G - Good)

Roadway Alignment

Slab (NA)

Joints (NA)

Pavement (Good) Light settlement

Embankment (Good)

Approach Drains (NA)

TRAFFIC SAFETY FEATURES

Bridge Railing Rating (Fair) Minor Impact Damage
Spalls in concrete Rail Posts at Connections

Transitions Rating (NA)

Guardrail Rating (Good)

Guardrail Terminal Rating (Good)

SIGNS POSTED ON ROUTE

Paddleboards Yes

Vertical Clearance (<14'-6") No

Posted Height

Narrow Bridge Signs No

One Lane Bridge Signs No

Other Signs or Plaques

Weight Limit Posted Yes

Gross Tons

Single-unit Vehicle 40 Tons

Multi-unit Vehicle 40 Tons

B.ID.02 Bridge Name

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects
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PRODUCED PURSUANT TO PUBLIC

REQUEST

This document is covered by 23 U.S.C. § 407

And its production pursuant to a public

Document records request does not

waive the provisions of § 407

DECK

Wearing Surface Type		Asphalt	Wearing Surface Depth	2in.
Wearing Surface	(Fair)	Settlement/Raveling between beam edges in spans 2 and 3		
Deck - Structural Condition	(Fair)	Cover spalls/Delamination		
Curbs	(Fair)	Spalls with exposed Rebar in span 3		
Median	(NA)			
Sidewalks	(NA)			
Parapet	(NA)			
Railing	(Fair)	Minor Impact Damage Concrete Rail Post Spalls with Exposed Steel at Connections		
Rail Paint	(NA)			
Deck Drains	(Fair)	Covered with Asphalt Span 3 RT		
Lighting Standards	(NA)			
Utilities	(NA)			
Expansion Joints	(NA)			

SUPERSTRUCTURE

Alignment of Members	(Good)	
PCCS	(Fair)	Spalls with exposed rebar, delamination, hairline cracks with efflorescence
PCCS/CBB Bolts	(Poor)	Span connectors in spans 1 and 2 corroded with missing nuts
Earthquake Devices	(NA)	
Texture Coat Condition Rating-1	(NA)	

ABUTMENTS

Abutment Caps	(Fair)	Minor decay at cap ends, checks up to 1/16"
Abutment Breastwall	(NA)	
Abutment Wings	(NA)	
Abutment Backwall	(NA)	
Abutment Plumb	(Good)	
Abutment Footing	(NA)	
Abutment Piles	(Not Visible)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	
Abutment Slope Paving	(NA)	
Abutment Rip Rap	(Good)	

PIERS

BENTS

Bent Caps	(Fair)	Decay, splintering, checks up to 1/16" Bent 1 cap section split/shake at bearing on Pile C Bent 2 Cap has been Replaced
Bent Columns	(NA)	
Bent Plumb	(Good)	
Bent Footing	(NA)	
Bent Piles	(Fair)	Minor Decay, Checks up to 1/16" Bent 2 Piles have been Replaced Bent 1 pile A has been Replaced
Bent Bearing Surface	(Good)	
Piles Need Replacement	(Yes)	

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	Overflow
Type of bed material	Mud
Has channel shifted?	No
Condition of rip-rap	Est. % failed %
Overall condition of channel	Fair
Underwater Inspection Req?	
Why UW required?	

Channel and bank stability conditions

Steep bank cond - Failure US	Yes	Moderate Bank Erosion	Yes
Steep bank cond - Failure DS	Yes	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		

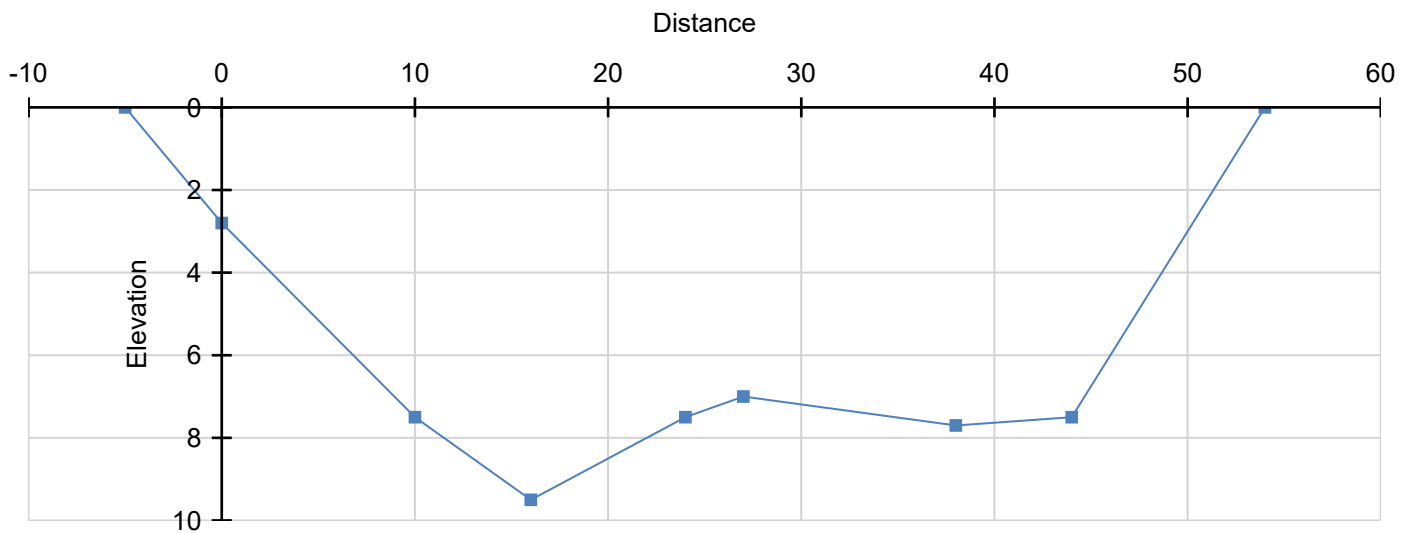
Channel Profile Upstream

Benchmark height 0.00

Benchmark location ABT 1 RT

Comment

Station	Distance	HI	Upstream
	-5	2.3	0
	0	2.3	2.8
	10	2.3	7.5
	16	2.3	9.5
	24	2.3	7.5
	27	2.3	7
	38	2.3	7.7
	44	2.3	7.5
	54	2.3	0



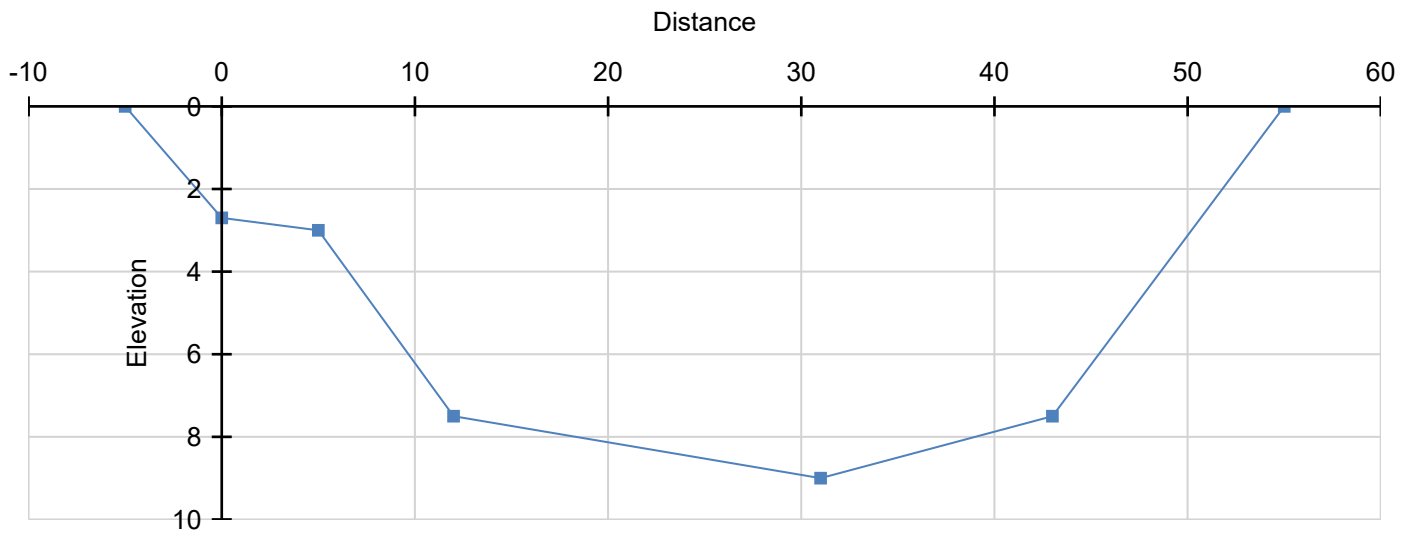
Channel Profile Downstream

Benchmark height 0.00

Benchmark location ABT 1 RT

Comment

Station	Distance	HI	Downstream
	-5	2.3	0
	0	2.3	2.7
	5	2.3	3
	12	2.3	7.5
	31	2.3	9
	43	2.3	7.5
	55	2.3	0



Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
1.3	ABUT 1			1.3
8	BENT 1			8.5
7.1	BENT 2			7.1
1.1	ABUT 2			1.1

Last Exposure Upstream

Last Exposure
Downstream

Top of cap to top of water

Upstream Distance

Upstream Depth

Thru structure

Downstream Distance

Downstream Depth

5.20

Rip-Rap

@ Abutment

@ Bents

@ Piers

Upstream

Downstream

Thru Structure

Y

1 & 2

Deck Elevation

Benchmark height

Benchmark location

Edge location

Comment

Location	Top Lt. Curb	Left Gutter	Center Line	Right Gutter	Top Rt. Curb
----------	--------------	-------------	-------------	--------------	--------------

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

Tools For Measuring

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

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

Comment

Reach-All Approval and Comments



DOR



APP 1 RT Weight Limit Sign



APP 1 Minor Settlement



View across Top Deck



Looking RT



Looking LT



RT Rail Minor Impact Damage



ODOR



APP 2 LT Weight Limit Sign



Span 2/3 RT Curb Spall with exposed Rebar



Concrete Rail Post Spalls at Anchor
Typical



Spans 2 & 3 Settlement Between Beam Edges



RT Elevation



LT Elevation



ABT 2



Bent 2 Replacement Looking Back
Spliced Piles and New Cap



Span 3 Beams D & E Delaminations



Span 3 Beam B Delamination



Span 3 Beam B spall and Hairline Cracks w/EFF



Span 3 Beams A & B Hairline Cracks w/EFF



Span 3 Beam A Delamination



Bent 1 Cap LT Minor Decay/Weathering



Bent 1 Pile A Replacement



Bent 1 Looking Ahead



Span 1 Beam A Cover Spalls in Soffit



Span 1 Beam A Delamination



Bent 1 at Pile C
Minor Decay, Splitting/Shake at Cap Section End at Bearing Point



PCCS Bolt Corrosion
Typical



PCCS Missing Bolts
Typical



ABT 1 Cap LT Decay



Span 2 Beams A & B Delamination



Span 2 Beam A Cover Spalls in Soffit



Span 2 Beams A & B Delamination



Span 2 Beam G Hairline Cracks w/EFF



Span 2 Beam E Spall w/Exposed Rebar

Maintenance Recommendations

525 - Repair List # N 523 - Repair List Add Date 524 - Repair List Revise Date 7/2/2025

Date Added	Recommendation	Priority
05/16/2001	BRIDGERAILS ARE SUBSTANDARD	
07/09/2025	INSTALL SCOUR PROTECTION AT BENT NO.1	
08/16/2023	REPAIR CONCRETE CURB ON RIGHT SIDE OF SPAN NO.2 & 3	

HAYWOOD COUNTY

38-SR179-0109

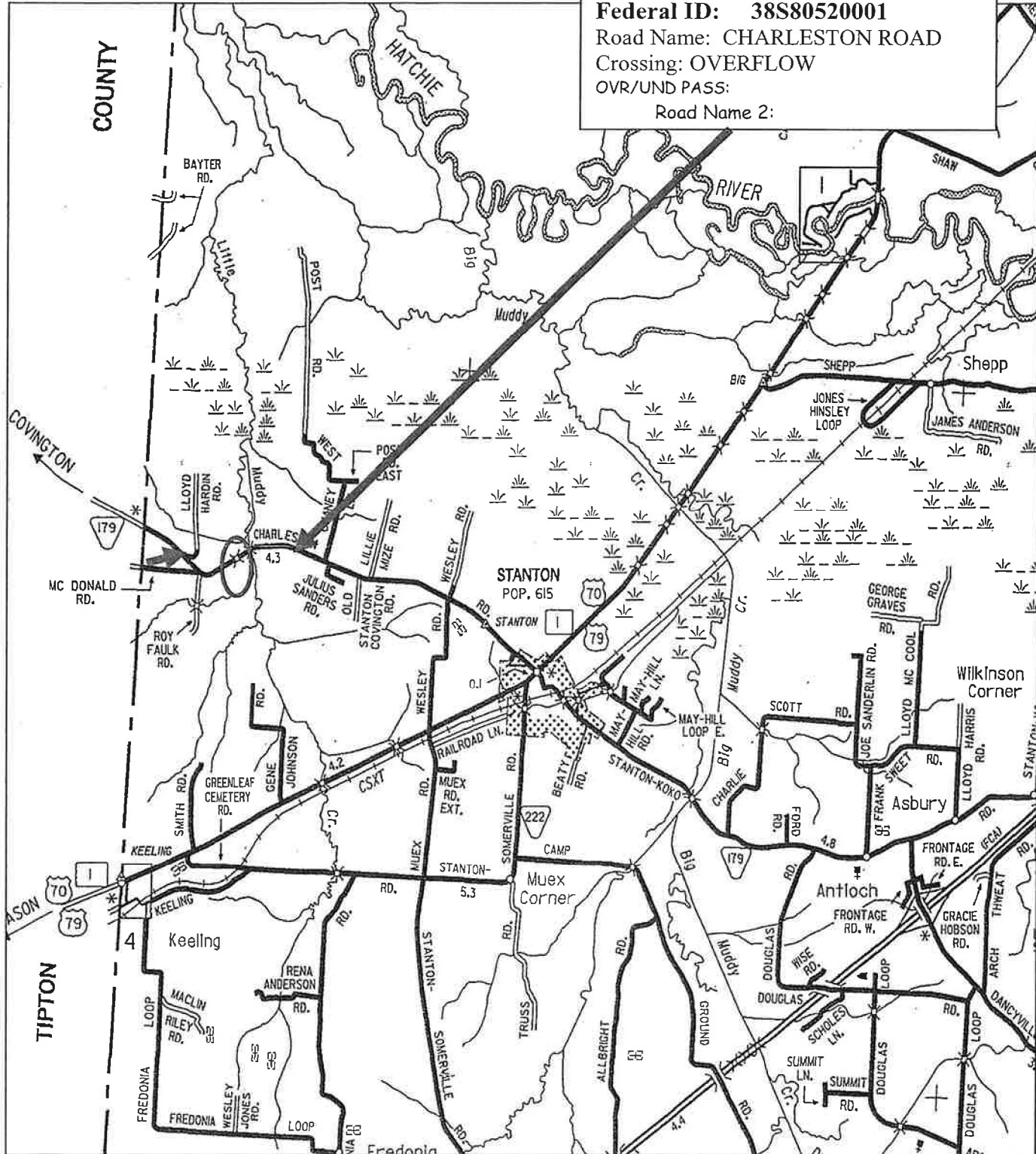
Federal ID: 38S80520001

Road Name: CHARLESTON ROAD

Crossing: OVERFLOW

OVR/UND PASS:

Road Name 2:



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38S80520001 38 SR179 0109 SKEW: 90
BRIDGE NO.: CO. ROUTE L.M. L/R

Direction of Route

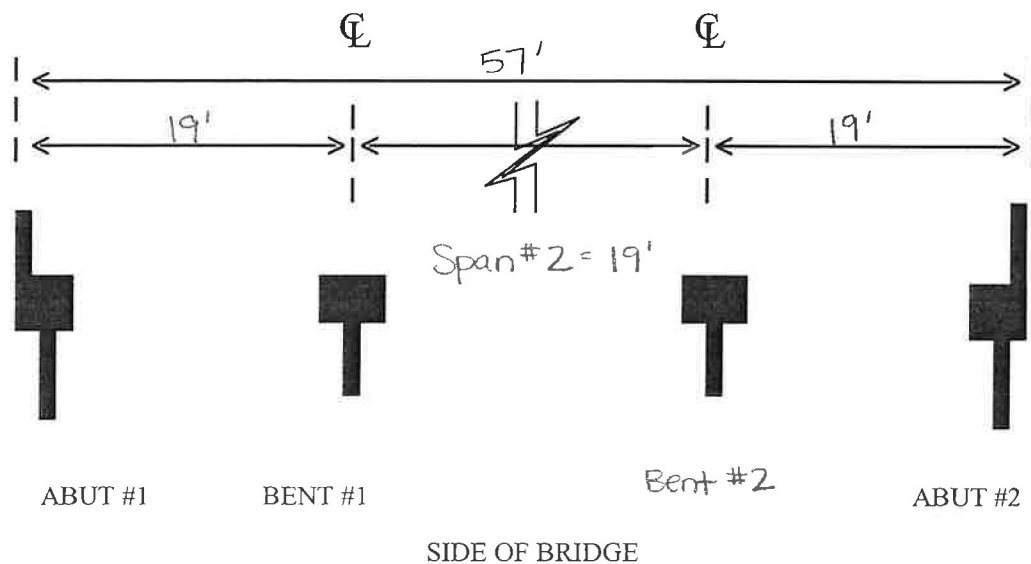


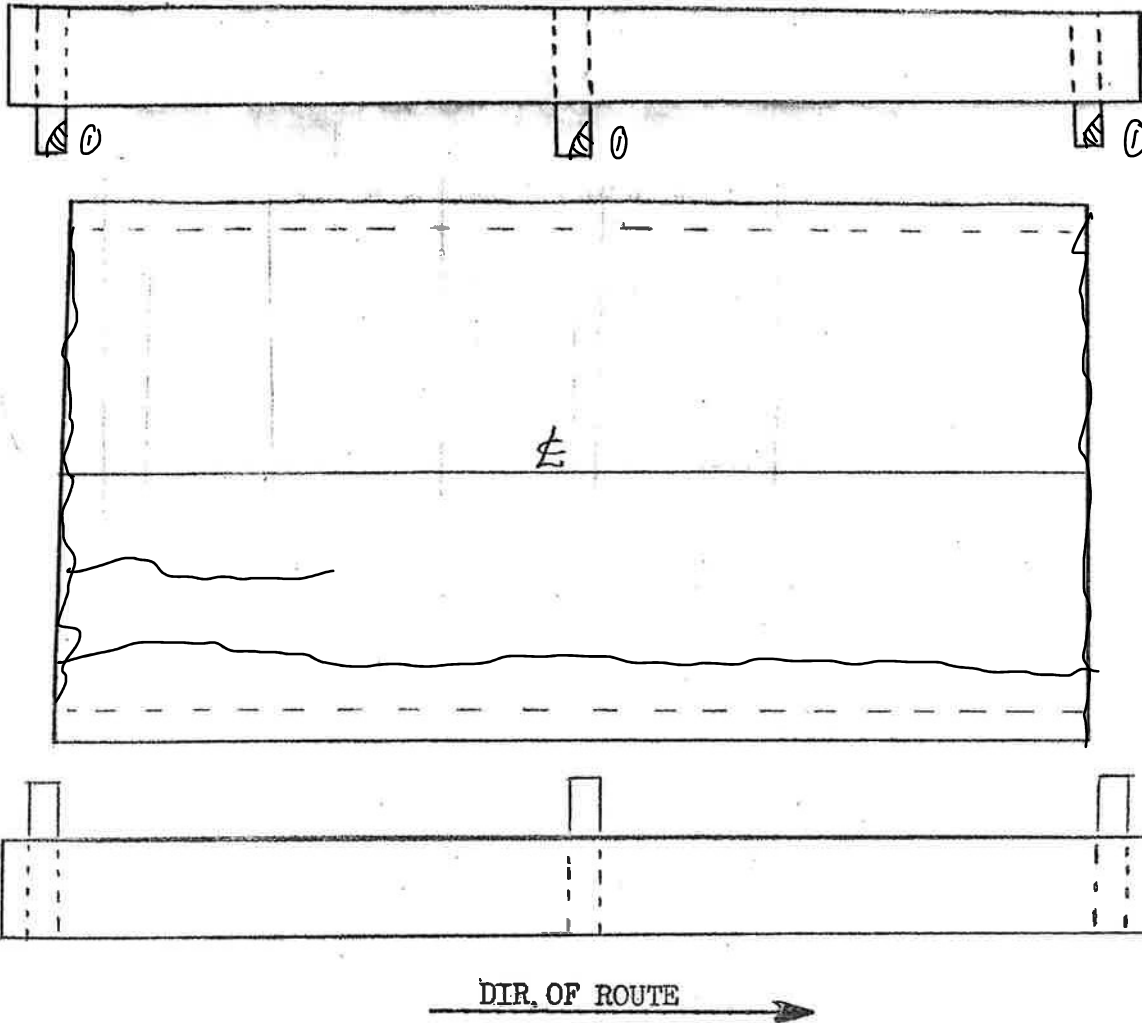
F = FIXED

E = EXPANSION

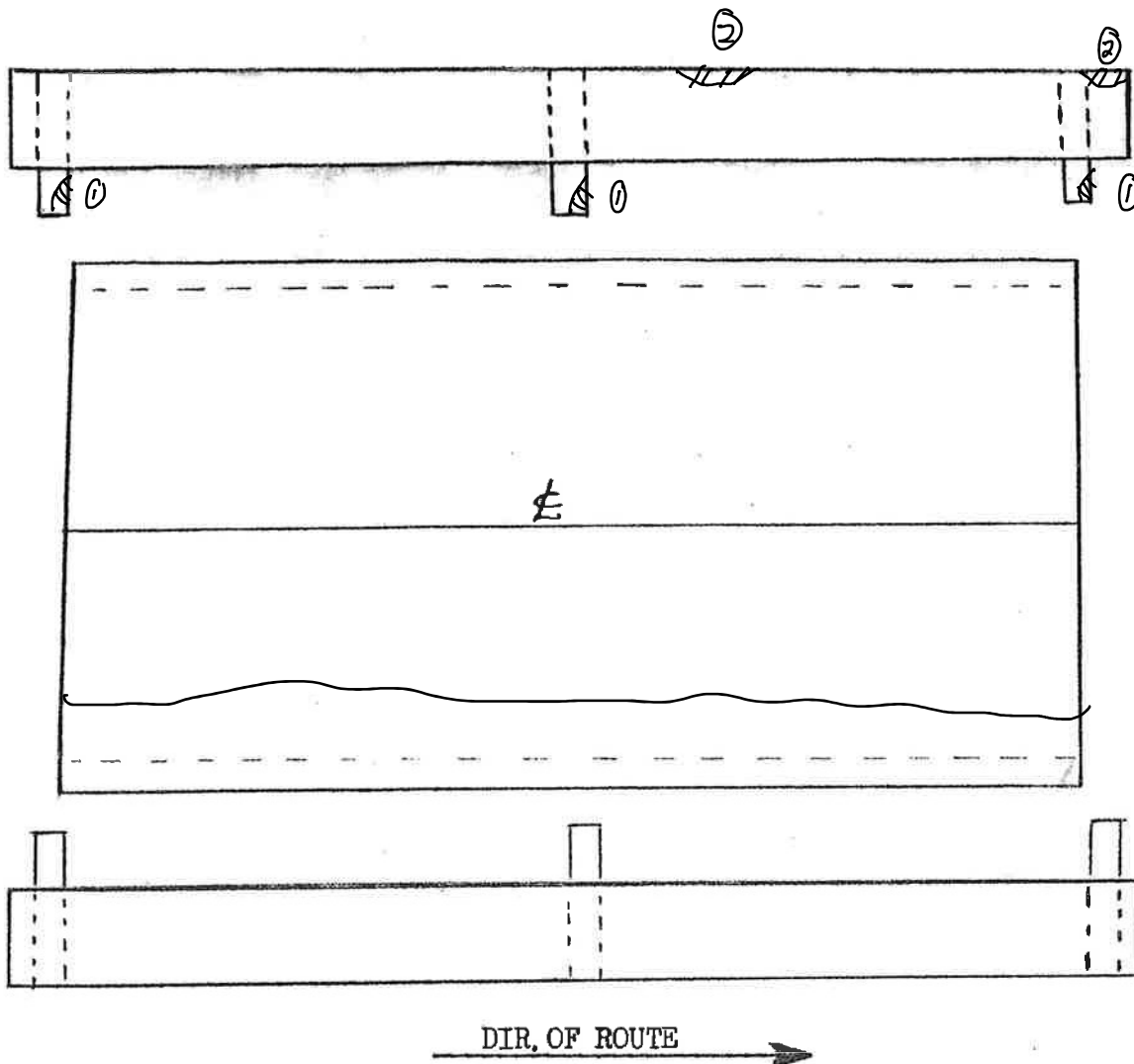
S = SIMPLE

C = CONTINUOUS

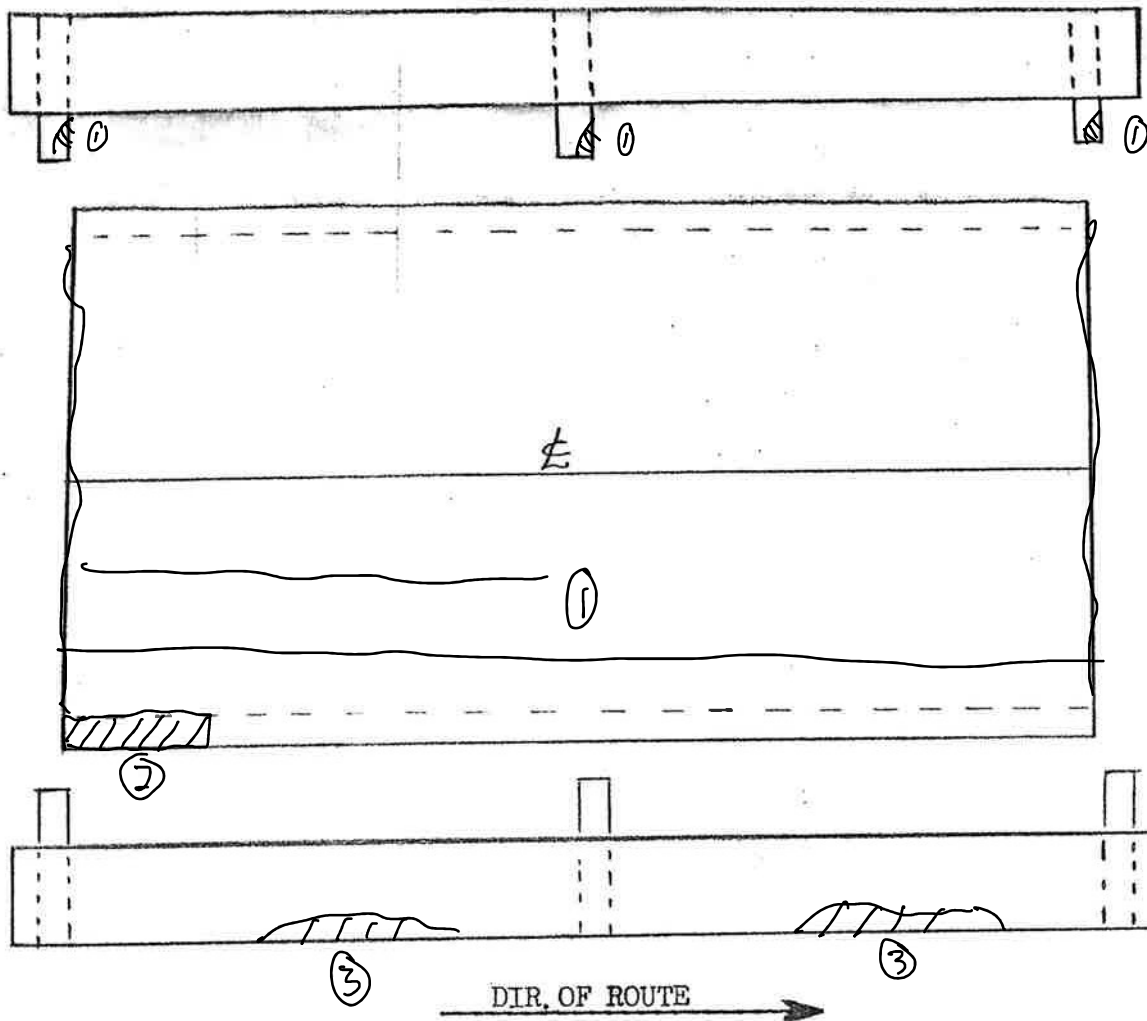




ELEMENT	RATING	COMMENTS
TOP DECK	G F P C	AC Cracks up to 1/8"
CURBS	G F P C	
RAIL&POST	G F P C	Spalling up to 6"x6" x 3" D w/ some exp. steel
PAINT	G F P C	NA
DRAINS	G F P C	
JOINT	G F P C	NA



ELEMENT	RATING	COMMENTS
TOP DECK	G (F) P C	AC cracks w/ some raveling/settlement
CURBS	(G) F P C	
RAIL&POST	G (F) P C	① Spalling up to 6"x6" x 3" D w/ some exp. steel ② Minor impact damage
PAINT	G F P C	NA
DRAINS	(G) F P C	
JOINT	G F P C	



ELEMENT	RATING	COMMENTS
TOP DECK	G (F) P C	AC cracks w/ some raveling/settlement
CURBS	G (F) P C	(2) Spalling up to 3' X 6" X 2" D w/ some exp. rebar
RAIL&POST	G (F) P C	(1) Spalling up to 6" x 6" x 3" D w/ some exp. steel (3) Minor impact damage
~~PAINT~~	G F P C	NA
DRAINS	G (F) P C	Right drain filled w/ asphalt
~~JOINT~~	G F P C	NA

38-SR179-1.09 90°
 Bridge No. Co. Route Log Mile R/L Skew

SPAN. NO. 1

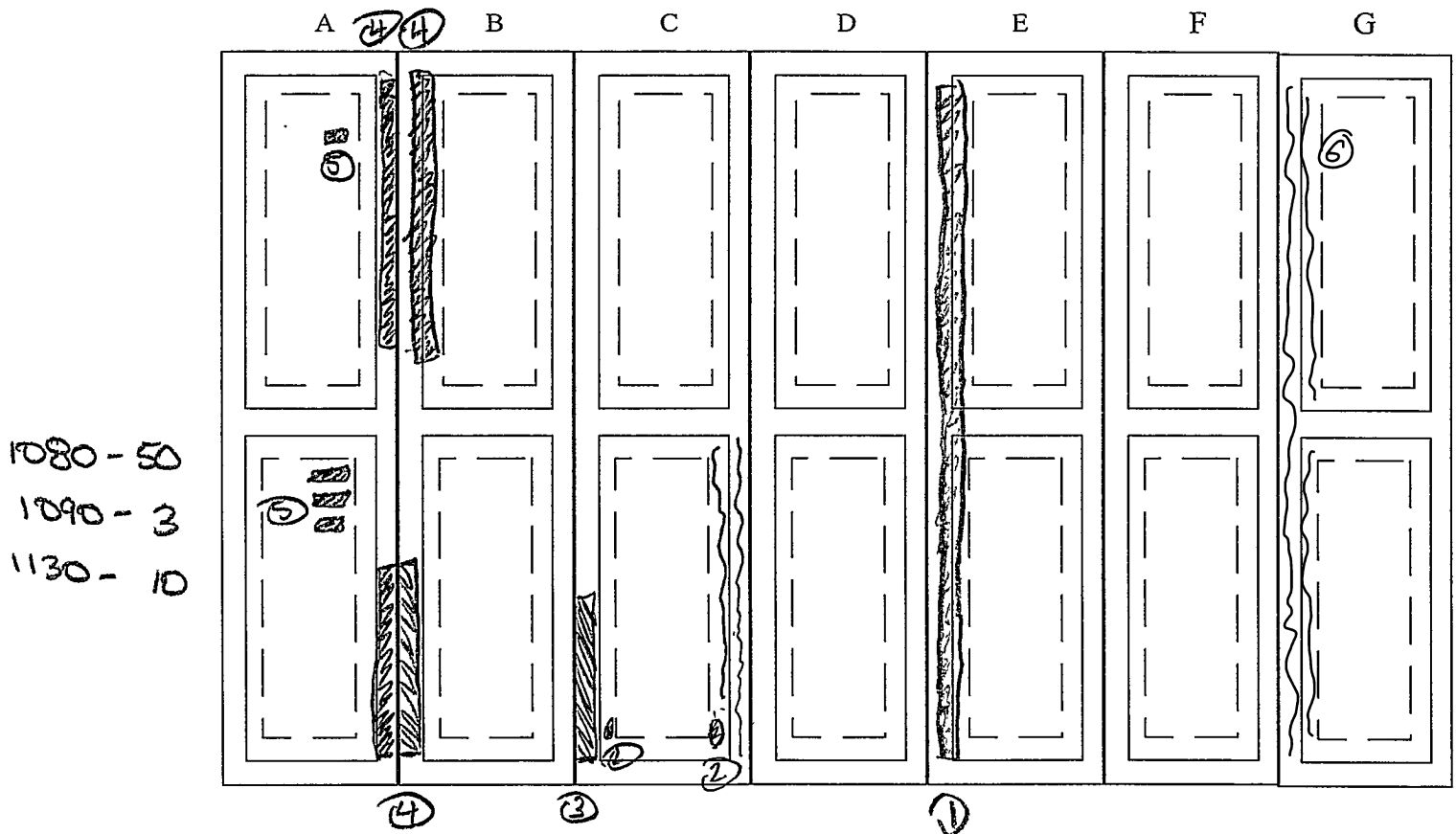
A	B	C	D	E	F	G

1090-5
 1130-60

ELEMENT	RATING	COMMENT
SLABS A	G (F) P C	① HL Cracks
B	G (F) P C	② ① Spall to steel 8" W x 2" L x 1/2" D
C	G (F) P C	② HL Cracks ② Spall to steel 4" L x 2" W x 1/8" D
D	G (F) P C	HL Cracks
E	G (F) P C	
F	G (F) P C	1/16" cracks
G	G (F) P C	HL Cracks
BOLTS	G F (P) C	Span connectors corroded w/ missing nuts

38-SR179-1.09 90°
 Bridge No. Co. Route Log Mile R/L Skew

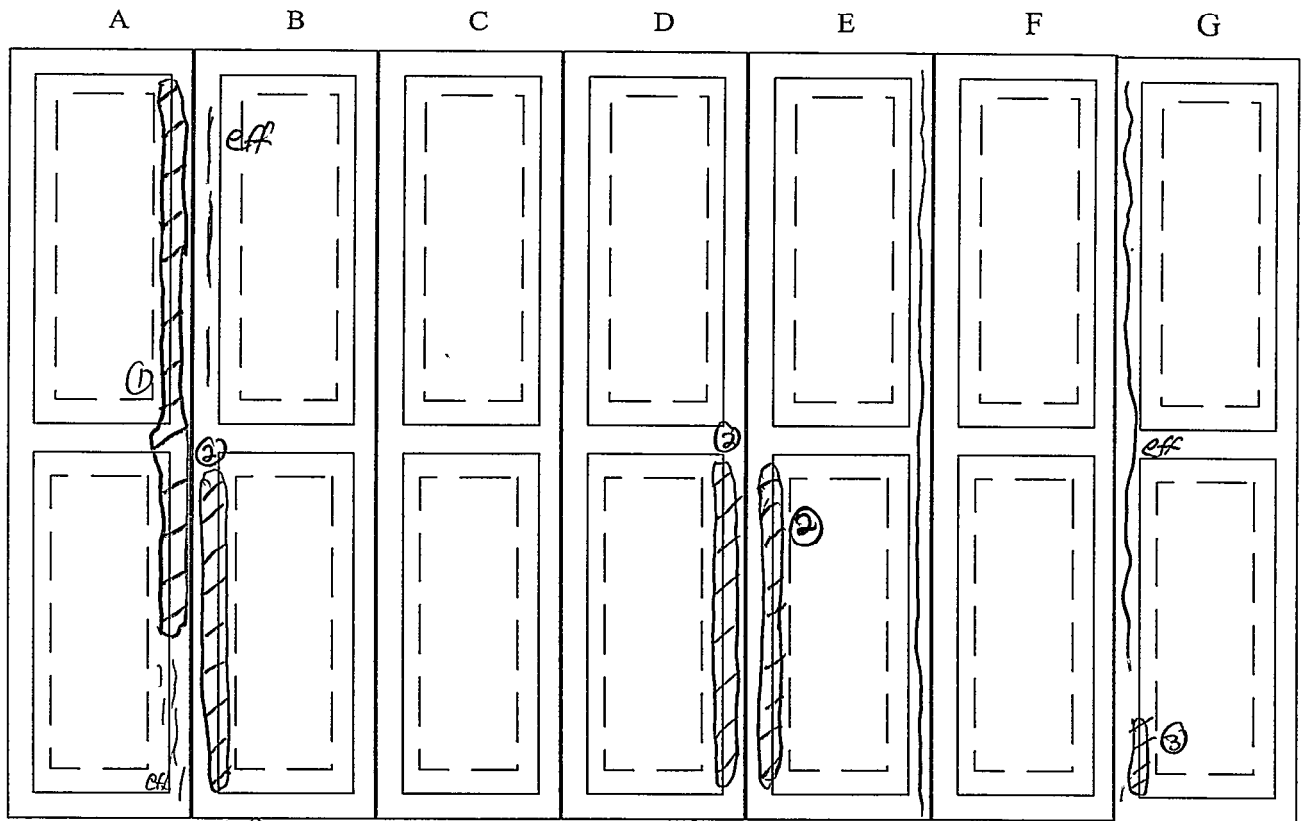
SPAN. NO. 2



ELEMENT	RATING	COMMENT
SLABS A	G ④ P C	④ ⑤
B	G ④ P C	④
C	G ④ P C	1/8" cracks ② ③
D	④ G F P C	② Imp Spaul 19' L x 4" H x 4" W
E	G ④ P C	③ Spaul to Steel 4" L x 2" W x 1/4" D
F	④ G F P C	③ Imp Spaul 4' L x 6" W
G	④ G F P C	④ Imp. Spaul 7' L x 4" W x 3" H
BOLTS	G F ④ C	⑤ Spaul to Steel ≤ 10" W x 8" L x 1/2" D Span Connectors Corroded w/ missing nuts

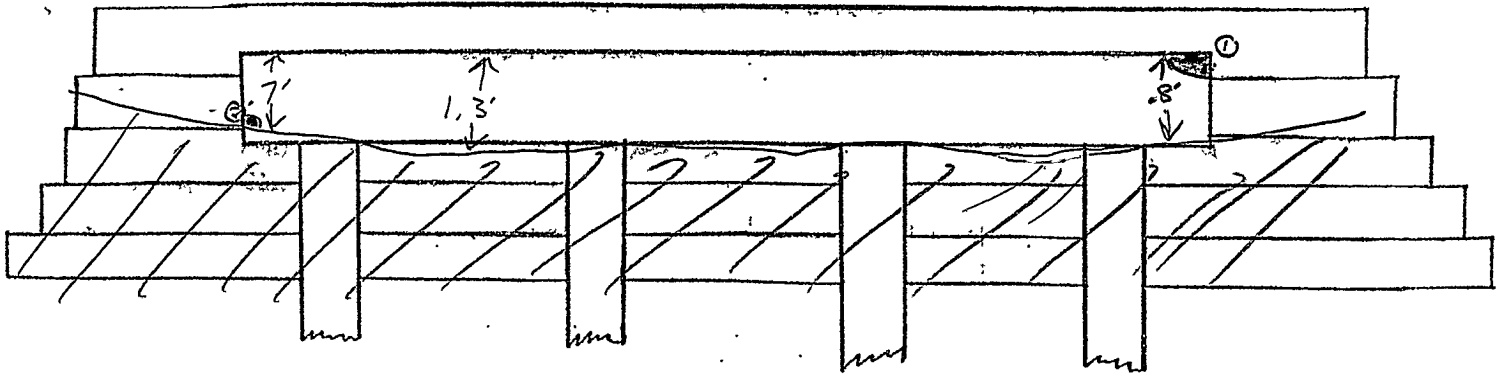
38-SR179-1.09 90°
 Bridge No. Co. Route Log Mile R/L Skew

SPAN. NO. 3



① imp spall 15' long 8' wide ② imp spall 8' long 4' wide 3' tall ③ imp spall 24" long 2" wide 6" tall

ELEMENT	RATING	COMMENT
SLABS A	G (F) P C	①
B	G (F) P C	② hairline cracks, eff
C	(G) F P C	
D	G (F) P C	②
E	G (F) P C	②
F	(G) F P C	
G	G (F) P C	③ 1/16" crack, eff
BOLTS	(G) F P C	

BR, NO, 38 779 109ABUT. NO. 1LOOKING BACK① Decay
6" W X 2" L X 1/4" D② Decay
10" W X 3" T X 1/4" D

ELEMENT

RATING

COMMENT

CAP

G (F) P C

up to 1/16" Checks; see ①, ②

~~BREASTWALL~~

G F P C

~~WINGS~~

G F P C

PILING

A G F P C
B G F P C
C G F P C
D G F P CN/V
└Sack
Cement

G (F) P C

EMB.

G (F) P C

VEG.

G (F) P C

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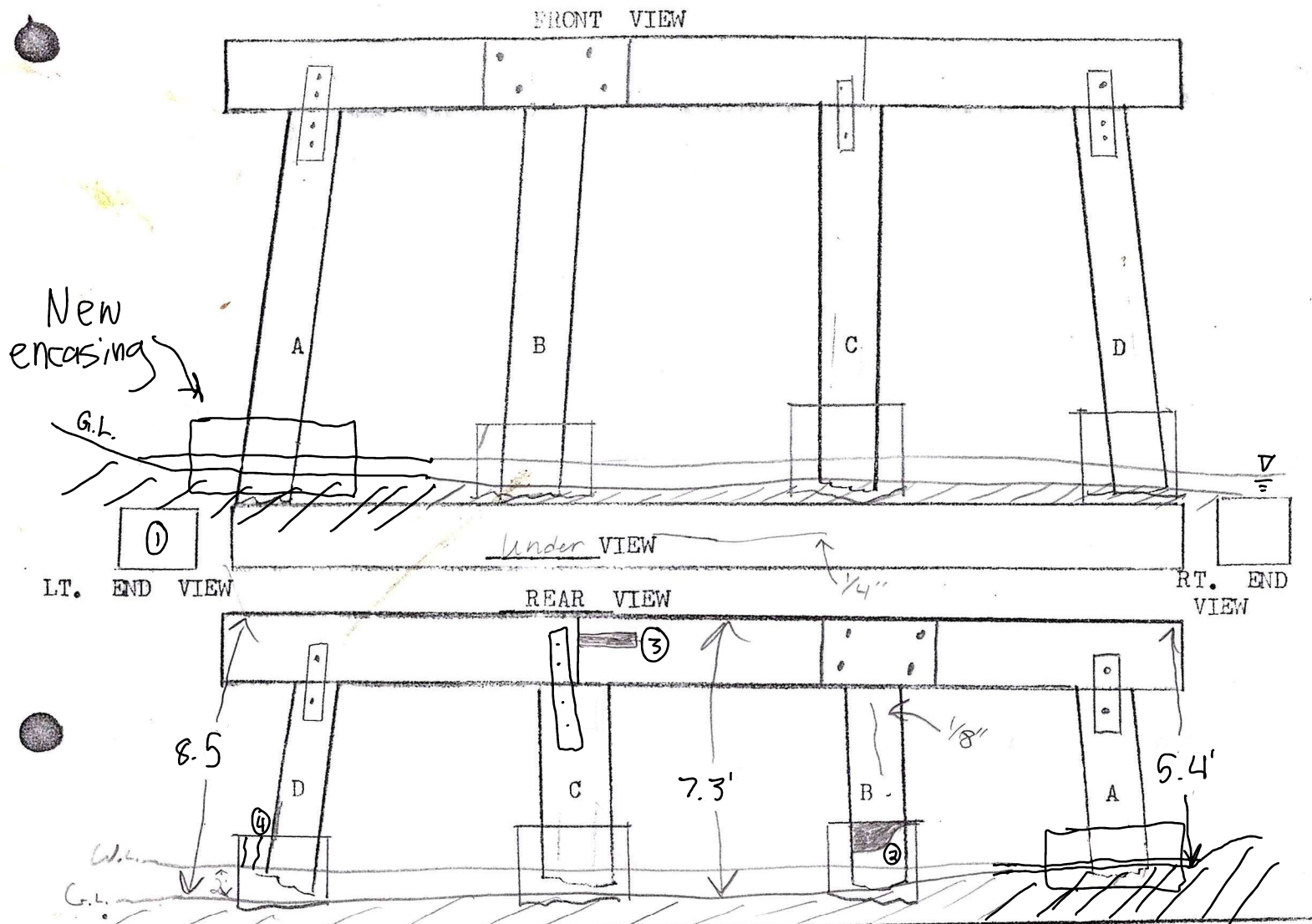
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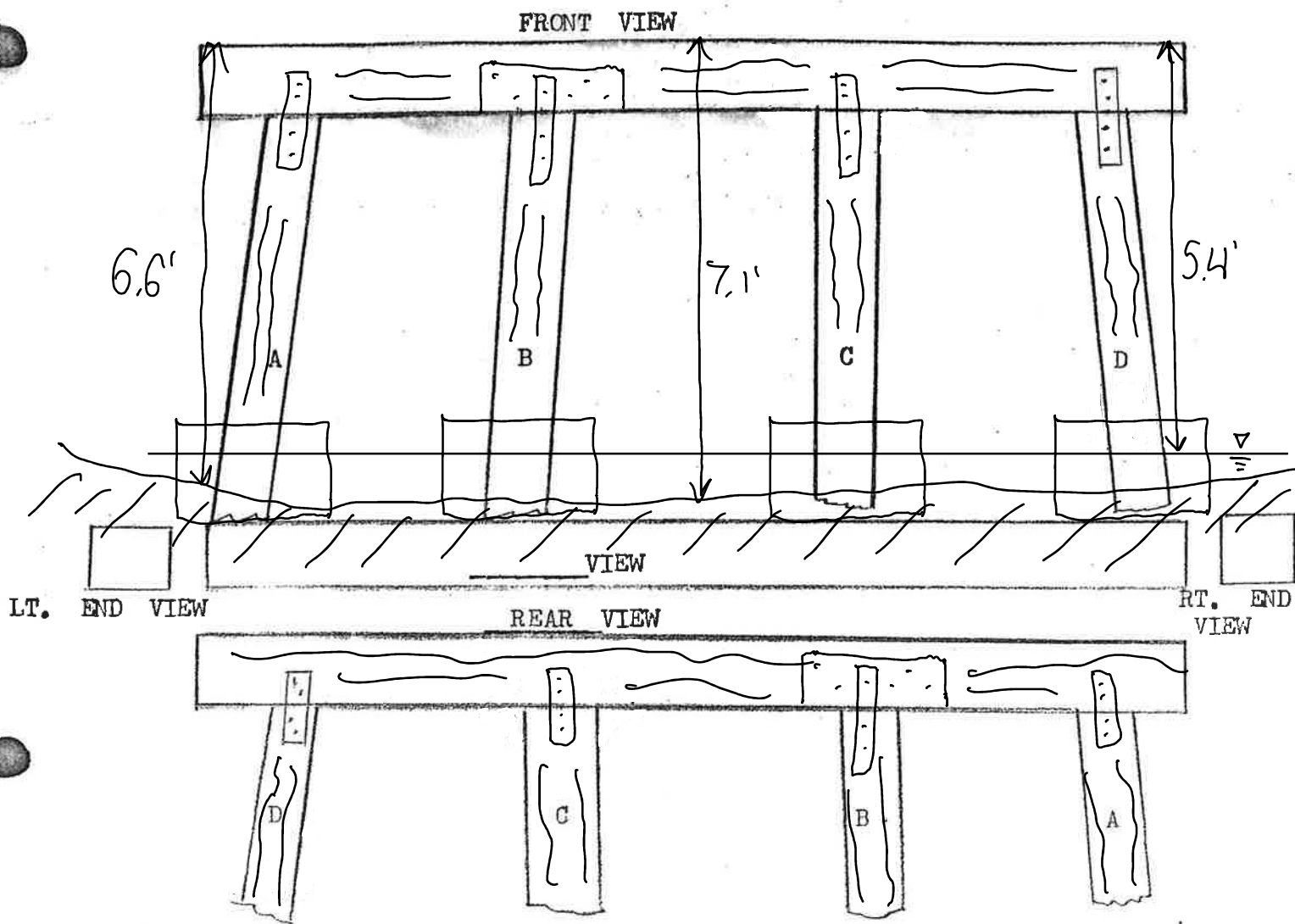
BRIDGE NO. 38 179 1.09

BENT NO. 1

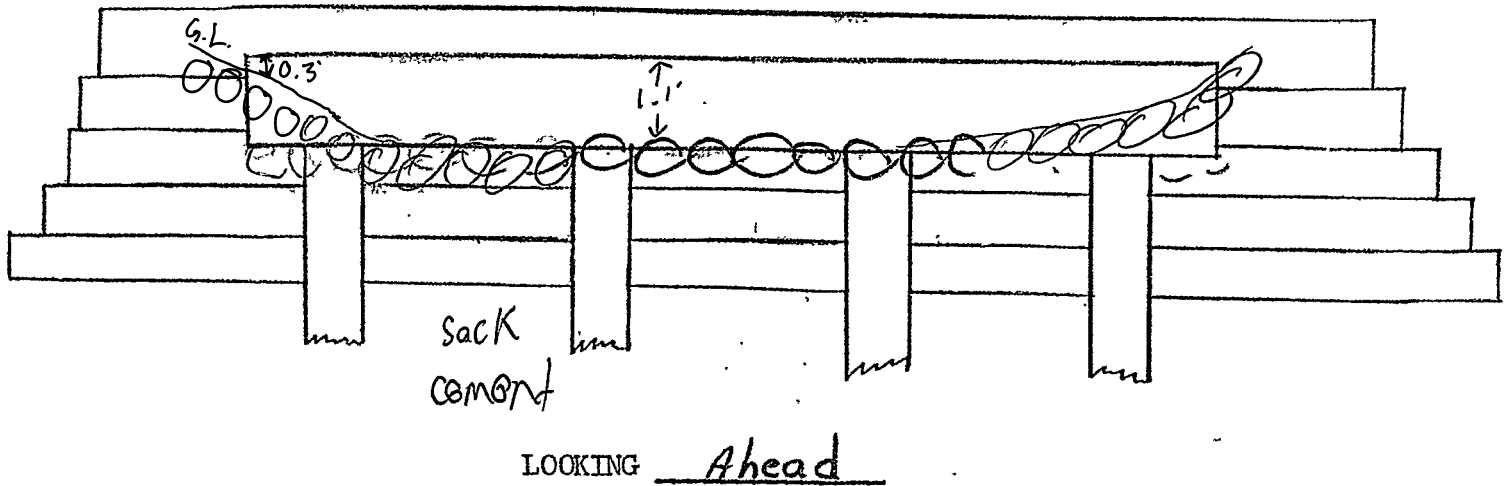


ELEMENT	RATING	COMMENTS
CAP	G F P C	Up to 1/4" checks, see ① and ③
PILING	A G F P C B G F P C C G F P C D G F P C	up to 1/16" checks; Pile A new and has concrete encasement up to 1/4" checks up to 1/16" checks
BRACING	G F P C	NA
Conc.		
CASING	G F P C	up to 1/16" cracks, see ③, Water abrasion
Splices	Poor	Splintering
Grader Blades	Poor	Heavy corrosion

- ① Decay
12" L x 11" T x 1/4" W
- ② Spall to steel
18" T x 2" W x 2" D
- ③ Decay/splitting
18" x 2" x 2" D
at end of cap
section above pile

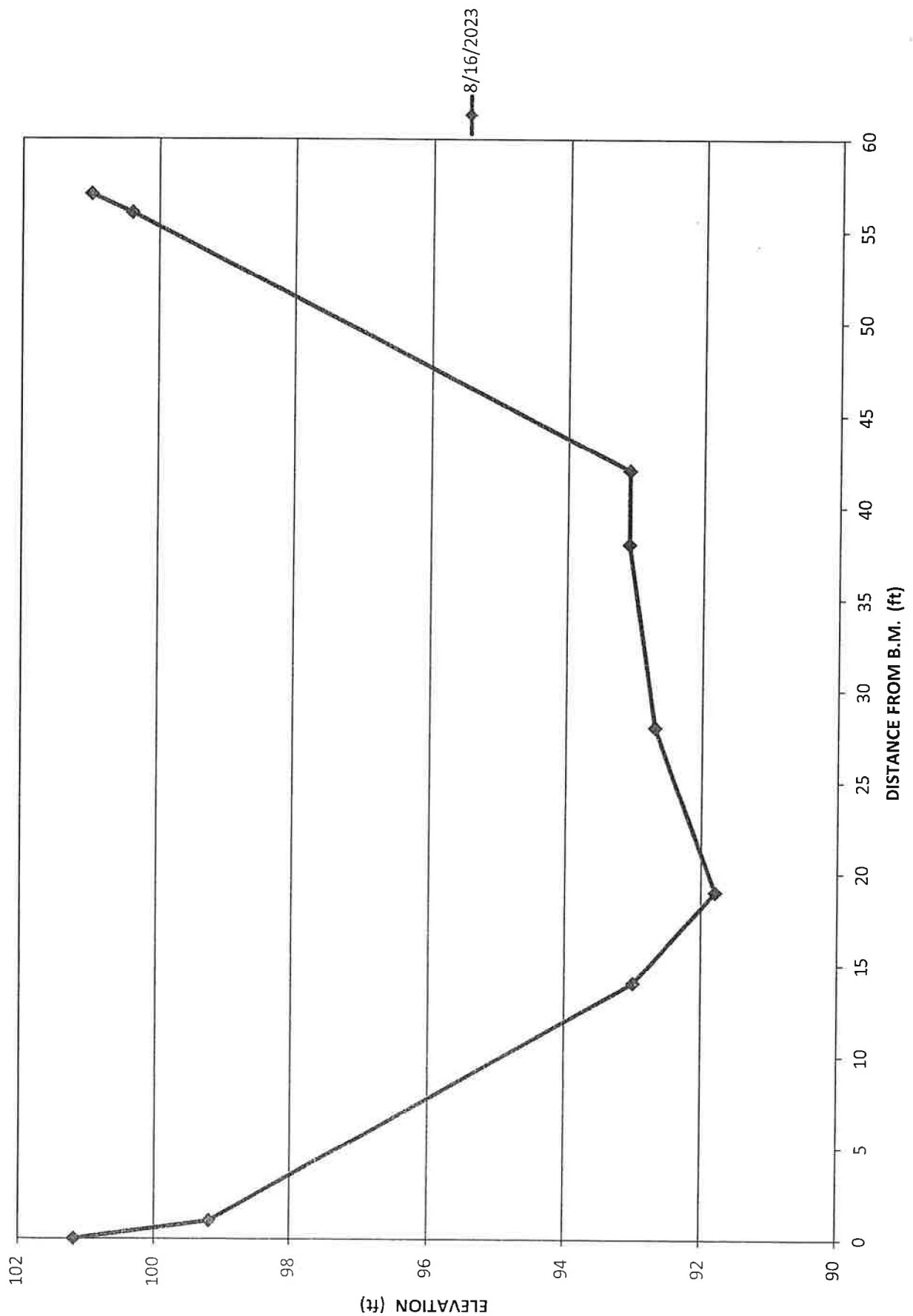


ELEMENT	RATING	COMMENTS
CAP	G F P C	Light weathering and checks up to $\frac{1}{16}$ "
PILING	A G F P C B G F P C C G F P C D G F P C	{ Light weathering and } New piles typ. (A-D) { checks up to $\frac{1}{16}$ " } w/ concrete encasement
BRACING	G F P C	NA



ELEMENT		RATING	COMMENT
CAP		(G) F P C	Weathering
BREASTWALL		G F P C	N/A
WINGS		G F P C	N/A
PILING	A	G F P C	N/V I
	B	G F P C	
	C	G F P C	
	D	G F P C	
sack cement			
~~RECAP~~		(G) F P C	
EMB.		(G) F P C	
VEG.		(G) F P C	

38S80520001 UPSTREAM DRIPLINE



38S80520001 DOWNSTREAM DRIPLINE

