Asset **#57SR1380011**(Routine)

County: 57 - Madison, **Route:** SR138, **Log mile:** 4.880

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/22/2025



Latitude:35.48352, Longitude:-89.04508

Region 04, 57 - Madison County

Team Leader: Bretlyn Opfer

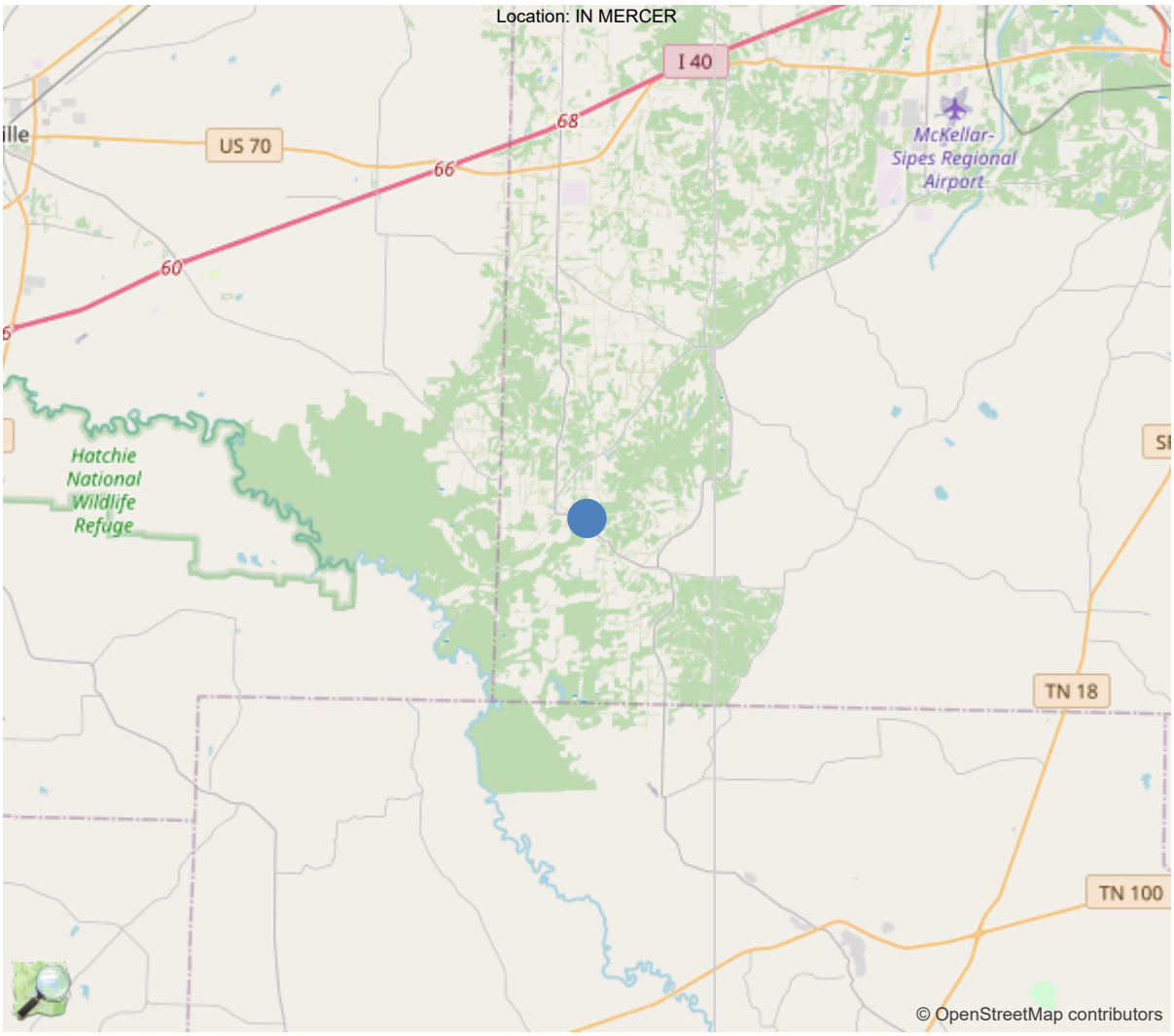
Inspectors: Kyler Wattenbarger

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HWY. 138 Crossing OVERFLOW

35.48352, -89.04508

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TN TDOT Department of Transportation

Asset **#57SR1380011**(Routine)

Region: 04, **County:** 57 - Madison

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/22/2025

Inspection Date(s):	05/22/2025 - 05/22/2025
Posting status	PP - PP Permanent - Posted
Change date	09/29/2017

Item	Condition Description	Rating
B.C.01	Deck	6
B.C.02	Superstructure	4
B.C.03	Substructure	5
B.C.04	Culvert	N
B.C.05	Bridge Railing	6
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	N
B.C.11	Scour Condition Rating	7
B.C.14	NSTM Inspection Condition	
B.C.15	Underwater Inspection Condition	
521	Overall Condition	P - Poor

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
35.483517,	-89.045081

Team Leader Signature

Bret Lyn Opfer

07/29/2025 2:10:03 PM

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Team Lead: Bretlyn Opfer, **Inspection Date:** 05/22/2025

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	57SR1380011
(5) Inventory Route	1
(2) Highway Agency District	Region 4
(3) County Code	57 - Madison
(4) Place Code	00000
(6) Features Intersected	OVERFLOW
(7) Facility Carried	FAS 138
(9) Location	IN MERCER
(11) Mile Point	4.880 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	35.483517
(17) Longitude	-89.045081
(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	5
(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	1949
(106) Year Reconstructed	1990
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	866
(30) Year of ADT	2021
(109) Truck ADT	5 %
(19) Bypass, Detour Length	64 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	17.0 ft
(49) Structure Length	85.0 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	27.5 ft
(52) Deck Width Out to Out	22.0 ft
(32) Approach Roadway Width (W/Shoulders)	30.0 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	27.5 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	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(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 structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	4
(59) Superstructure	4
(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	26.24
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	20.41
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	5
(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	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	85.0 ft
(94) Bridge Improvement Cost	$ 388
(95) Roadway Improvement Cost	$ 39
(96) Total Project Cost	$ 583
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	1386
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date			05/22/2025
(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.

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County: 57 - Madison, **Route:** SR138, **Log mile:** 4.880

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/22/2025

SNBI Data

IDENTIFICATION	
B.ID.01 Bridge Number	57SR1380011
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1949

LOCATION	
B.L.01 State Code	47 - Tennessee
B.L.02 County Code	57 - Madison
B.L.03 Place Code	00000
B.L.04 Highway Agency District	04
B.L.05 Latitude	35.483517
B.L.06 Longitude	-89.045081
B.L.07 Border Bridge Number	
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	IN MERCER
B.L.12 Metropolitan Planning Organization	Jackson

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	I - Bridge rail does not match know
B.RH.02 Transitions	0 - Approach Transition Rail requir

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	83.0
B.G.02 Total Bridge Length	85.0
B.G.03 Max Span Length	17.0
B.G.04 Min Span Length	17.0
B.G.05 Bridge Width Out-to-Out	28.5
B.G.06 Bridge Width Curb-to-Curb	27.5
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	30.0
B.G.10 Bridge Median	0 - No median
B.G.11 Skew	90
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	4
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	2422.5

LOADS AND LOAD RATING	
B.LR.01 Design Load	H15 - H-15
B.LR.02 Design Method	
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	0.63
B.LR.06 Operating Load Rating Factor	0.81
B.LR.07 Controlling Legal Load Rating Factor	1.16
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	4 - POOR - Widespread moderate
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	6 - SATISFACTORY - Widespread
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	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	7 - Some minor scour.
B.C.12 Bridge Condition Classification	P - Poor
B.C.13 Lowest Condition Rating	4 - POOR - Widespread moderate
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	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	B - Scour appraisal completed. Brid
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	A - Seismic evaluation completed. B

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SPAN SETS

M1

B.SP.02 # of Spans	5	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	8	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	T03 - Timber - solid sawn	B.SB.06 Foundation Type	P05 - Pile - timber
B.SB.04 Substructure Type	A08 - Abutment - pile bent wit	B.SB.07 Foundation Protective System	0 - None

P1

B.SB.02 No. of Substructure Units	4	B.SB.05 Substructure Protective System	0 - None
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	0 - None

HIGHWAY FEATURES

H1

B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	866
B.F.03 Feature Name	FAS 138	B.H.10 Annual ADTT	43
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	27.5
B.H.07 LRS Mile Point	4.88	B.H.17 Bypass Detour Length	64
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	138	EW - Eastbound and Westbound	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	

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POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PP - PP Permanent - Posted	09/29/2017

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	1.36	G - Gross Load	40
SU4 - AASHTO SU4 truck	1.17	G - Gross Load	40
SU5 - AASHTO SU5 truck	1.17	G - Gross Load	40
SU6 - AASHTO SU6 truck	1.16	G - Gross Load	40
SU7 - AASHTO SU7 truck	1.16	G - Gross Load	40
EV2 - FHWA Type EV2 emergency	1.04	G - Gross Load	40
EV3 - FHWA Type EV3 emergency	0.74	G - Gross Load	40
3S2 - AASHTO Type 3S2	1.49	G - Gross Load	40
3-3 - AASHTO Type 3-3	1.65	G - Gross Load	40

LOAD RATING SECTION	
LR.06 Load Rating Notes/Summary	

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Inspection Team's Summary

The five span precast channel beam with timber substructure bridge carrying Hwy. 138 oriented south to north over overflow was inspected and found to be in overall Poor condition.
The bridge is open to traffic and posted for single-unit and multi-unit vehicles at 40 Tons.
All safety features are non-standard. The bridge railing is in overall fair condition with areas of surface corrosion throughout. Span 3 railing has impact damage and scraping. Span 5 right bridge rail has a detached rail post from collision damage. The approach guardrails are in good condition with some areas of surface corrosion.
The end terminals are in overall fair condition with impact damage throughout. Back right end terminal has a post displaced and disconnected.
The approach alignment is good. The approach asphalt is in overall fair condition with transverse and longitudinal cracking up to 1/4" wide. Approach 1 is settled up to 1/4" and Approach 2 is settled up to 5/8". The approach embankment is in overall good condition.
The deck is in overall satisfactory condition. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling. Span 1 has a failing patch 18" L x 4' W. Left ahead, Channel Beam A edge is exposed due to lack of wearing surface for 3" H x 3' L. Span 1, soffit has a spall 7" L x 1" W x 1/4" D with exposed corroded rebar. Curblines have minor debris. Spans 3 and 5 curbs have spalling in the curb up to 10" L x full width x 6" D with exposed rebar. The current Deck rating is Fair (6).
The superstructure is in overall poor condition. Channel beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts. Channel beams have areas of cracking up to 1/32" wide, moisture staining, heavy efflorescence buildup and spalling/delamination up to 5" H x full stem length x full width x 2" D with exposed rebar with up to 75% section loss. The current Superstructure rating is Poor (4).
The substructure is in overall fair condition. Abutment caps have areas of minor wear, decay up to 9" H x full width x 9" D, an isolated shake 2" H x 12" L x 1/2" D and checking up to 1/16" W x 4' L. Abutment breastwalls have areas of minor to moderate decay. Abutment wings have areas of minor wear throughout. Bent caps have areas of checking up to 3/16" wide, decay up to 2" H x 42" L x 4" D, splitting up to full height x 1 1/2" W x 12" D and shakes up to 1 1/2" H x 7' L x 2" D. Bent 3, Cap B has a split board. Bent 4, Cap A has a check 12" L x 1" W x 2" D. Bent 4 has a gap 1/2" between Cap A and Cap B. Bent piles are typically offset back from caps up to 3". Bent 1, Pile C has a shake 15" H x 2 1/2" W x 1/2" D. Span 1, Channel Beam H is not bearing on Bent Cap 1 up to 1/2". Bent 2, Cap A, bearing surface has areas of decay up to 2" H x 42" L x 4" D at the top. The current Substructure rating is Fair (5).
The channel appears adequate. The channel is in overall fair condition. The channel has debris and moderate erosion. The current Channel rating is Satisfactory (6).
There is no channel protection in-place.
The scour is in overall good condition. The current Scour rating is (7).

DISCLAIMER
The assessments given in this report are opinions given in good faith at the time of inspection. Due to inaccessibility and hidden conditions, not all structural members, connections, or conditions could be completely assessed. No representation is made that all defects have been discovered or that defects will not appear in the future. This report should not be used as the sole basis for repair, construction, or capital improvement plans.

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General Inspection Comment

HQ notes to TL

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	2423	2422	0	1	0
1090	Exposed Rebar	SF	1	0	0	1	0
510	Wearing Surfaces	SF	2338	776	0	1562	0
3210	Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)	SF	2	0	0	2	0
3220	Crack (Wearing Surface)	SF	1560	0	0	1560	0
(3220-510-12) Element record added 4/20/2021							
110	Re Conc Opn Girder/Beam	LF	680	350	8	322	0
1080	Delamination/Spall/Patched Area	LF	6	0	2	4	0
1090	Exposed Rebar	LF	284	0	0	284	0
1120	Efflorescence/Rust Staining	LF	38	0	4	34	0
1130	Cracking (RC and Other)	LF	20	18	2	0	0
216	Timber Abutment	LF	57	41	13	3	0
1140	Decay/Section Loss	LF	3	0	0	3	0
1150	Check/Shake	LF	13	0	13	0	0
(1140-216) Element record added 4/20/2021							
228	Timber Pile	EA	42	41	1	0	0
1150	Check/Shake	EA	1	0	1	0	0
(1150-228) Element record added 4/20/2021							
235	Timber Pier Cap	LF	114	69	42	3	0
1140	Decay/Section Loss	LF	14	0	12	2	0
1150	Check/Shake	LF	30	0	30	0	0
1170	Split/Delamination (Timber)	LF	1	0	0	1	0
(1140-235) Element record added 4/20/2021							
(1150-235) Element record added 4/20/2021							
330	Metal Bridge Railing	LF	170	79	90	1	0
1000	Corrosion	LF	85	0	85	0	0
7000	Damage	LF	6	0	5	1	0
(7000-330) Element record added 4/20/2021							

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PERFORMANCE EVALUATION

Time of Day Inspected 8:25 AM
Weather Conditions 65°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

B.AP.01 Approach Roadway Alignment	(G - Good)	
Pavement	(Fair)	Approaches have transverse and longitudinal cracking up to 1/4” wide. Approach 1 is settled up to 1/4”. Approach 2 is settled up to 5/8”.
Embankment	(Good)	

TRAFFIC SAFETY FEATURES

Bridge Railing Rating	(Fair)	Span 3 railing has impact damage and scraping. Span 5 right bridge rail has a detached rail post from collision damage. Railings have isolated areas of surface corrosion.
Transitions Rating	(NA)	
Guardrail Rating	(Good)	Guardrails have areas of surface corrosion throughout.
Guardrail Terminal Rating	(Fair)	All end terminals have impact damage. Back right end terminal is the most severe with post displaced and disconnected.

SIGNS POSTED ON ROUTE

Paddleboards	Yes	Weight Limit Posted	Yes
Vertical Clearance (<14'-6")	No	Gross	Tons
Posted Height		Single-unit Vehicle	40 Tons
Narrow Bridge Signs	No	Multi-unit Vehicle	40 Tons
One Lane Bridge Signs	No	B.ID.02 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** 2in.

Wearing Surface	(Fair)	Asphalt wearing surface has cracking up to 1/4” wide over joints with raveling. Span 1 has a failing patch 18" L x 4' W. Span 5, Channel Beam A edge is exposed due to lack of wearing surface for 3” H x 3’ L. (See sketch sheets for further details and locations)
Deck - Structural Condition	(Fair)	Span 1, soffit has a spall 7" L x 1" W x 1/4" D with exposed corroded rebar. (See sketch sheets for further details and locations)
Curbs	(Fair)	Spans 3 and 5 has spalling in the curb up to 10" L x full width x 6" D with exposed rebar. (See sketch sheets for further details and locations)
Railing	(Fair)	Span 3 railing has impact damage and scraping. Span 5 right bridge rail has a detached rail post from collision damage. Railings have isolated areas of surface corrosion. (See sketch sheets for further details and locations)
Rail Paint	(Fair)	Rail coating is substantially effective. (See sketch sheets for further details and locations)
Deck Drains	(Poor)	Minor debris at curblines. (See sketch sheets for further details and locations)

SUPERSTRUCTURE

Alignment of Members	(Good)	
PCCS	(Poor)	Channel beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5” diameter at bolts. Channel beams have areas of cracking up to 1/32" wide, moisture staining, heavy efflorescence buildup and spalling/delamination up to 5" H x full stem length x full width x 2" D with exposed rebar with up to 75% section loss. (See sketch sheets for further details and locations)
PCCS/CBB Bolts	(Poor)	Bolts have laminar corrosion with up to 100% section loss. (See sketch sheets for further details and locations)

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ABUTMENTS

Abutment Caps	(Fair)	Abutment caps have areas of minor wear, decay up to 9" H x full width x 9" D, an isolated shake 2" H x 12" L x 1/2" D and checking up to 1/16" W x 4' L. (See sketch sheets for further details and locations)
Abutment Breastwall	(Fair)	Abutment breastwalls have areas of minor to moderate decay. (See sketch sheets for further details and locations)
Abutment Wings	(Good)	Abutment wings have areas of minor wear throughout. (See sketch sheets for further details and locations)
Abutment Plumb	(Good)	
Abutment Piles	(Good)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	

PIERS

BENTS

Bent Caps	(Fair)	Bent caps have areas of checking up to 3/16" wide, decay up to 2" H x 42" L x 4" D, splitting up to full height x 1 1/2" W x 12" D and shakes up to 1 1/2" H x 7' L x 2" D. Bent 3 Cap B has a split board. Bent 4 Cap A has a check 12" L x 1" W x 2" D. Bent 4 has a gap between Cap A and Cap B 1/2". (See sketch sheets for further details and locations)
Bent Plumb	(Good)	
Bent Piles	(Fair)	Piles are typically offset back from caps up to 3". Bent 1, Pile C has a shake 15" H x 2 1/2" W x 1/2"D. (See sketch sheets for further details and locations)
Bent Bearing Surface	(Fair)	Span 1, Channel Beam H is not bearing on Bent Cap 1 up to 1/2". Bent 2, Cap A has areas of decay up to 2" H x 42" L x 4" D at the top. (See sketch sheets for further details and locations)

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Asset **#57SR1380011**(Routine)
County: 57 - Madison, **Route:** SR138, **Log mile:** 4.880
Team Lead: Bretlyn Opfer, **Inspection Date:** 05/22/2025

STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	Overflow
Type of bed material	Mud
Has channel shifted?	No
Condition of rip-rap	N/A
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
Steep bank cond - Failure DS	No
Bank Vegetation:	
Low Growth	Yes
Large Timber	Yes
Clear Banks	No
Dead Trees - US	No
Dead Trees - DS	No
Moderate Bank Erosion	Yes
Sediment or Gravel Accumulation	No
Channel Altered or Straightened	No
Stable Conditions:	
Live Growth	Yes
Bedrock	No
Boulders	No
FlatSlopes (<=2:1)	Yes

Waterway adequacy and debris characteristics

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

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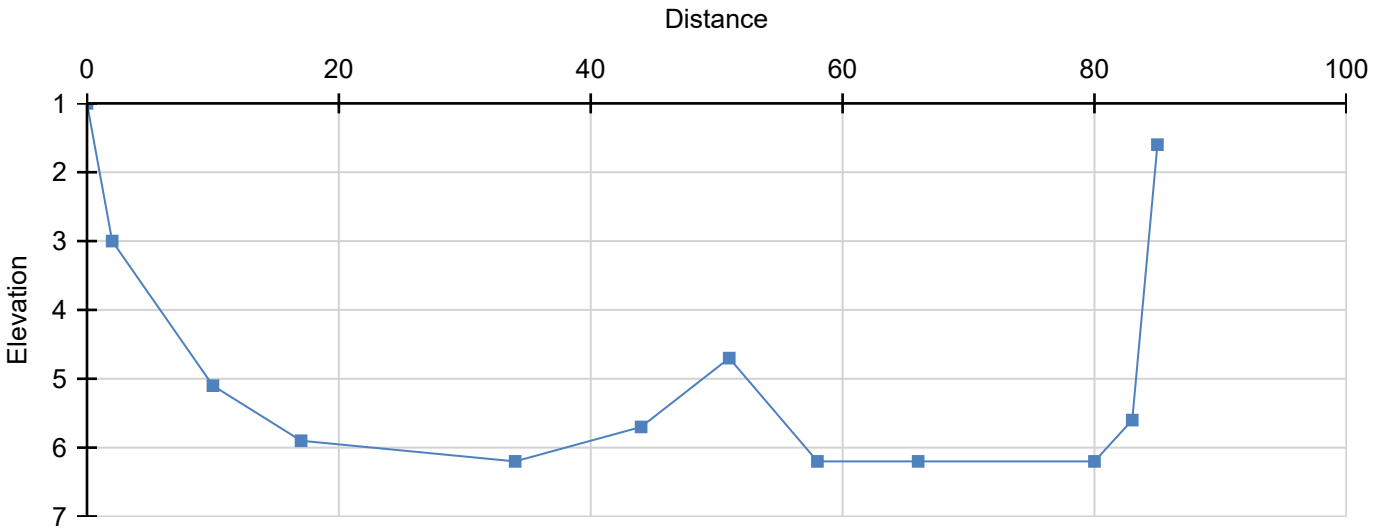
Asset **#57SR1380011**(Routine)
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Channel Profile Upstream

Benchmark height 0.75 Benchmark location Top of Curb

Comment

Station	Distance	HI	Upstream
BOB	0		1
Abutment 1	2		3
EOW	10		5.1
Bent 1	17		5.9
Bent 2	34		6.2
CL of Channel	44		5.7
Bent 3	51		4.7
	58		6.2
Bent 4	66		6.2
EOW	80		6.2
Abutment 2	83		5.6
EOB	85		1.6



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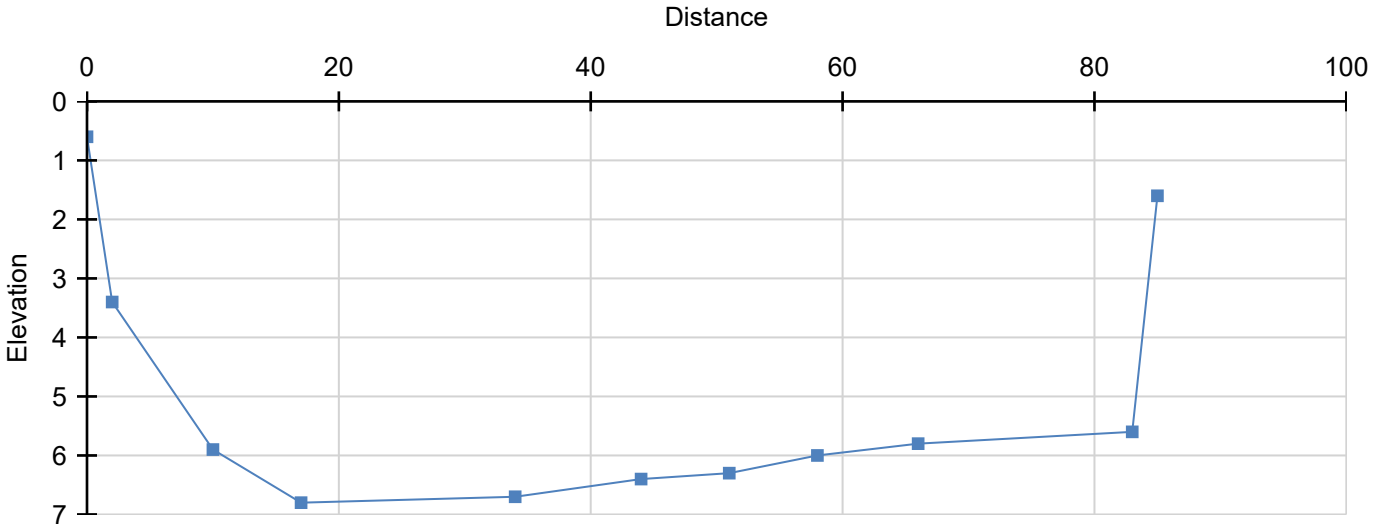
Asset **#57SR1380011**(Routine)
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Channel Profile Downstream

Benchmark height 0.75 Benchmark location Top of Curb

Comment

Station	Distance	HI	Downstream
BOB	0		0.6
Abutment 1	2		3.4
EOW	10		5.9
Bent 1	17		6.8
Bent 2	34		6.7
CL of Channel	44		6.4
Bent 3	51		6.3
	58		6
Bent 4	66		5.8
Abutment 2/EOW	83		5.6
EOB	85		1.6



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Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
1.3	Abutment 1			1.5
4.9	Bent 1			4.8
4.6	Bent 2			4.8
4.4	Bent 3			4.6
4.5	Bent 4			3.5
3.7	Abutment 2			3.6

Last Exposure Upstream		Rip-Rap	N
Last Exposure Downstream		@ Abutment	
Top of cap to top of water	3.00	@ Bents	
Upstream Distance	100.00	@ Piers	
Upstream Depth	4.20	Upstream	
Thru structure	4.40	Downstream	
Downstream Distance	100	Thru Structure	
Downstream Depth	4.8		

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Equipment List

General Inspection

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

Visual Aid

_____ Binoculars
Yes 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
Yes Waders
_____ Machete or bush axe

Tools For Measuring

Yes Masonry/Wood Ruler
_____ 6’ Pocket Tape
Yes 25’ and 100’ Tape
_____ Calipers
Yes Thermometer
_____ Carpenter’s Level
_____ String and Weighted line (plumb bob)
_____ Laser
_____ Measuring Wheel

Special Purpose Equipment

_____ Reach All
_____ Bucket Truck
_____ Traffic control
Yes 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

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Bridge number (Back right approach rail)



Approach 1 looking ahead

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Approach 2 looking back



Upstream looking left

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Downstream looking right



Upstream elevation looking right

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Downstream elevation looking left



View across bridge

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Typical bridge rail height looking right



Typical bridge rail post spacing looking right

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Weight posting sign at Approach 1



Weight posting sign at Approach 2

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Abutment 1



Span 1

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Bent 1 looking ahead



Bent 1 looking back

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Span 2



Bent 2 looking ahead

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Bent 2 looking back



Span 3

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Bent 3 looking ahead



Bent 3 looking back

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Span 4



Bent 4 looking ahead

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Bent 4 looking back



Span 5

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Abutment 2



Approach pavement, typical transverse and longitudinal cracking up to 1/4" wide

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Approach 2, settled up to 5/8"



Span 3, railing, impact damage and scraping

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Span 5, right bridge rail, detached post



Back right end terminal, displaced post and disconnected

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Left ahead, Channel Beam A edge, exposed due to lack of wearing surface for 3" H x 36" L



Channel, debris accumulation

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Span 1, asphalt wearing surface, failed patch 18" L x 4' W



Curb, spalling up to 10" L x full width x 6" D with exposed rebar

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Span 1, asphalt wearing surface, over joint, cracking up to 1/4" wide with raveling



Driving surface, curbline, minor debris accumulation

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Span 1, Channel Beam D, soffit, spall 7" L x 1" W x 1/4" D with exposed corroded rebar



Span 1, Channel Beam E, left stem, spalling up to 3" H x 21" L x 2" D with exposed corroded rebar

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Span 1, Channel Beam E, bolt, laminar corrosion with up to 50% section loss

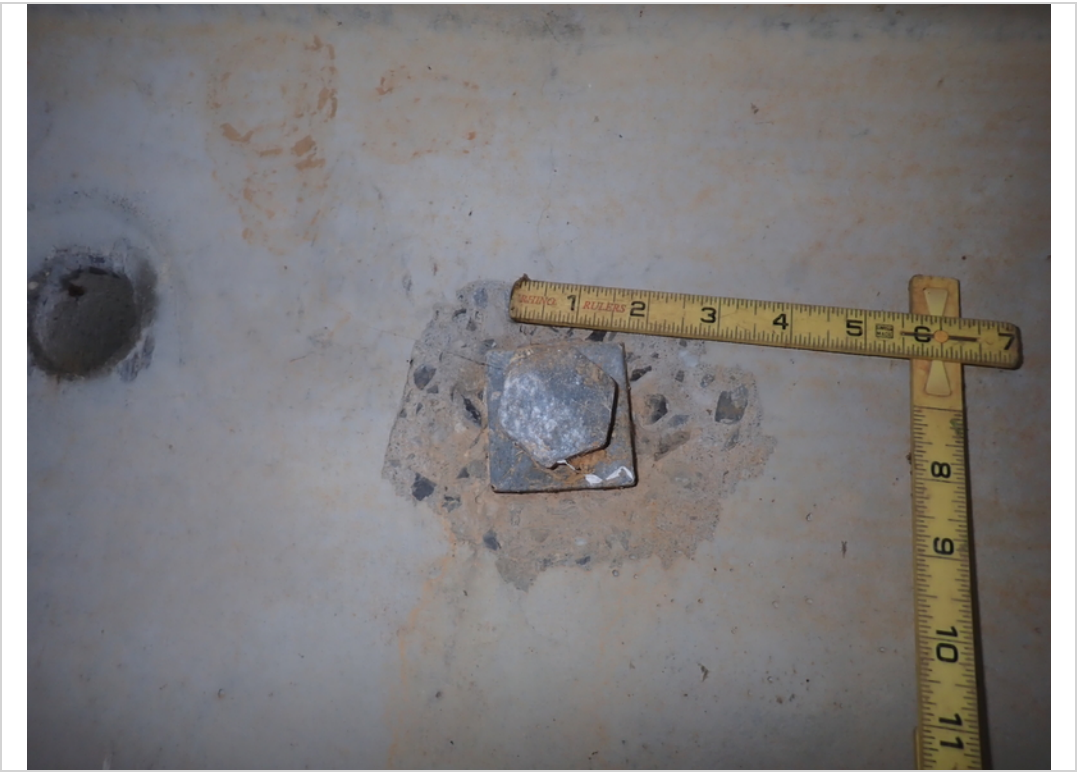


Span 1, Channel Beam F, left stem, spalling up to 5" L x full width x 1/2" D with exposed rebar with 15% section loss

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Span 1, Channel Beam G, right stem, delamination 2" H x 20" L with adjacent hairline cracking



Span 1, Channel Beam H, left stem, typical hairline cracking and 5" diameter spalling at bolts

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Span 1, Channel Beam H, at Bent 1, not bearing on cap up to 1/2"



Span 2, Channel Beam B, at bolt, spall 12" H x 17" L x 1" D

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Span 2, Channel Beam C, right stem, spalling up to 30" L x full width x 2" D with exposed rebar with 30% section loss



Span 2, Channel Beam C, left stem, spalling 5" H x full length x full width with exposed rebar with up to 75% section loss and areas of efflorescence buildup

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Span 2, Channel Beam D, right stem, spalling up to 20" L x full width x 2" D with exposed rebar with 20% section loss



Span 2, Channel Beam D, left stem, spalling up to 21" L x 5" W x 1/2" D with exposed rebar with 15% section loss

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Channel Beam A, Bent 2, bolt, laminar corrosion with up to 100% section loss



Span 3, channel beam, typical spalling up to 20" L x 4" W x 2 1/2" D with exposed rebar with 10% section loss

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Span 3, Channel Beam A, right stem, spalling up to 6" L x 5" W x 1/2" D with exposed rebar with 10% section loss and efflorescence buildup



Span 3, Channel Beam C, spalling up to 5" H x full length x full width x 2" D with exposed rebar with 20% section loss.

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Span 3, Channel Beam E, spalling up to 40" L x full width x 2" D with exposed rebar with 10% section loss



Span 4, Channel Beam A, spalling up to 2" H x 3" L x 5" W x 1/2" D with exposed rebar and hairline longitudinal cracking with efflorescence buildup

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Span 4, Channel Beam B, spalling up to 8" L x 6" W x 1/2" D with exposed rebar with 10% section loss



Span 4, Channel Beam C, spalling up to 9" L x 6" W x 2" D with exposed rebar with 25% section loss

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Span 4, Channel Beam D, longitudinal cracking up to 1/32" wide with moisture staining and delamination



Span 4, Channel Beam D, spalling up to 19" L x 5" W x 2" D with exposed rebar with 10% section loss

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Span 4, Channel Beam E, left stem, spalling up to 5" H x 30" L x 5" W x 1 1/2" D with exposed rebar with 20% section loss



Span 5, Channel Beam B, spalling up to 8" L x full width x 1/2" D with exposed rebar with 15% section loss

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Span 5, Channel Beam E, spalling up to 4" H along the full length x full width x 2" D with exposed rebar with 15% section loss



Span 5, Channel Beam G, right stem, spalling up to 6" L x 5" W x 1/2" D with exposed rebar with 10% section loss and heavy efflorescence buildup

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Span 5, Channel Beam H, left stem, heavy longitudinal hairline cracking with heavy efflorescence buildup



Abutment 1, cap, check 1/16" W x 4' L

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Abutment 1, cap, shake 2" H x 12" L x 1/2" D



Abutment 1, cap, above Pile G, decay 9" H x full width x 9" D

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Bent 1, Cap A, shake 1 1/2" H x 7' L x 2" D



Bent 1, Cap A, above Pile A, decay 12" L x 3" W x 3" D

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Bent 1, Cap B, typical checking up to 1/16" wide



Bent 1, Cap B, above Pile A, decay 10" H x 9" W x 2" D

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Bent 1, Pile C, shake 15" H x 2 1/2" W x 1/2" D



Bent 1, Pile G, offset back 2"

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Bent 2, Cap A, above Pile A, split full height x 1 1/2" W x 12" D



Bent 2, Cap A, above Pile D, decay 2" H x 42" L x 4" D

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Bent 2, Cap A, above Pile D, decay 4" H x 30" L x 2 1/2" D

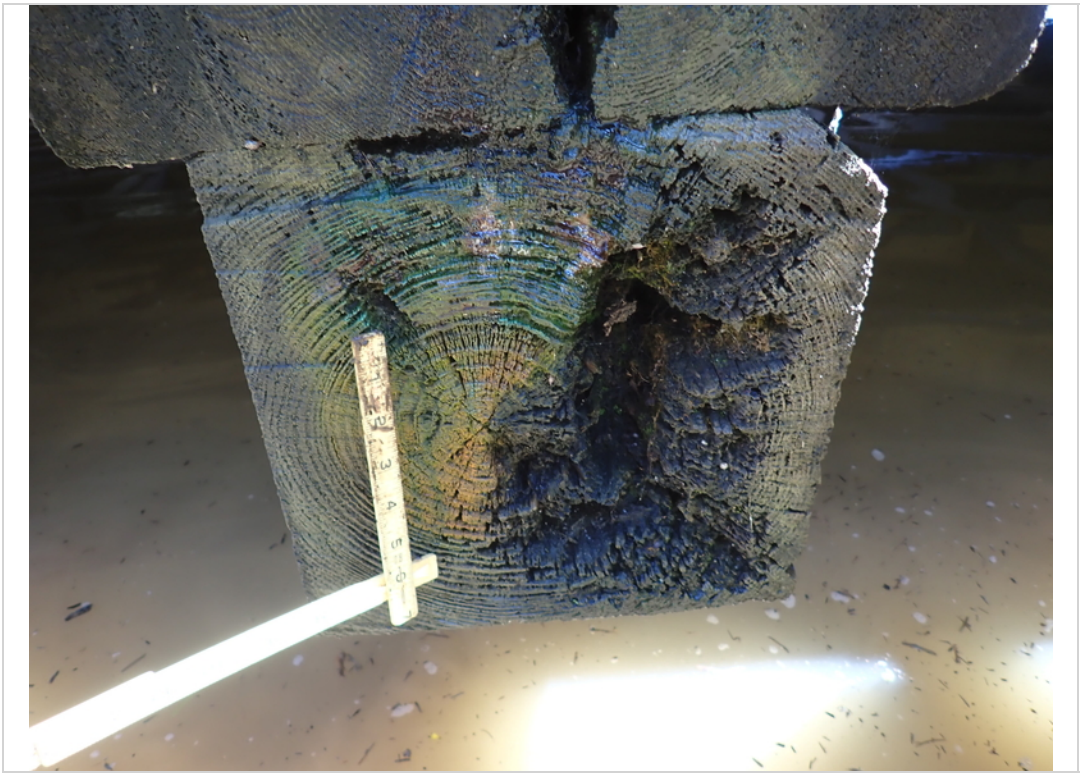


Bent 2, Cap A, above Pile E, decay 2" H x 5" L x 1" D

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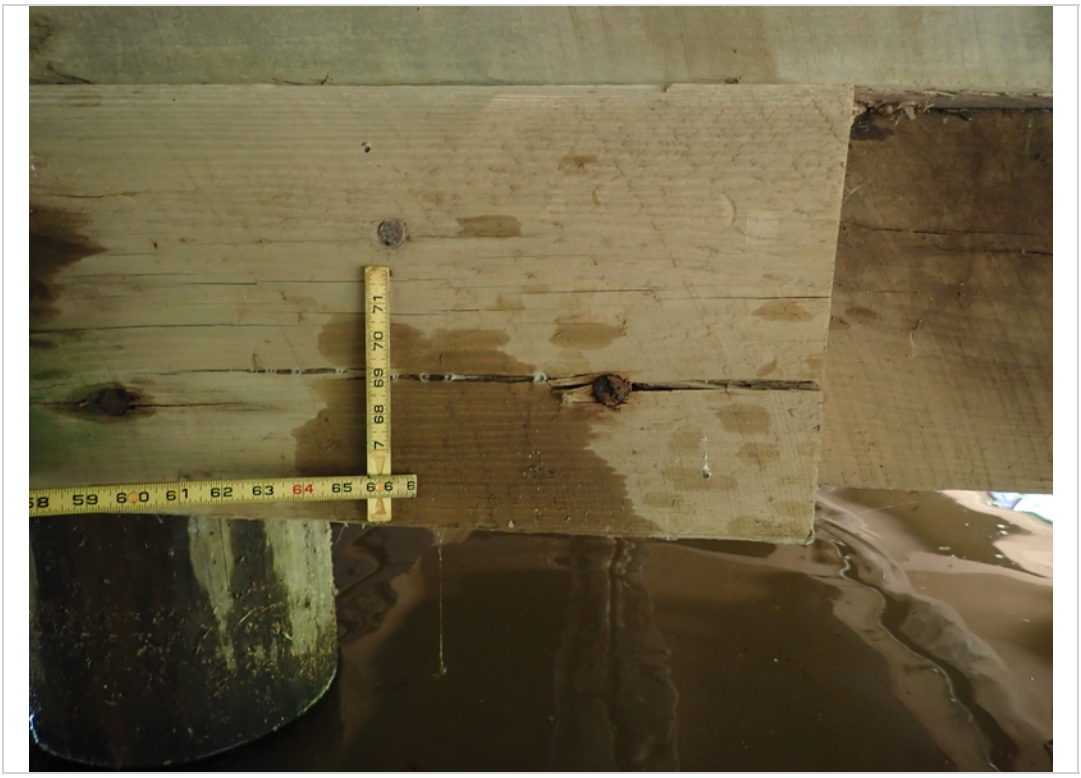


Bent 2, Cap A, above Pile G, decay 6" H x 6" W x 12" D



Bent 2, Cap B, above Pile A, decay 10" H x 6" W x 4" D

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Bent 2, Cap B, above Pile C, split 1/4" W x 19" L



Bent 3, Caps A and B, above Pile A, decay up to 4" H x 3" W x 14" D

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Bent 3, Cap A, above Pile B, decay 3" H x 7" L x 1/2" D



Bent 3, Cap B, above Pile A, shake 2" H x 48" L x 2" D

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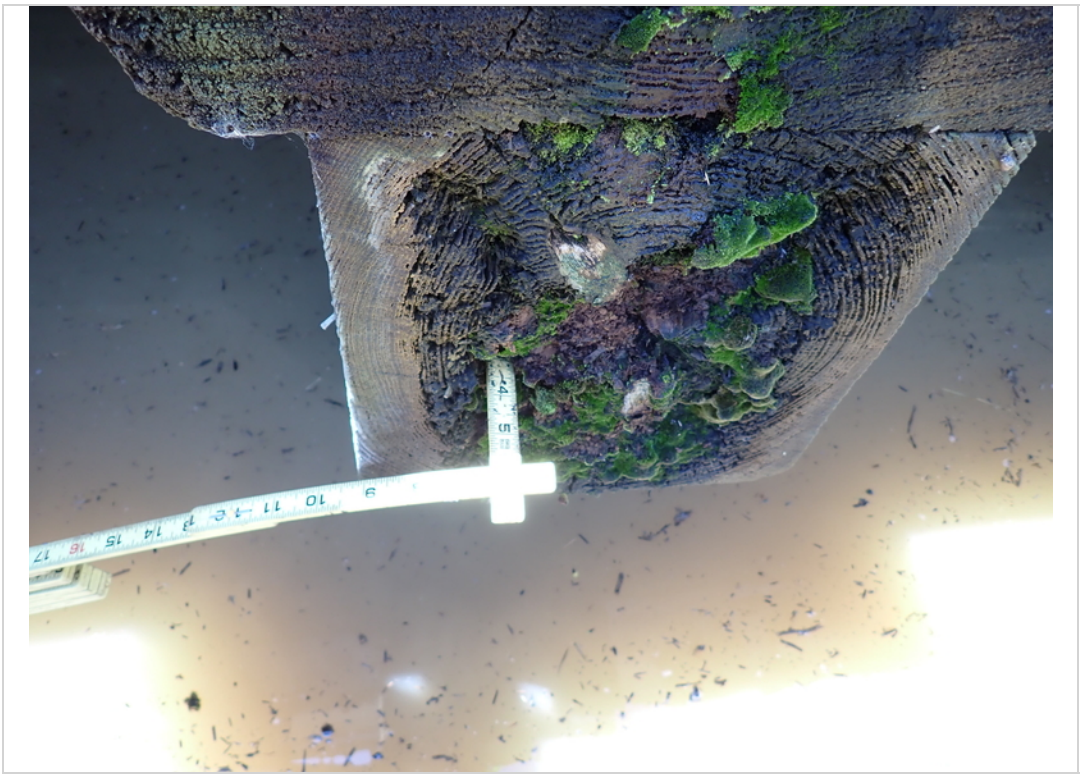


Bent 3, repair board, split



Bent 4, Cap A and B, gap 1/2"

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Bent 4, Cap B, above Pile G, decay 11" H x 10" W x 4" D



Bent 4, Piles A, D, F, and G, offset from cap 3"

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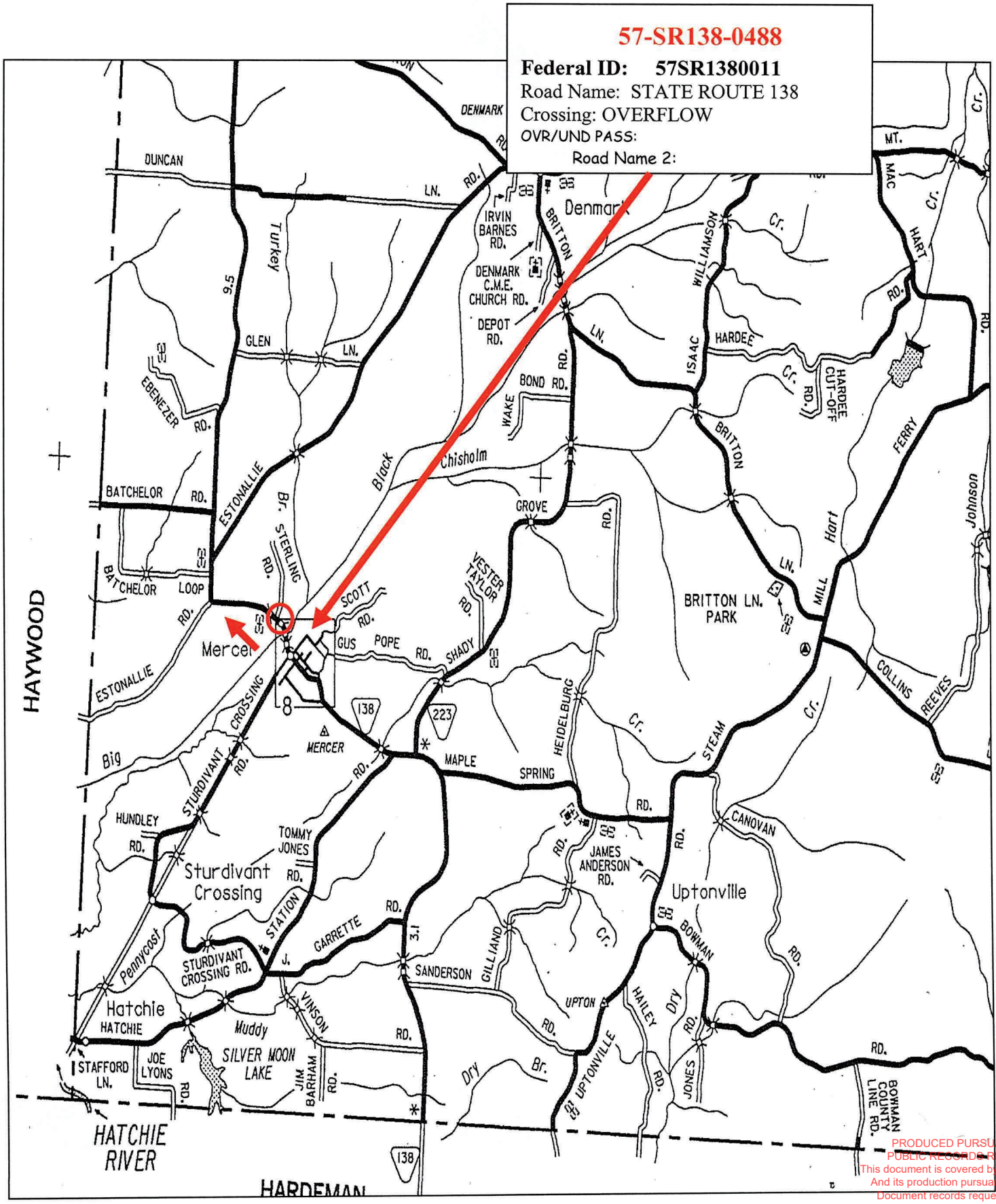
Maintenance Recommendations

525 - Repair List # 3 523 - Repair List Add Date 6/6/2022 1 524 - Repair List Revise Date 11/13/2023

Date Added	Recommendation	Priority
05/01/2023	CLEAR DRAINS	
05/01/2023	BRIDGERAILS ARE SUBSTANDARD	
05/01/2023	APPROACH GUARDRAILS ARE SUBSTANDARD	
05/01/2023	APPROACH GUARDRAIL TERMINALS ARE SUBSTANDARD	
05/01/2023	REPAIR BRIDGERAIL ON RIGHT SIDE OF SPAN NO.5 (BOLTS MISSING)	
05/01/2023	REPAIR OR REPLACE PRECAST CONCRETE CHANNEL SLAB "BOLTS" IN SPAN NO.1 - 4	
05/01/2023	Repair or replace Concrete Channel Slabs in Span 2 'C', Span 3 'C', and Span 5 'E'	
05/22/2025	Remove unsound concrete, apply corrosion inhibitor and patch spalling in Channel Beam Stems.	2
05/22/2025	Install shim at Span 1, Channel Beam H.	2
11/13/2023	Repair or replace cap beam A at Bent 2.	

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MADISON COUNTY

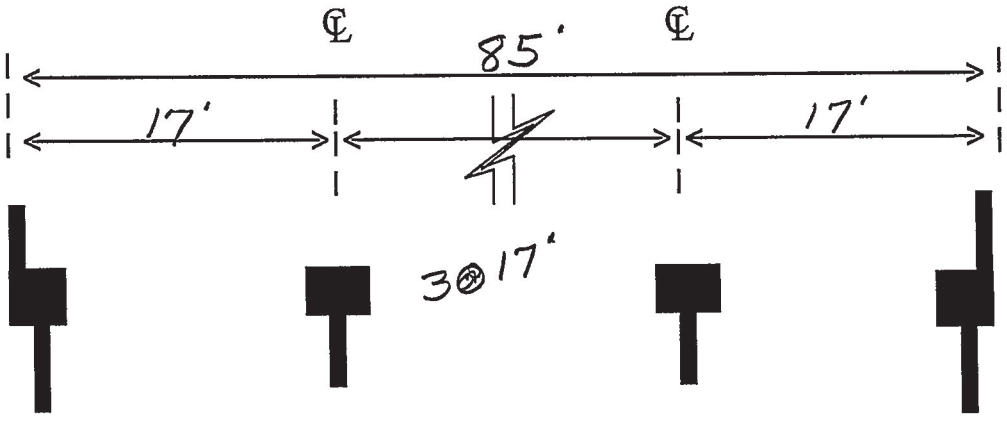


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57SR1380011	57	SR138	0488		SKEW:	90
BRIDGE NO.:	CO.	ROUTE	L.M.	L/R		

Direction of Route →

F = FIXED
E = EXPANSION
S = SIMPLE
C = CONTINUOUS



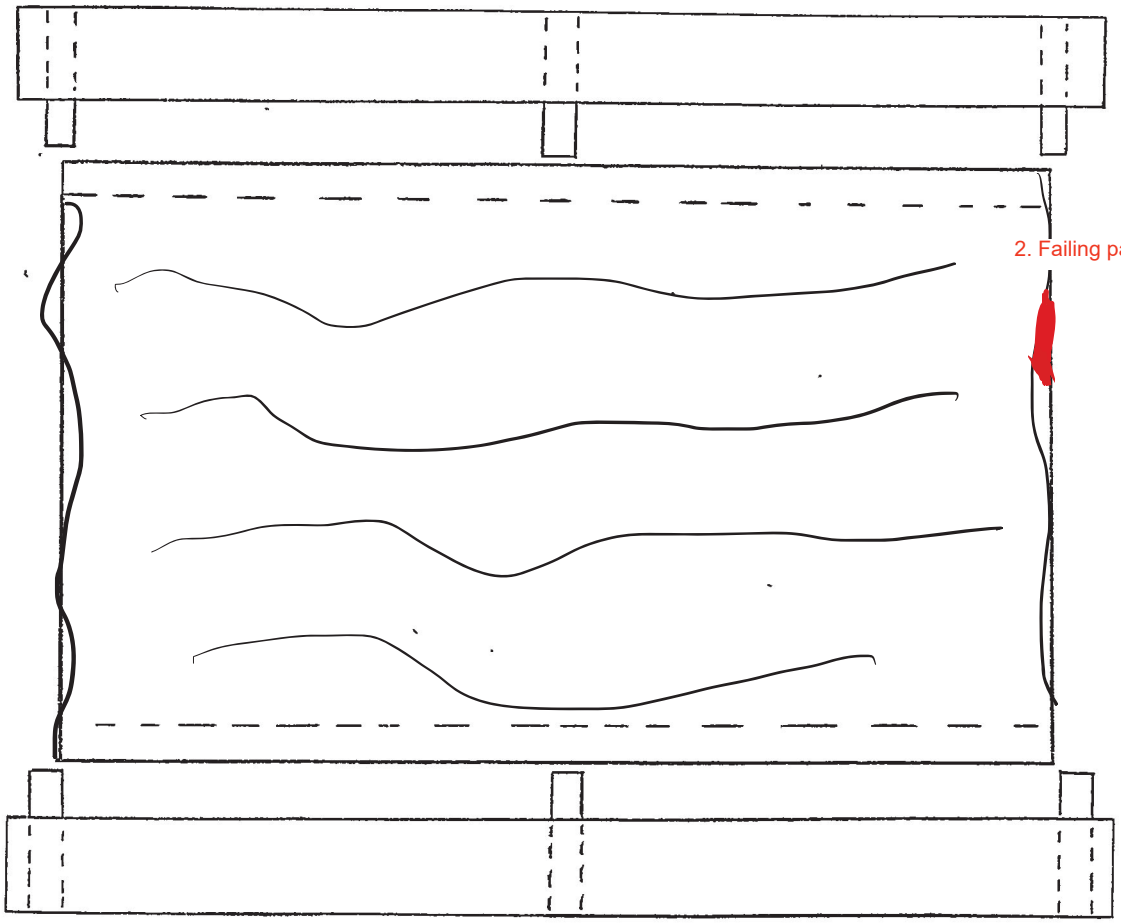
SIDE OF BRIDGE

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BR. NO. 57 138 4.88 SK. 90° SPAN NO. 1

Typical Notes:
1. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling.

DIR. OF ROUTE →



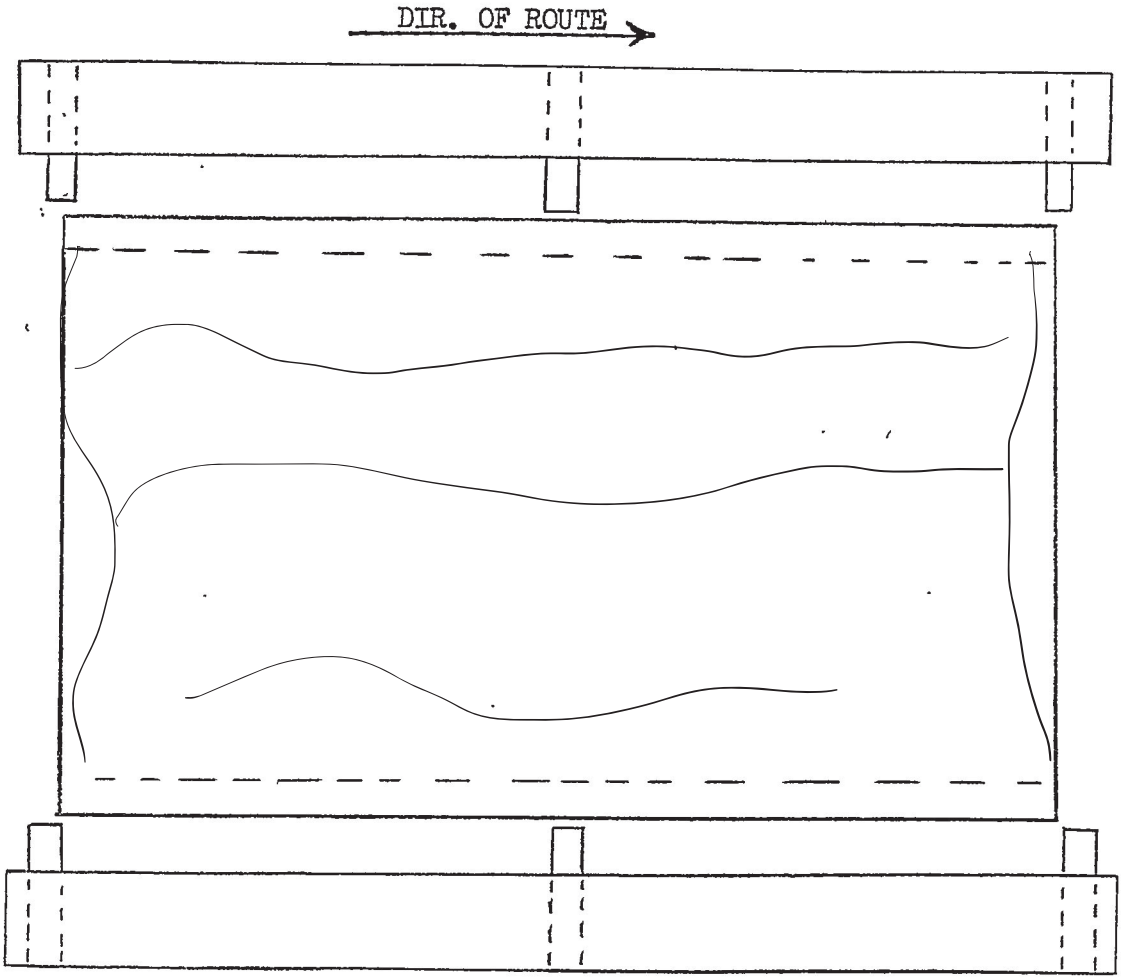
2. Failing patch 18" L x 4' W

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See notes 1 and 2.
RAILS & POST	(G) F P C	Railings have isolated areas of surface corrosion.
PAINT	G (F) P C	Rail coating is substantially effective.
DRAINS	G F (P) C	Minor debris at curblines.
JOINTS	G F P C	N/A.
CURBS OR WHEEL G.	(G) F P C	

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BR. NO. 57 138 4.88 SK. 90° SPAN NO. 2

Typical Notes:
1. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling.

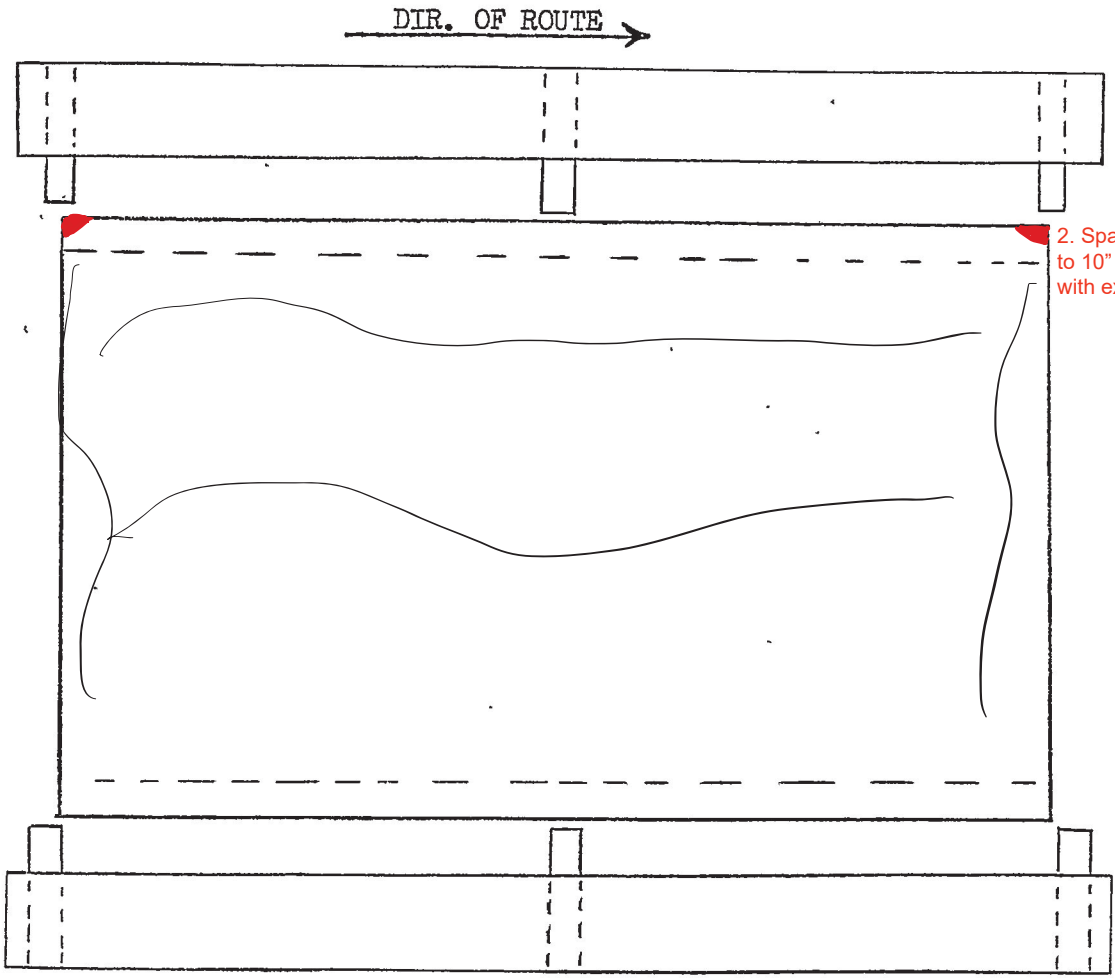


ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See note 1.
RAILS & POST	(G) F P C	Railings have isolated areas of surface corrosion.
PAINT	G (F) P C	Rail coating is substantially effective.
DRAINS	G F (P) C	Minor debris at curblines.
JOINTS	G F P C	N/A.
CURBS OR WHEEL G.	(G) F P C	

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BR. NO. 57 138 488 SK. 90° SPAN NO. 3

Typical Notes:
1. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling.



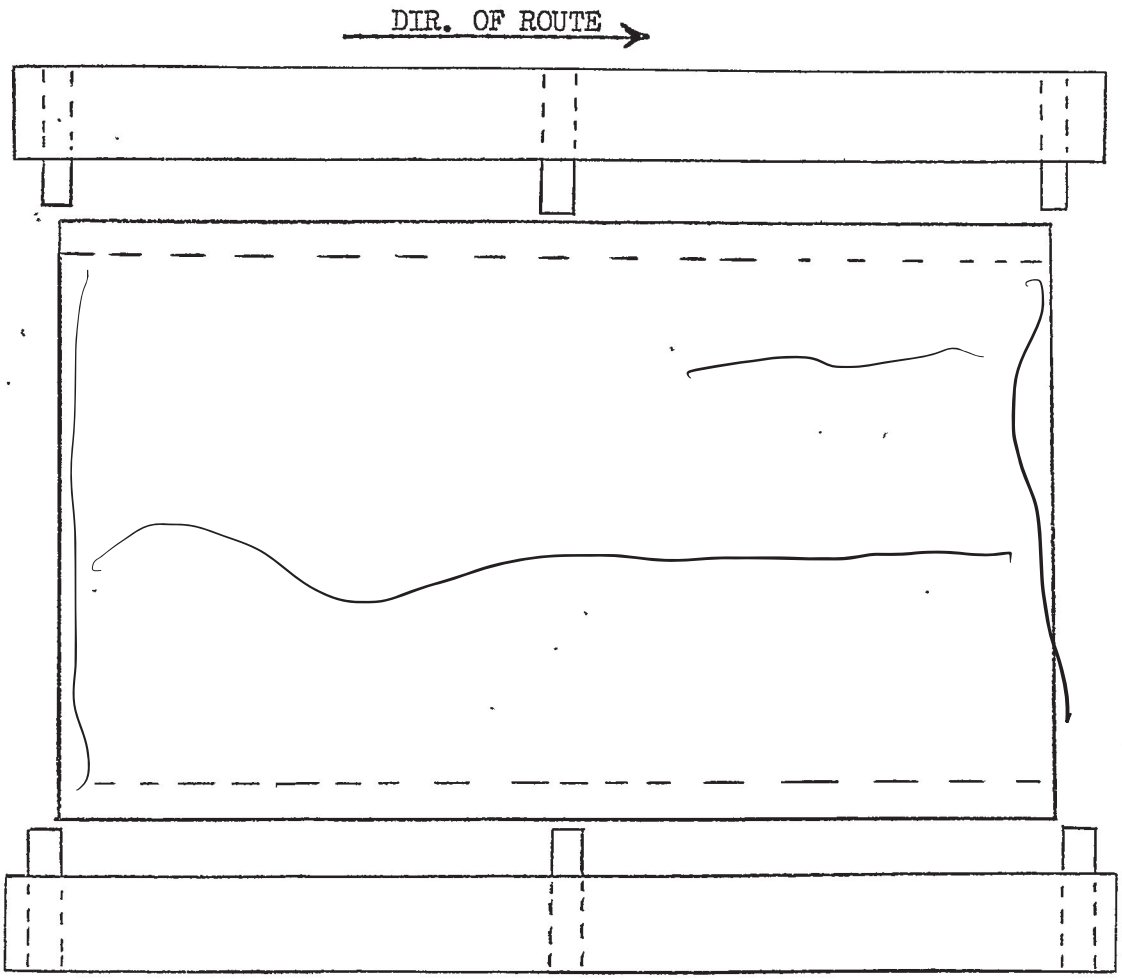
2. Spalling in curbs up to 10" L x FW x 6" D with exposed rebar

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See note 1.
RAILS & POST	G (F) P C	Span 3 railing has impact damage and scraping. Railings have isolated areas of surface corrosion.
PAINT	G (F) P C	Rail coating is substantially effective.
DRAINS	G F (P) C	Minor debris at curblines.
JOINTS	G F P C	N/A.
CURBS OR WHEEL G.	G (F) P C	See note 2.

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BR. NO. 57 138 4.88 SK. 90° SPAN NO. 4

Typical Notes:
1. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling.

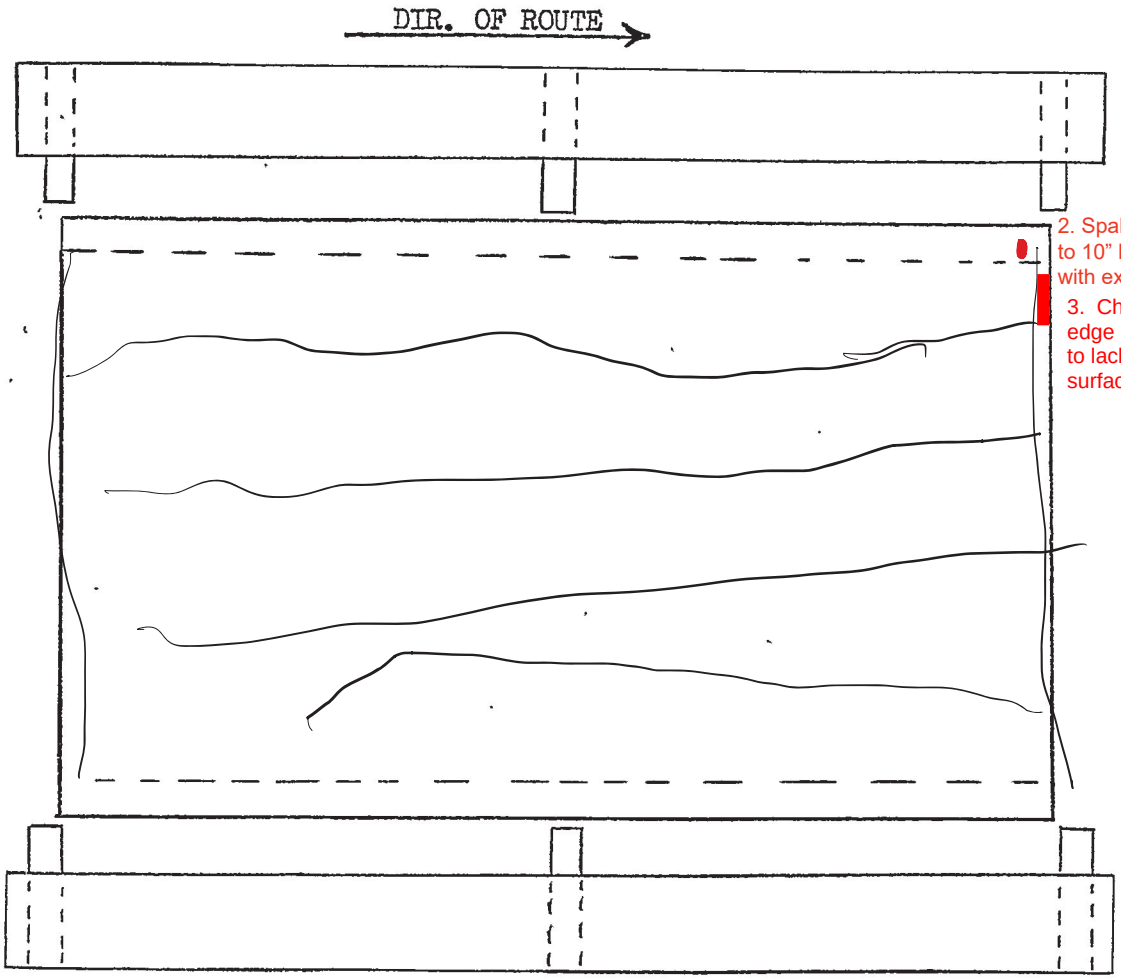


ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See note 1.
RAILS & POST	(G) F P C	Railings have isolated areas of surface corrosion.
PAINT	G (F) P C	Rail coating is substantially effective.
DRAINS	G F (P) C	Minor debris at curblines.
JOINTS	G F P C	N/A.
CURBS OR WHEEL G.	(G) F P C	

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BR. NO. 57 138 4.86 SK. 90° SPAN NO. 5

Typical Notes:
1. Asphalt wearing surface has cracking up to 1/4" wide over joints with raveling.



2. Spalling in curbs up to 10" L x FW x 6" D with exposed rebar

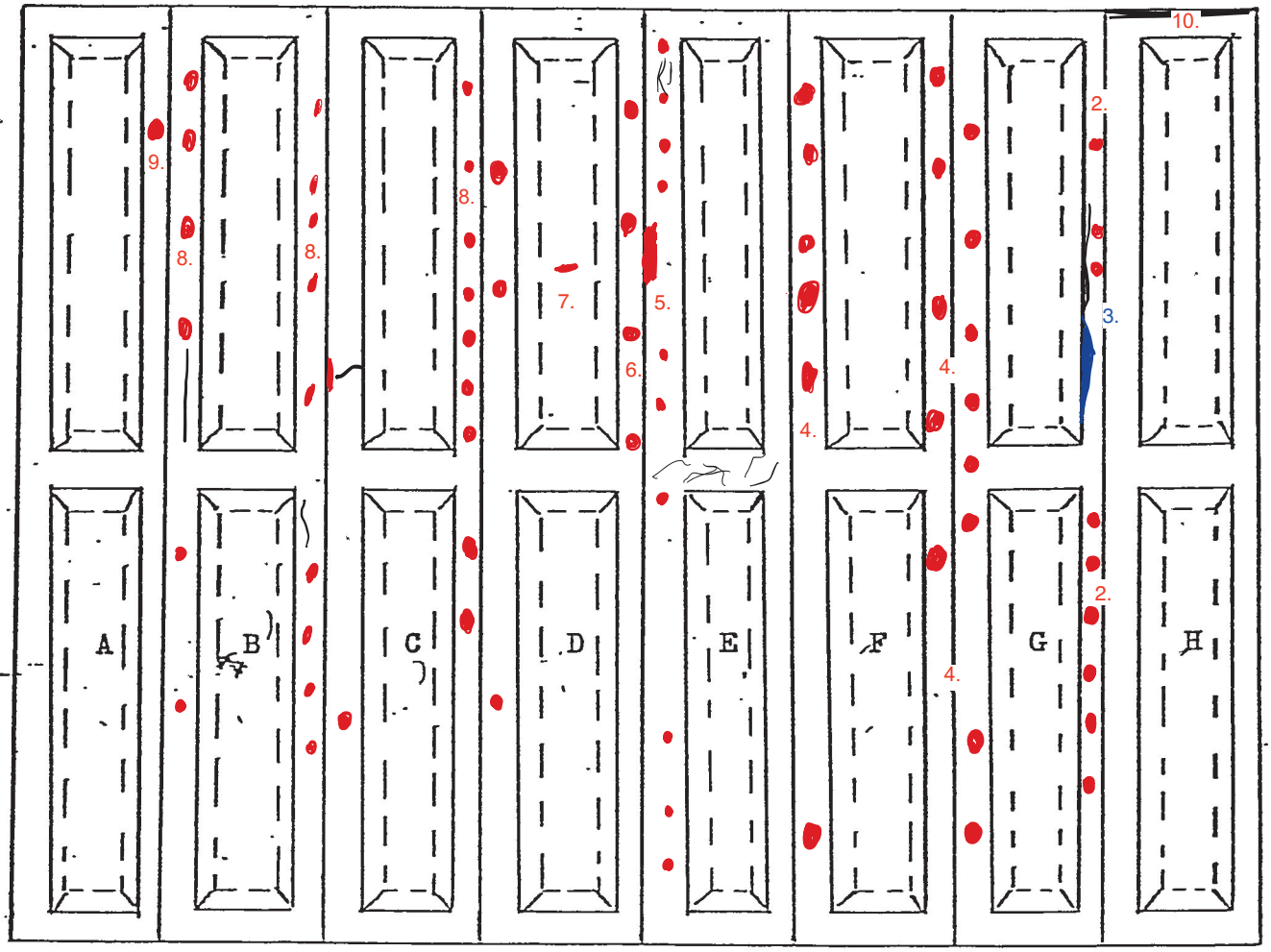
3. Channel Beam A edge is exposed due to lack of wearing surface for 3" H x 3' L

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See notes 1 and 3.
RAILS & POST	G (F) P C	Span 5 right bridge rail has a detached rail post from collision damage. Railings have isolated areas of surface corrosion.
PAINT	G (F) P C	Rail coating is substantially effective.
DRAINS	G F (P) C	Minor debris at curblines.
JOINTS	G F P C	N/A.
CURBS OR WHEEL G.	G (F) P C	See note 2.

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BR. NO. 57 138 488 SK. , 90° SPAN NO. 1

1. Beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts.
2. Spalling up to 6" diameter x 1/2" D with exposed rebar with 15% section loss.
3. Delamination with adjacent hairline cracking 2" H x 20" L.
4. Spalling up to 5" L x full width x 1/2" D with exposed rebar with 15% section loss.
5. Spalling up to 3" H x 21" L x 2" D with exposed corroded rebar with an area of efflorescence buildup 36" L.
6. Spalling up to 4" H x 6" L x 1" D with exposed rebar with 15% section loss.
7. Spall 7" L x 1" W x 1/4" D with exposed corroded rebar.
8. Spalling up to 9" L x 5" W x 1 1/2" D with exposed corroded rebar.
9. Spall up to 10" L x 6" W x 1" D.
10. Channel Beam end is not bearing on cap up to 1/2".

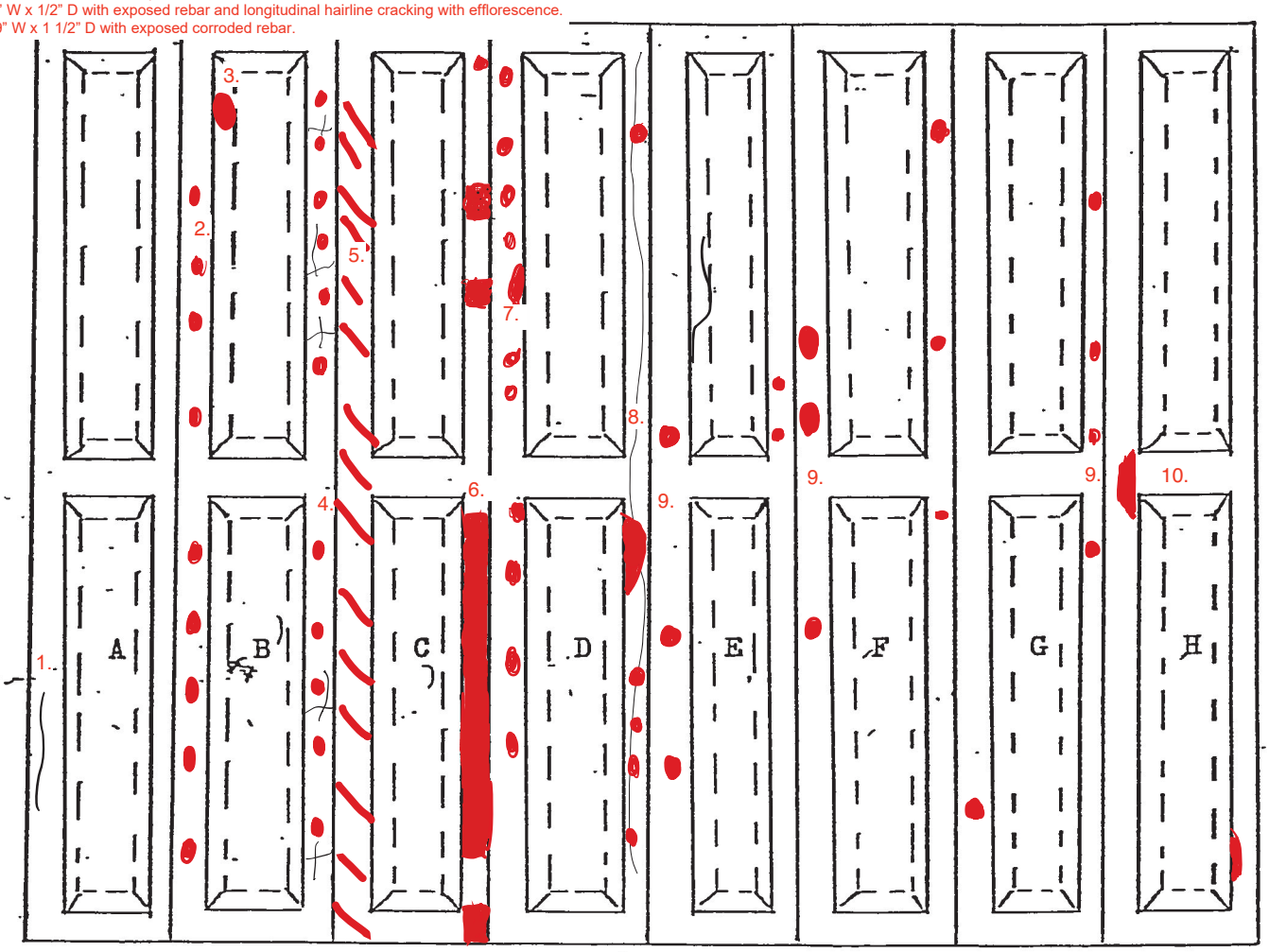


ELEMENT		RATING	COMMENT
BOTTOM DECK SLAB		G F P C	See note 7.
	A	G F P C	See note 9.
	B	G F P C	See note 8.
	C	G F P C	See note 8.
	D	G F P C	See notes 6 and 7.
	E	G F P C	See note 5.
	F	G F P C	See note 4.
	G	G F P C	See notes 2, 3 and 4.
	H	G F P C	See note 10.
BOLTS		G F (P) C	Bolts typically have laminar corrosion with up to 50% section loss.

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BR. NO. 57 138 488 SK. 90° SPAN NO. 2

1. Beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts.
2. Spalling up to 8" L x full width x 1" D with exposed corroded rebar.
3. At bolt, spall 12" H x 17" L x 1" D.
4. Spalling up to 7" L x full width X 1" D with exposed rebar with 30% section loss and areas of hairline vertical and longitudinal cracking with efflorescence buildup.
5. Spalling the whole channel beam 5" H x full length x full width with exposed rebar with up to 75% section loss and areas of efflorescence buildup .
6. Spalling up to 30" L x full width x 2" D with exposed rebar with 30% section loss.
7. Spalling up to 21" L x 5" W x 1/2" D with exposed rebar with 15% section loss.
8. Spalling up to 20" L x full width x 2" D with exposed rebar with 20% section loss.
9. Spallling up to 5" L x 5" W x 1/2" D with exposed rebar and longitudinal hairline cracking with efflorescence.
10. Spalling up to 8" L x 9" W x 1 1/2" D with exposed corroded rebar.

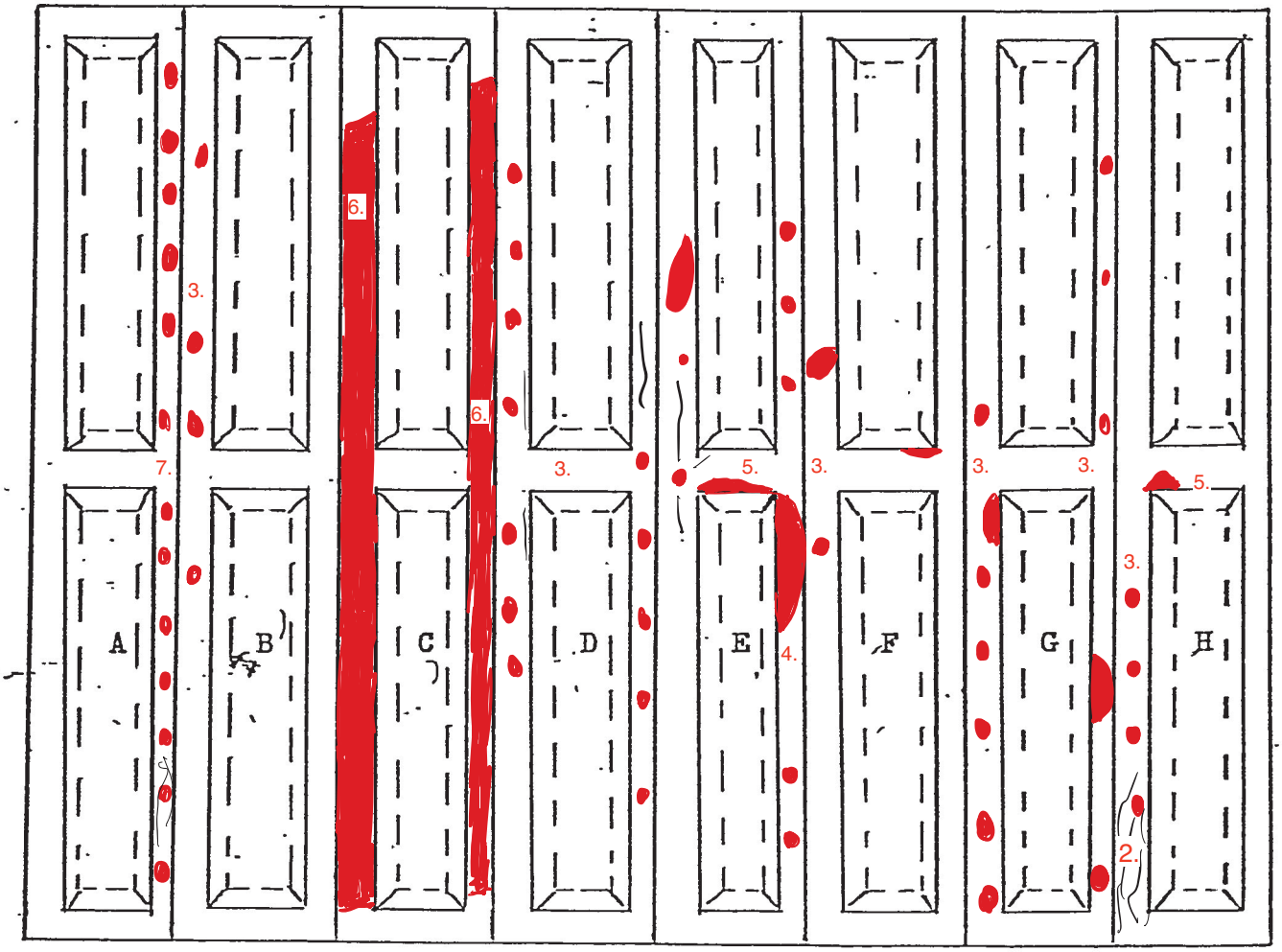


ELEMENT		RATING	COMMENT
BOTTOM DECK SLAB		(G) F P C	
	A	(G) F P C	See note 1.
	B	G (F) P C	See notes 2, 3 and 4.
	C	G F (P) C	See notes 5 and 6.
	D	G F (P) C	See notes 7 and 8.
	E	G (F) P C	See note 9.
	F	G (F) P C	See note 9.
	G	G (F) P C	See note 9.
	H	G (F) P C	See note 10.
BOLTS		G F (P) C	Bolts typically have laminar corrosion with up to 100% section loss.

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BR. NO. 57 138 4.88 SK. . 90° SPAN NO. 3

1. Beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts.
2. Hairline longitudinal cracking with heavy efflorescence buildup.
3. Spalling up to 20" L x 4" W x 2 1/2" D with exposed rebar with 10% section loss.
4. Spalling up to 40" L x full width x 2" D with exposed rebar with 10% section loss.
5. Spall 5" L x full width x 1/2" D.
6. Spalling up to 5" H x full length of beam x full width x 2" D with exposed rebar with 20% section loss.
7. Spalling up to 6" L x 5" W x 1/2" D with exposed rebar with 10% section loss and efflorescence buildup.

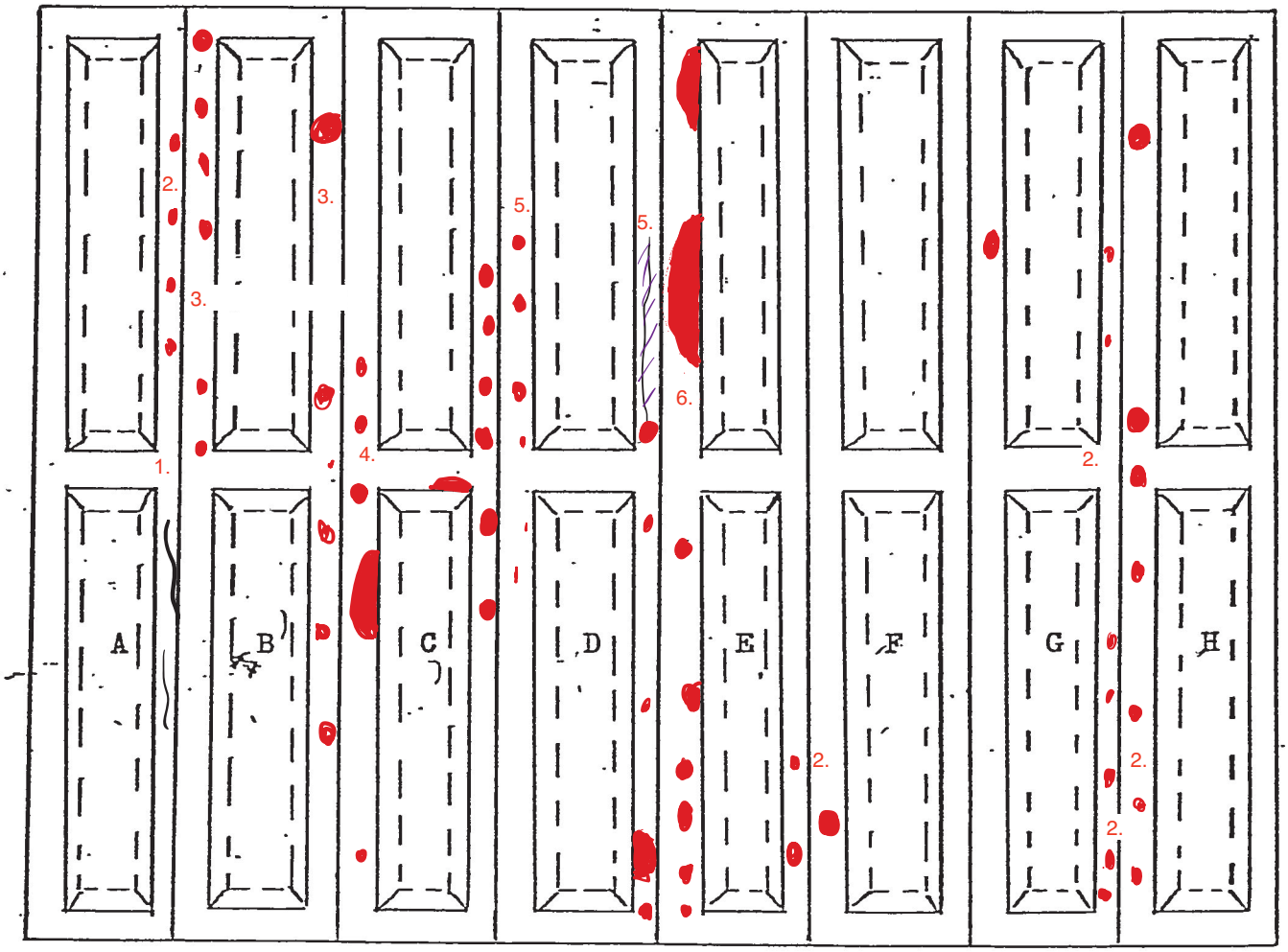


ELEMENT		RATING	COMMENT
BOTTOM DECK		(G) F P C	
SLAB	A	G (F) P C	See note 7.
	B	G (F) P C	See note 3.
	C	G F (P) C	See note 6.
	D	G (F) P C	See note 3.
	E	G (F) P C	See notes 4 and 5.
	F	G (F) P C	See note 3.
	G	G (F) P C	See note 3.
	H	G (F) P C	See notes 2, 3 and 5.
BOLTS		G F (P) C	Bolts typically have laminar corrosion with up to 100% section loss.

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BR. NO. 57 138 488 SK. 90° SPAN NO. 4

1. Beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts.
2. Spalling up to 2" H x 3" L x 5" W x 1/2" D with exposed rebar and hairline longitudinal cracking with efflorescence buildup.
3. Spallling up to 8" L x 6" W x 1/2" D with exposed rebar with 10% section loss and efflorescence buildup.
4. Spalling up to 9" L x 6" W x 2" D with exposed rebar with 25% section loss.
5. Spalling up to 19" L x 5" W x 2" D with exposed rebar with 10% section loss and 1/32" W longitudinal cracking with associated delamination 3" H x 24" L and moisture staining.
6. Spalling up to 5" H x 30" L x 5" W x 1 1/2" D with exposed rebar with 20% section loss.

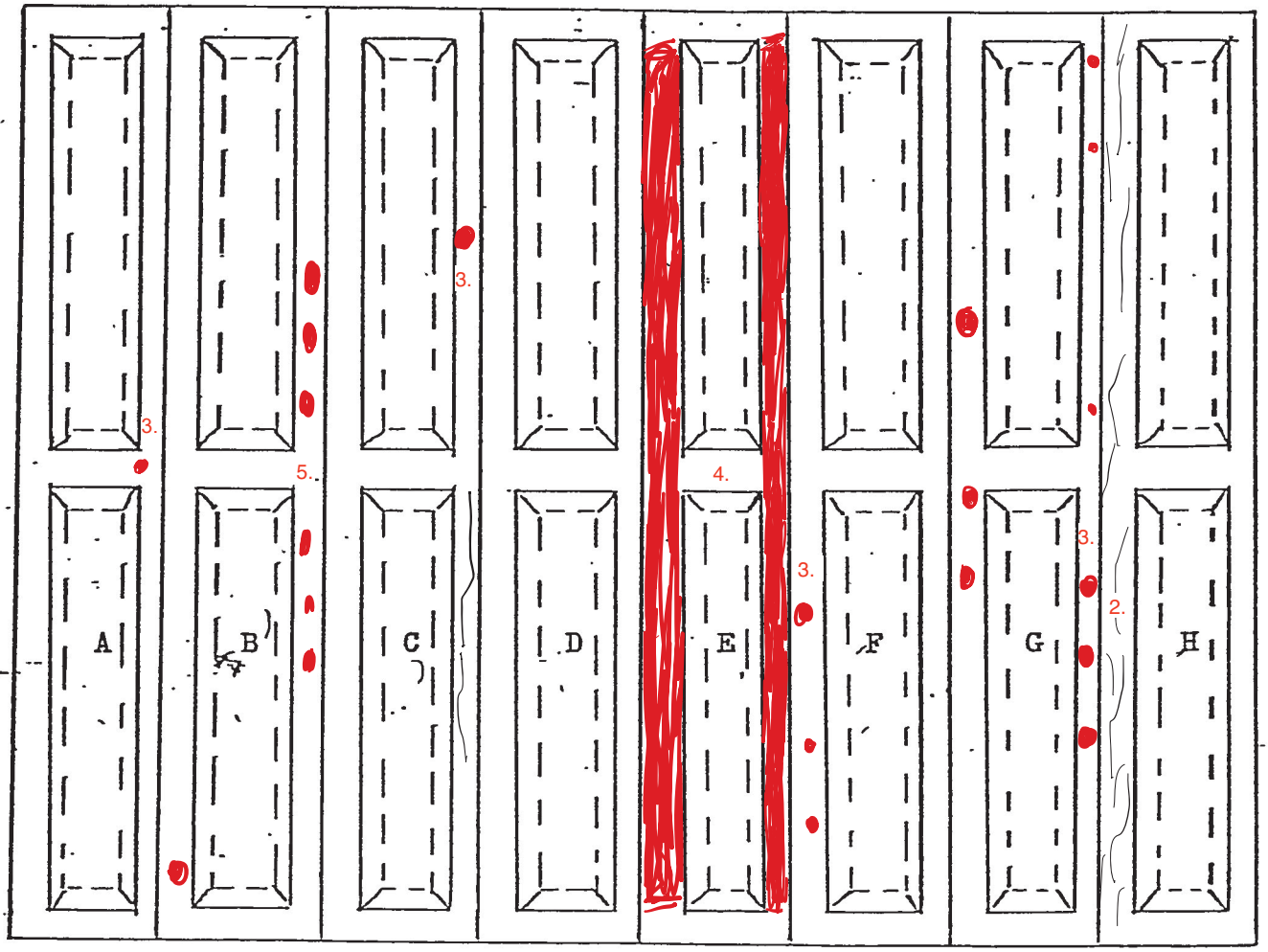


ELEMENT		RATING	COMMENT
BOTTOM DECK SLAB		(G) F P C	
	A	(G) F P C	See notes 1 and 2.
	B	(G) F P C	See note 3.
	C	(G) F P C	See note 4.
	D	(G) F P C	See note 5.
	E	(G) F P C	See note 6.
	F	(G) F P C	See note 2.
	G	(G) F P C	See note 2.
	H	(G) F P C	See note 2.
BOLTS		G F (P) C	Bolts typically have laminar corrosion with up to 100% section loss.

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BR. NO. 57 138 488 SK. 90° SPAN NO. 5

1. Beams typically have hairline vertical and longitudinal cracks and edge spalling up to 5" diameter at bolts.
2. Heavy longitudinal hairline cracking with heavy efflorescence buildup.
3. Spalling up to 6" L x 5" W x 1/2" D with exposed rebar with 10% section loss with heavy efflorescence buildup.
4. Spalling up to 4" H along the full length x full width x 2" D with exposed rebar with 15% section loss.
5. Spalling up to 8" L x full width x 1/2" D with exposed rebar with 15% section loss.

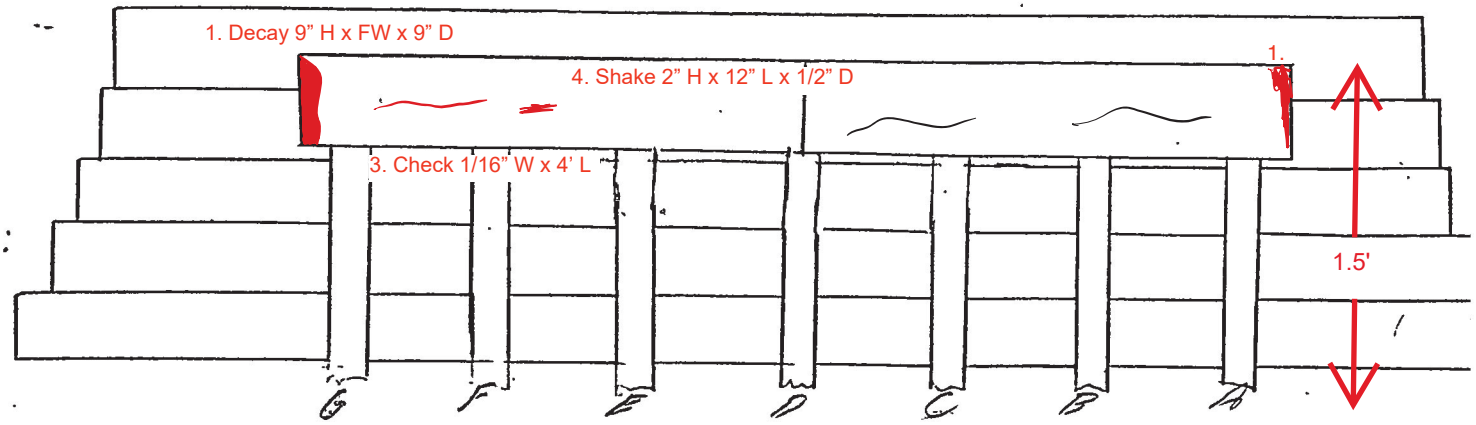


ELEMENT		RATING	COMMENT
BOTTOM DECK		(G) F P C	
SLAB	A	(G) F P C	See note 3.
	B	G (F) P C	See note 5.
	C	G (F) P C	See note 3.
	D	(G) F P C	
	E	G F (P) C	See note 4.
	F	G (F) P C	See note 3.
	G	G (F) P C	See note 3.
	H	G (F) P C	See note 2.
BOLTS		G F (P) C	Bolts typically have laminar corrosion with up to 100% section loss.

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BR. NO. 57 138 4.88 SK. ___ ABUT. NO. 1

2. Breastwall has areas of moderate decay up to 12" L x 3" H x 1" D

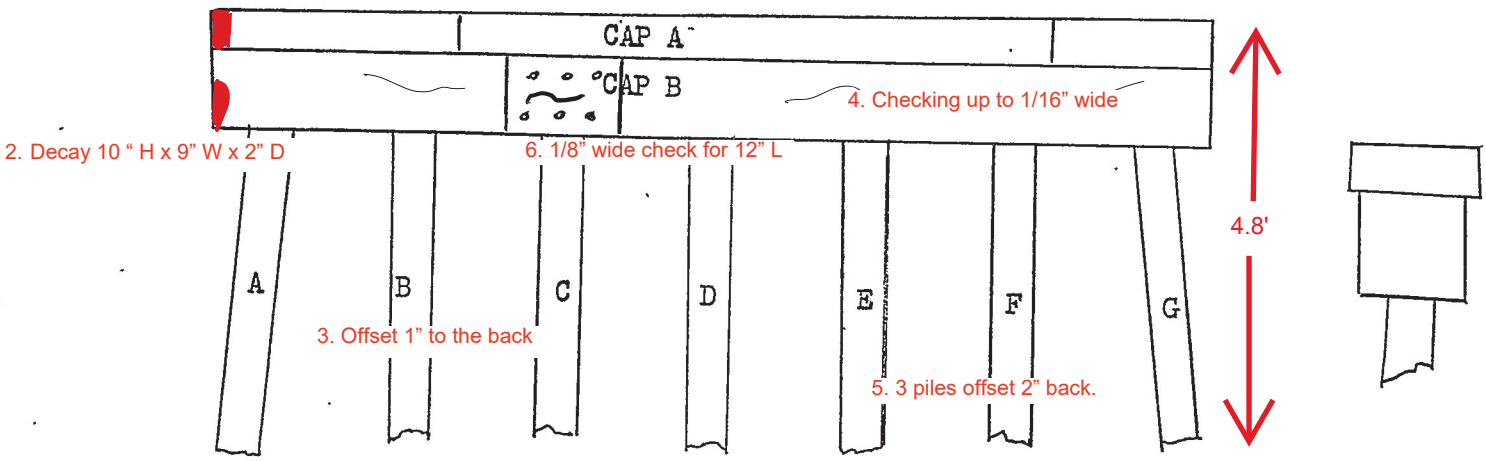


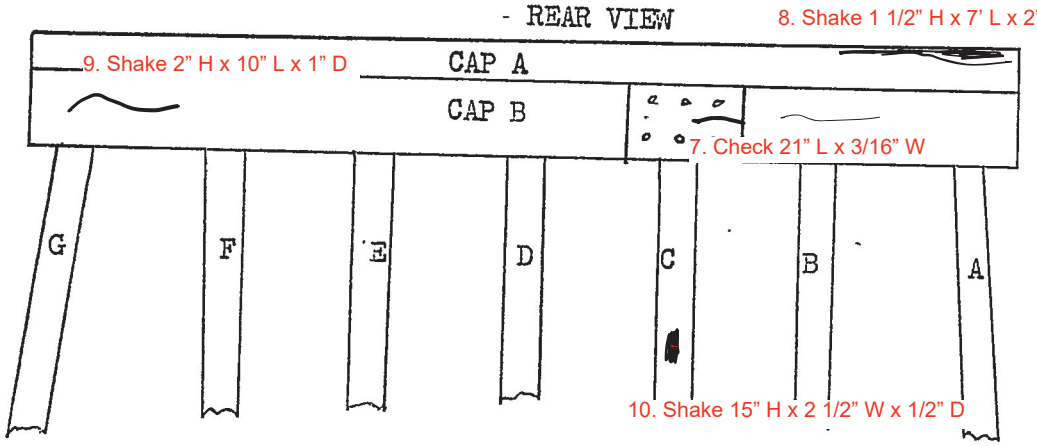
LOOKING BACK

ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP	G (F) P C	See notes 1, 3 and 4.
WINGS	(G) F P C	Areas of minor wear throughout.
PILING 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	
RIP RAP	G F P C	N/A.
EMB.	(G) F P C	
VEG.	(G) F P C	
BREASTWALL	G (F) P C	See note 2.

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BR. NO. 57 138 4.88 SK. ___ BENT NO. 1





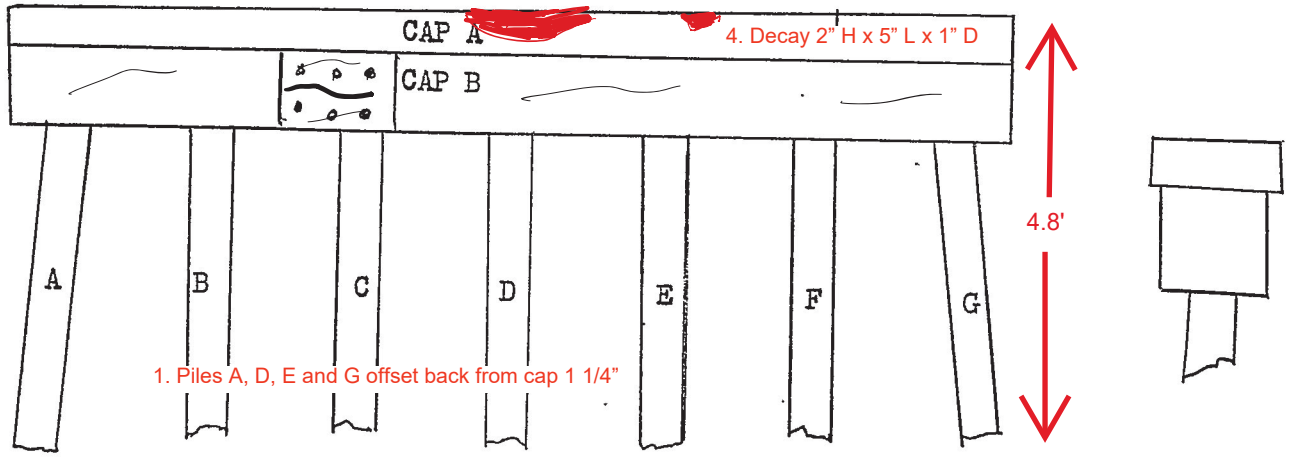
ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP A	G F P C	See notes 1 and 8.
CAP B	G F P C	See notes 2, 4, 6, 7 and 9.
PILING A-G	G F P C	
PILING A, D	G F P C	
B	G F P C	See note 3.
C	G F P C	See note 10.
E-F	G F P C	See note 5.
BRACING	G F P C	N/A.

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2. Bent cap typically has up to 1/16" wide checking.

BR. NO. 57 138 4.88 SK. ___ BENT NO. 2

3. Decay 4" H x 30" L x 2 1/2" D

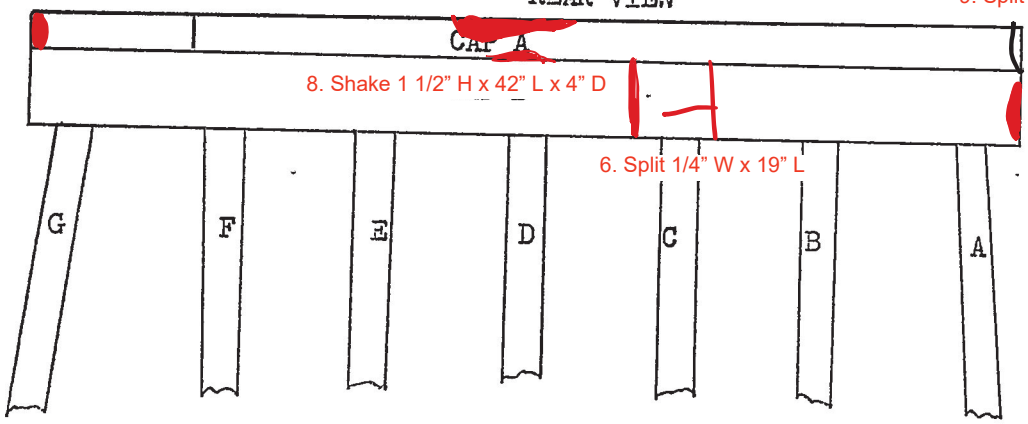


7. Decay 2" H x 42" L x 4" D

5. Decay 6" H x 6" W x 12" D

- REAR VIEW

9. Split full height x 1 1/2" W x 12" D



ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP A	G (F) P C	See notes 2, 3, 4, 5, 7, 8 and 9.
CAP B	G (F) P C	See notes 2, 6, and 10.
PILING A-G	G F P C	
PILING A	G (F) P C	See note 1.
B - C, F	(G) F P C	
D, E, G	G (F) P C	See note 1.
	G F P C	
BRACING	G F P C	N/A.

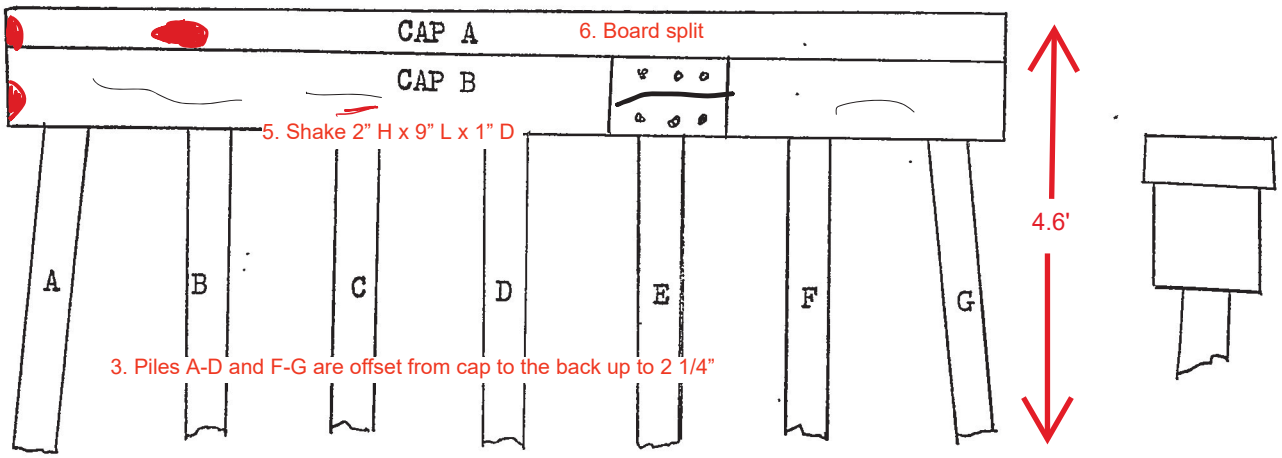
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2. Bent cap typically has up to 1/16" wide checking.

BR. NO. 57 138 4.88 SK. ___ BENT NO. 3

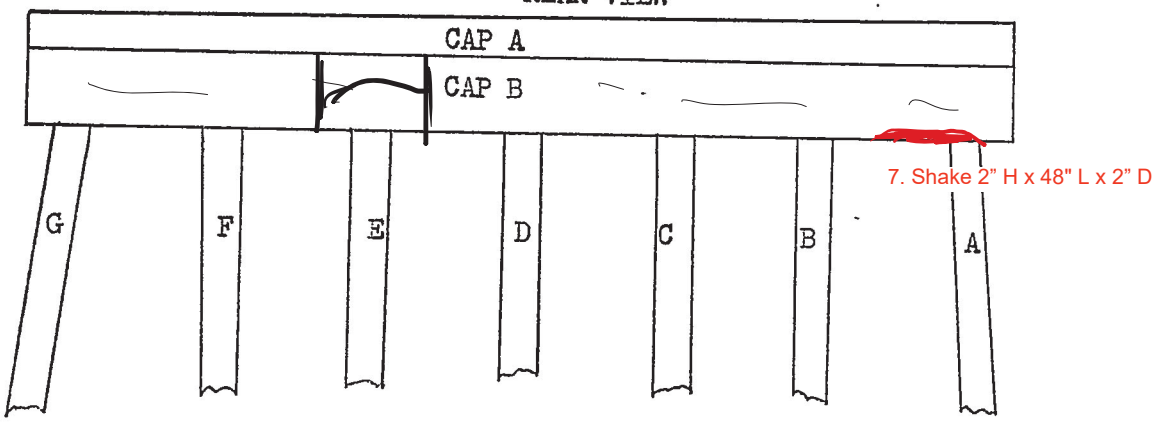
4. Decay 3" H x 7" L x 1/2" D

1. Decay 4" L x 3" W x 14" D



3. Piles A-D and F-G are offset from cap to the back up to 2 1/4"

- REAR VIEW



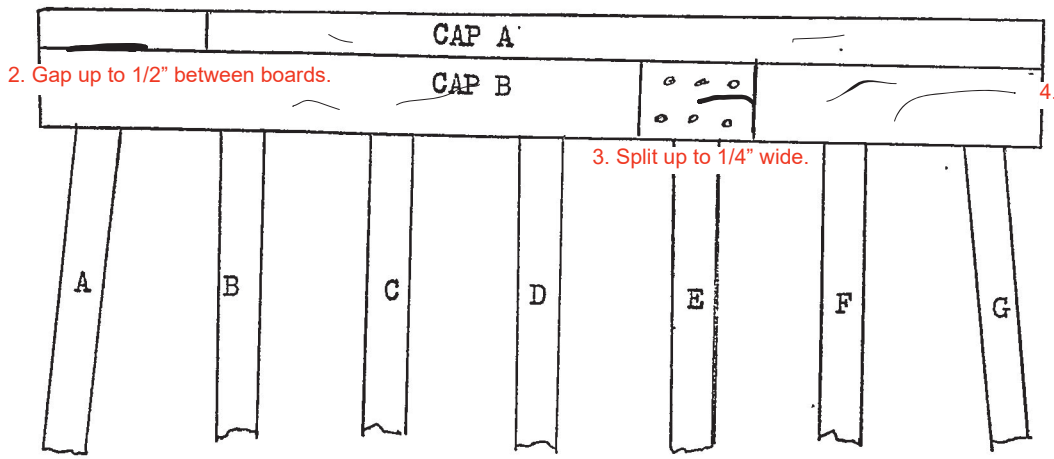
7. Shake 2" H x 48" L x 2" D

ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP A	G F P C	See notes 1, 2, and 4.
CAP B	G F P C	See notes 1, 2, 5, 6, and 7.
PILING A-G	G F P C	
PILING ___	G F P C	
A-D	G F P C	See note 3.
E	G F P C	
F-G	G F P C	See note 3.
BRACING	G F P C	N/A.

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8. Bent cap typically has up to 1/16" wide checking.

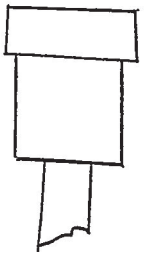
BR. NO. 57 138 488 SK. ___ BENT NO. 4



2. Gap up to 1/2" between boards.

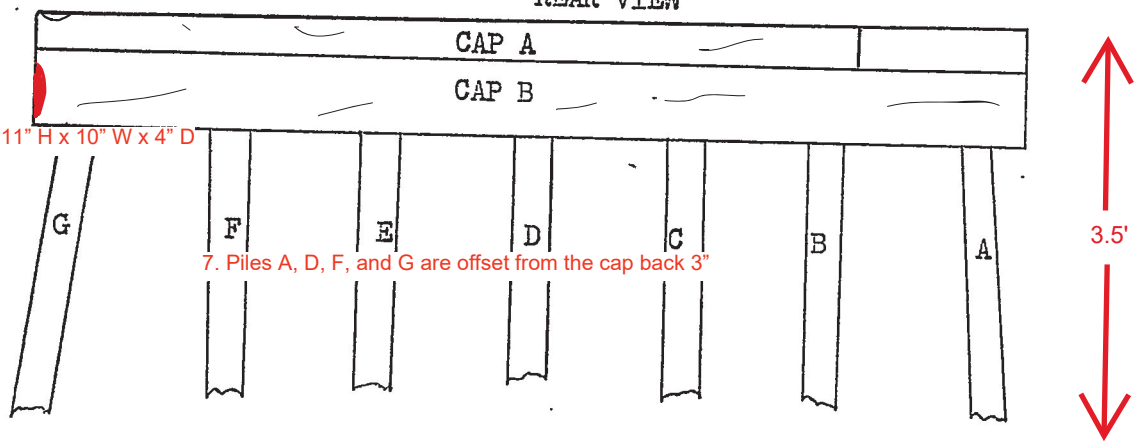
3. Split up to 1/4" wide.

4. Decay full height x 9" W x 4" D



5. Check 12" L x 1" W x 2" D

- REAR VIEW



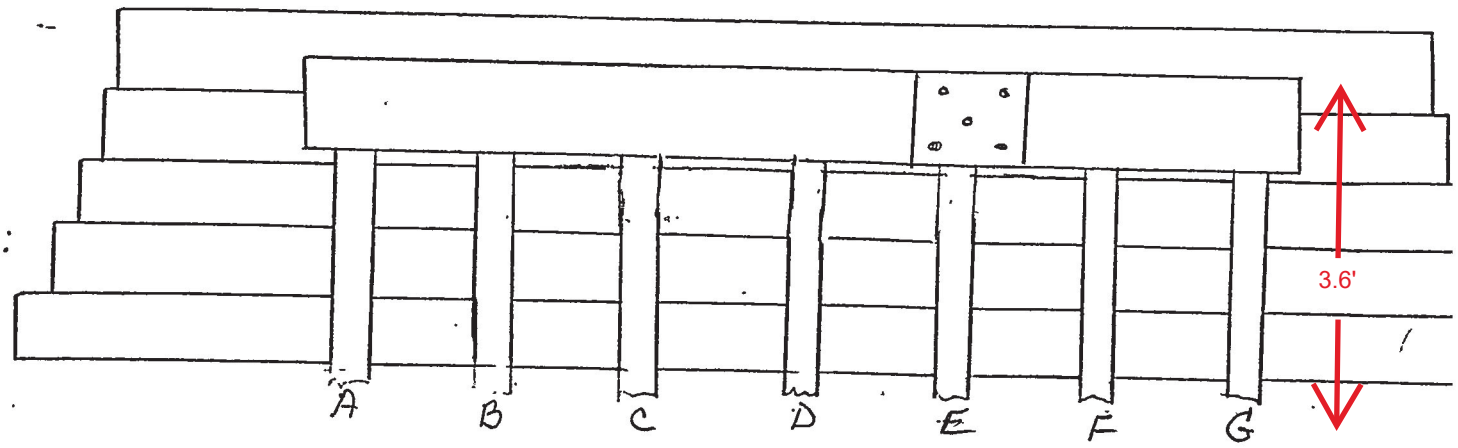
6. Decay 11" H x 10" W x 4" D

7. Piles A, D, F, and G are offset from the cap back 3"

ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP A	G F P C	See notes 4, 5, and 8.
CAP B	G F P C	See notes 2, 3, 6, and 8.
PILING A-G	G F P C	
PILING ___	G F P C	
B, C, E	G F P C	
A, D, F, G	G F P C	See note 7.
___	G F P C	
BRACING	G F P C	N/A.

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BR. NO. 57 138 488 SK. ___ ABUT. NO. 2



LOOKING Ahead

ELEMENT	RATING	COMMENT
BEARINGS	G F P C	N/A.
CAP	(G) F P C	Areas of minor wear throughout.
WINGS	(G) F P C	Areas of minor wear throughout.
PILING 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	
RIP RAP	G F P C	N/A.
E-B.	(G) F P C	
VEG.	(G) F P C	
BREASTWALL	(G) F P C	Areas of minor wear throughout.

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