Asset **#57SR1380013**(Routine)

Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025



Latitude:35.48397, Longitude:-89.04589

Region 04, 57 - Madison County

Team Leader: Bretlyn Opfer

Inspectors: Kyler Wattenbarger

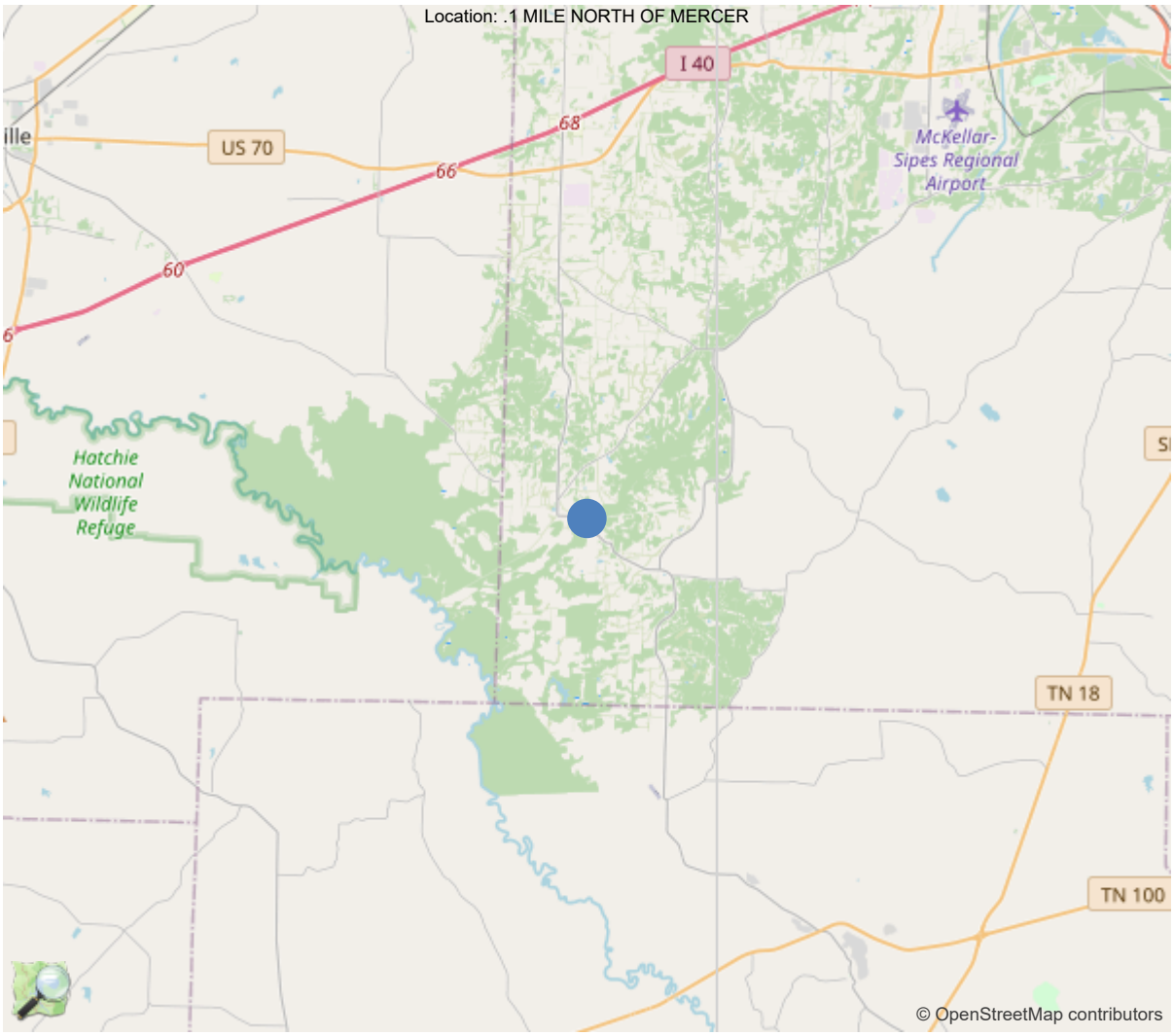
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HWY. 138 Crossing OVERFLOW

35.48397, -89.04589

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Inspection Date(s): 05/21/2025 - 05/21/2025

Posting status Permanent - Posted

Change date 09/23/2017

Item	Condition Description	Rating
B.C.01	Deck	8
B.C.02	Superstructure	5
B.C.03	Substructure	5
B.C.04	Culvert	N
B.C.05	Bridge Railing	7
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	8
B.C.14	NSTM Inspection Condition	
B.C.15	Underwater Inspection Condition	
521	Overall Condition	F - Fair

Latitude	Longitude
35.483972,	-89.045889

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.

Team Leader Signature

Bret Lyn Opfer

07/29/2025 2:09:01 PM

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IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	57SR1380013
(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	.1 MILE NORTH OF MERCER
(11) Mile Point	4.950 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	35.483972
(17) Longitude	-89.045889
(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	2
(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	0
(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	35.5 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	28.9 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	4 - Historical significance is
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	28.51
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	22.03
(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	5
(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	36.1 ft
(94) Bridge Improvement Cost	$ 184
(95) Roadway Improvement Cost	$ 19
(96) Total Project Cost	$ 277
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	1386
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date			05/21/2025
(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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SNBI Data

IDENTIFICATION	
B.ID.01 Bridge Number	57SR1380013
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	35.483972
B.L.06 Longitude	-89.045889
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	.1 MILE NORTH OF 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	7 - Historic significance of the br
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	33.5
B.G.02 Total Bridge Length	35.5
B.G.03 Max Span Length	17.0
B.G.04 Min Span Length	17.0
B.G.05 Bridge Width Out-to-Out	28.9
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	3
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	1026.0

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	0.68
B.LR.06 Operating Load Rating Factor	0.88
B.LR.07 Controlling Legal Load Rating Factor	
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	8 - VERY GOOD - Some inherent
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	7 - GOOD - Some minor defects.
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	8 - Insignificant scour.
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	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	2	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	1	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	4.95	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	NS - Northbound and Southbound	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	09/23/2017

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

LOAD RATING SECTION	
LR.06 Load Rating Notes/Summary	

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Inspection Team's Summary

The two-span Precast Channel Beam with timber substructure bridge carrying Hwy. 138 running west to east over Overflow was inspected and found to be in overall Fair condition.
The bridge is open to traffic and posted for Single-unit and Multi-unit vehicles at 40 Tons.
Paddleboards are in place at the bridge with minor impact damage.
All safety features are non-standard. The bridge railing is in overall good condition.
The approach guardrails are in overall fair condition with areas of surface corrosion and the right ahead rail has impact damage 3' long. The end terminals are in overall fair condition with surface corrosion and impact damage. Back right end terminal and railing is leaning away from roadway.
The approach alignment is good. The approach asphalt is in overall fair condition with transverse cracking up to 1/8" wide and settling up to 7/8". The approach embankment is in overall good condition.
The deck is in overall good condition. Driving surface has transverse and longitudinal cracking up to 1/8” wide with edge spalling over joints. Curblines typically have debris accumulation along the edges and corner spalls up to 8” H x 11” L x 3” D. The current Deck rating is Very Good (8).
The superstructure is in overall fair condition. Beams have hairline vertical and longitudinal cracking in the stems. Beams have spalling up to 10" L x 6" W x 1" D with exposed corroded rebar. Beams have delaminations up to 4" H x 2' L. Span 1, Beam C has spalling in the stems up to 4' L x 7" W x 3" D with exposed corroded rebar. Span 2, Beam E has spalling in the stems up to 4" H x 3' L x 4" W x 1 1/2" D with exposed rebar. The current Superstructure rating is Fair (5).
The substructure is in overall fair condition. Abutment caps have decay up to 7" H x 9" W x 4 1/2" D. Abutment 2 breastwall has areas of moderate decay. Bent cap has areas of decay up to 60" L x 4" W x 3 1/2" D and checking up to 6" H x 1/4" W. The current Substructure rating is Fair (5).
The channel appears adequate. The channel is in overall fair condition. Due to less than 3’ of freeboard portions of the structure were inaccessible at time of inspection. The current Channel rating is Satisfactory (6).
The scour is in overall good condition. The current Scour rating is (8).

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.

General Inspection Comment

HQ notes to TL

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ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	1026	1026	0	0	0
510	Wearing Surfaces	SF	977	807	0	170	0
3220	Crack (Wearing Surface)	SF	170	0	0	170	0
(3220-510-12) Element record added 4/19/2021							
110	Re Conc Opn Girder/Beam	LF	272	161	21	90	0
1080	Delamination/Spall/Patched Area	LF	9	0	9	0	0
1090	Exposed Rebar	LF	102	0	12	90	0
216	Timber Abutment	LF	62	58	4	0	0
1140	Decay/Section Loss	LF	4	0	4	0	0
(1140-216) Element record added 4/19/2021							
228	Timber Pile	EA	7	7	0	0	0
235	Timber Pier Cap	LF	31	25	0	6	0
1140	Decay/Section Loss	LF	6	0	0	6	0
(1140-235) Element record added 4/19/2021							
330	Metal Bridge Railing	LF	72	72	0	0	0

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PERFORMANCE EVALUATION

Time of Day Inspected: 10:50am

Weather Conditions: 78°F sunny

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 cracking up to 1/8” wide. Approaches are settling up to 7/8”.
Embankment	(Good)	

TRAFFIC SAFETY FEATURES

Bridge Railing Rating	(Good)	
Transitions Rating	(NA)	
Guardrail Rating	(Fair)	Guardrails have areas of surface corrosion and the right ahead rail has impact damage 3’ long.
Guardrail Terminal Rating	(Fair)	End terminals have surface corrosion and impact damage. Back right end terminal and railing is leaning away from the roadway.

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** 3in.

Wearing Surface	(Fair)	Driving surface has transverse and longitudinal cracking up to 1/8” wide with edge spalling over joints. Curblines have debris accumulation along the edges. (See sketch sheets for further details and locations)
Deck - Structural Condition	(Good)	
Curbs	(Fair)	Curbs have corner spalls up to 8” H x 11” L x 4" W x 3” D. (See sketch sheets for further details and locations)
Railing	(Good)	

SUPERSTRUCTURE

Alignment of Members	(Good)	
PCCS	(Fair)	Due to less than 3’ of freeboard, portions of the structure were inaccessible at time of inspection. Beams typically have hairline vertical and longitudinal cracking in the stems. Beams typically have spalling up to 10" L x 6" W x 1" D with exposed corroded rebar. Beams have delaminations up to 4" H x 2' L. Span 1, Beam C has spalling in the stems up to 4' L x 7" W x 3" D with exposed corroded rebar. Span 2, Beam E has spalling in the stems up to 4" H x 3' L x 4" W x 1 1/2" D with exposed corroded rebar. (See sketch sheets for further details and locations)
PCCS/CBB Bolts	(Good)	

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ABUTMENTS

Abutment Caps	(Fair)	Caps have areas of decay up to 7" H x 9" W x 4 1/2" D. (See sketch sheets for further details and locations)
Abutment Breastwall	(Fair)	Abutment 2 breastwall has areas of moderate decay.
Abutment Wings	(Good)	Abutment 1, retaining wall is decayed with holes. (See sketch sheets for further details and locations)
Abutment Plumb	(Good)	
Abutment Piles	(Not Visible)	
Abutment Embankment	(Good)	
Abutment Bearing Surface	(Good)	

PIERS

BENTS

Bent Caps	(Fair)	Bent cap has areas of decay up to 60" L x 4" W x 3 1/2" D and checking up to 6" H x 1/4" W. (See sketch sheets for further details and locations)
Bent Plumb	(Good)	
Bent Piles	(Not Visible)	
Bent Bearing Surface	(Good)	

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

Waterway adequacy and debris characteristics

Bridge deck elevations:		Large Scour Under Bridge	No
Level with Approach Roadway	Yes	Indications Flood Overtop Bridge	Occasionally
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	Yes		

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TN TDOT Department of Transportation

Asset **#57SR1380013**(Routine)

Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950

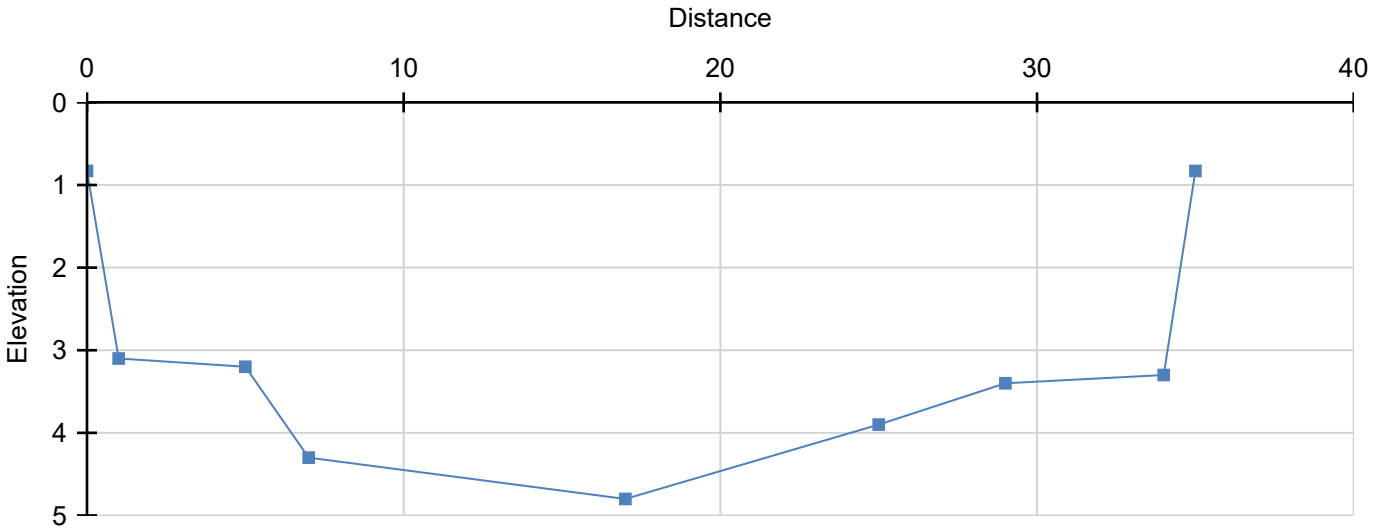
Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025

Channel Profile Upstream

Benchmark height 0.83 Benchmark location Top of Curb

Comment

Station	Distance	HI	Upstream
BOB	0		0.83
Abutment 1	1		3.1
EOW	5		3.2
	7		4.3
Bent 1/ CL of Channel	17		4.8
	25		3.9
EOW	29		3.4
Abutment 2	34		3.3
EOB	35		0.83



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Asset **#57SR1380013**(Routine)

Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950

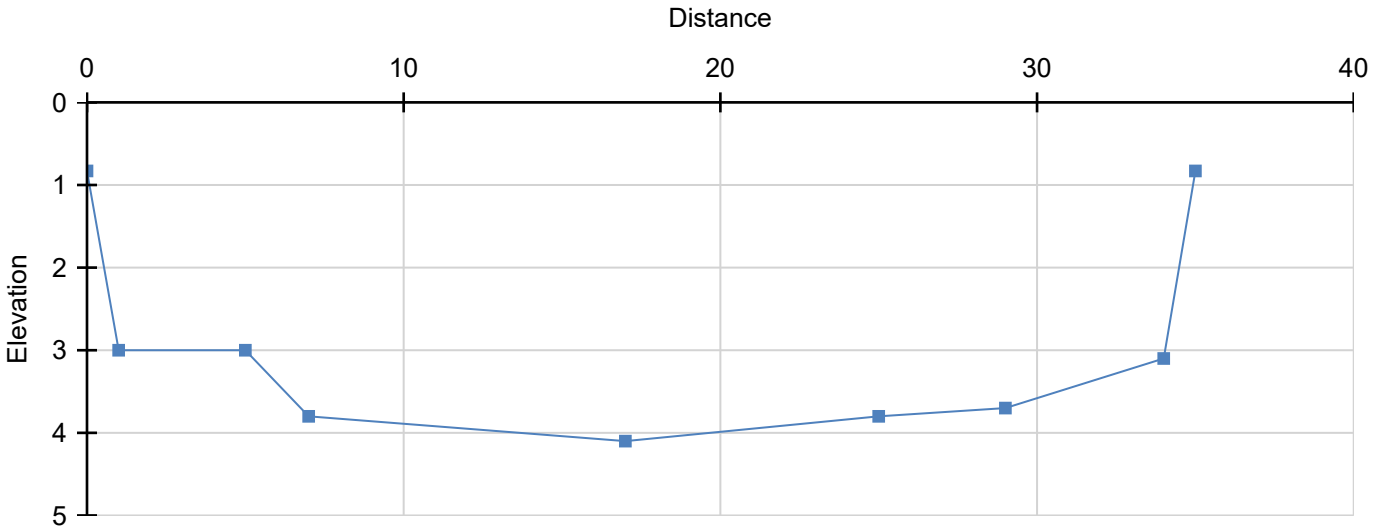
Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025

Channel Profile Downstream

Benchmark height 0.83 Benchmark location Top of Curb

Comment

Station	Distance	HI	Downstream
BOB	0		0.83
Abutment 1	1		3
	5		3
EOW	7		3.8
Bent 1/CL of Channel	17		4.1
	25		3.8
EOW	29		3.7
Abutment 2	34		3.1
EOB	35		0.83



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TN TDOT Department of Transportation

Asset **#57SR1380013**(Routine)

Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025

Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
1	Abutment 1			0.9
2.7	Bent 1			2.5
1.5	Abutment 2			1.2

Last Exposure Upstream		Rip-Rap	N
Last Exposure Downstream		@ Abutment	
Top of cap to top of water	2.40	@ Bents	
Upstream Distance	100.00	@ Piers	
Upstream Depth	3.30	Upstream	
Thru structure	3.30	Downstream	
Downstream Distance	100	Thru Structure	
Downstream Depth	2.7		

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TN TDOT Department of Transportation

Asset **#57SR1380013**(Routine)
Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950
Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025

Equipment List

General Inspection

_____ Pocket knife
Yes Sounding/chipping hammer
_____ Chain drag
_____ Range pole
Yes 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
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
_____ 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 right

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Downstream looking left



Upstream elevation looking left

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Downstream elevation looking right



View across bridge

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Weight posting sign at Approach 1



Weight posting sign at Approach 2

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Typical bridge rail height looking left



Typical bridge rail spacing looking left

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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



Abutment 2

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Approach 2, pavement, typical transverse cracking up to 1/8" wide



Approach 2, pavement, settling up to 7/8"

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Left ahead paddleboard, impact damage



Guardrail, typical surface corrosion and impact damage up to 3' long

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Back left end terminal, surface corrosion and impact damage



Back right end terminal and railing, leaning away from the roadway

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Approach 2 transition, driving surface, transverse and longitudinal cracking up to 1/8" wide with edge spalling over joints



Left curbline, typical debris accumulation

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Span 1, curb, spall 7" L x 4" W x 2" D



Span 2, curb, spall 11" L x 4" W x 1" D

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Span 2, curb, spall 8" H x 11" L x 3" D



Span 1, Channel Beam G, hairline longitudinal cracking

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Span 1, Diaphragm G, delamination up to 4" diameter



Span 1, Channel Beam G, left stem, spall up to 4" L x 5" W x 1/2" D with exposed corroded rebar

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Span 1, Channel Beam G, left stem, spall up to 5" L x 5" W x 1/2" D with exposed corroded rebar



Span 1, Channel Beam F, right stem, spall/delamination up to 13" L x full width x 1/2" D

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Span 1, Channel Beam F, right stem, spalls up to 6" H x 2" L x 2" D with exposed corroded rebar



Span 1, Channel Beam E, right stem, seven spalls up to 4" L x 6" W x 1/2" D with exposed corroded rebar

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Span 1, Channel Beam D, five spalls up to 5" diameter x 1/2" D with exposed corroded rebar



Span 1, Channel Beam A, right stem, spall up to 7" L x 3" W x 1/2" D with exposed corroded rebar

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Span 2, Channel Beam H, left stem, spalls up to 6" diameter x 1/2" deep



Span 2, Channel Beam H, left stem, delamination up to 2" H x 20" L

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Span 2, Channel Beam G, left stem, spall up to 9" L x 6" W x 1/2" D with exposed corroded rebar



Span 2, Channel Beam E, right stem, spall up to 10" L x 6" W x 1" D with exposed corroded rebar

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Abutment 1, cap end, decay up to 3" H x 4" L x 1" D



Bent 1, cap, top, decay up to 15" L x 4" W x full depth

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Bent 1, cap, right face, decay up to 11" H x 8" W x 2" D with check up to 6" H x 1/4 "W



Bent 1, cap, left face, decay up to 12" H x 8" W x 5" D

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Abutment 2, breastwall, moderate decay



Abutment 2, cap, decay up to 7" H x 9" W x 4 1/2" D

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Abutment 2, cap, decay up to 15" L x 2 1/2" W x 3" D



Abutment 2, cap, decay up to 8" H x 6" W x 2" D

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TN TDOT Department of Transportation

Asset **#57SR1380013**(Routine)

Co: 57 - Madison, **Rt:** SR138, **Lm:** 4.950

Team Lead: Bretlyn Opfer, **Inspection Date:** 05/21/2025

Maintenance Recommendations

525 - Repair List # 3 523 - Repair List Add Date 6/6/2022 1 524 - Repair List Revise Date 4/19/2021

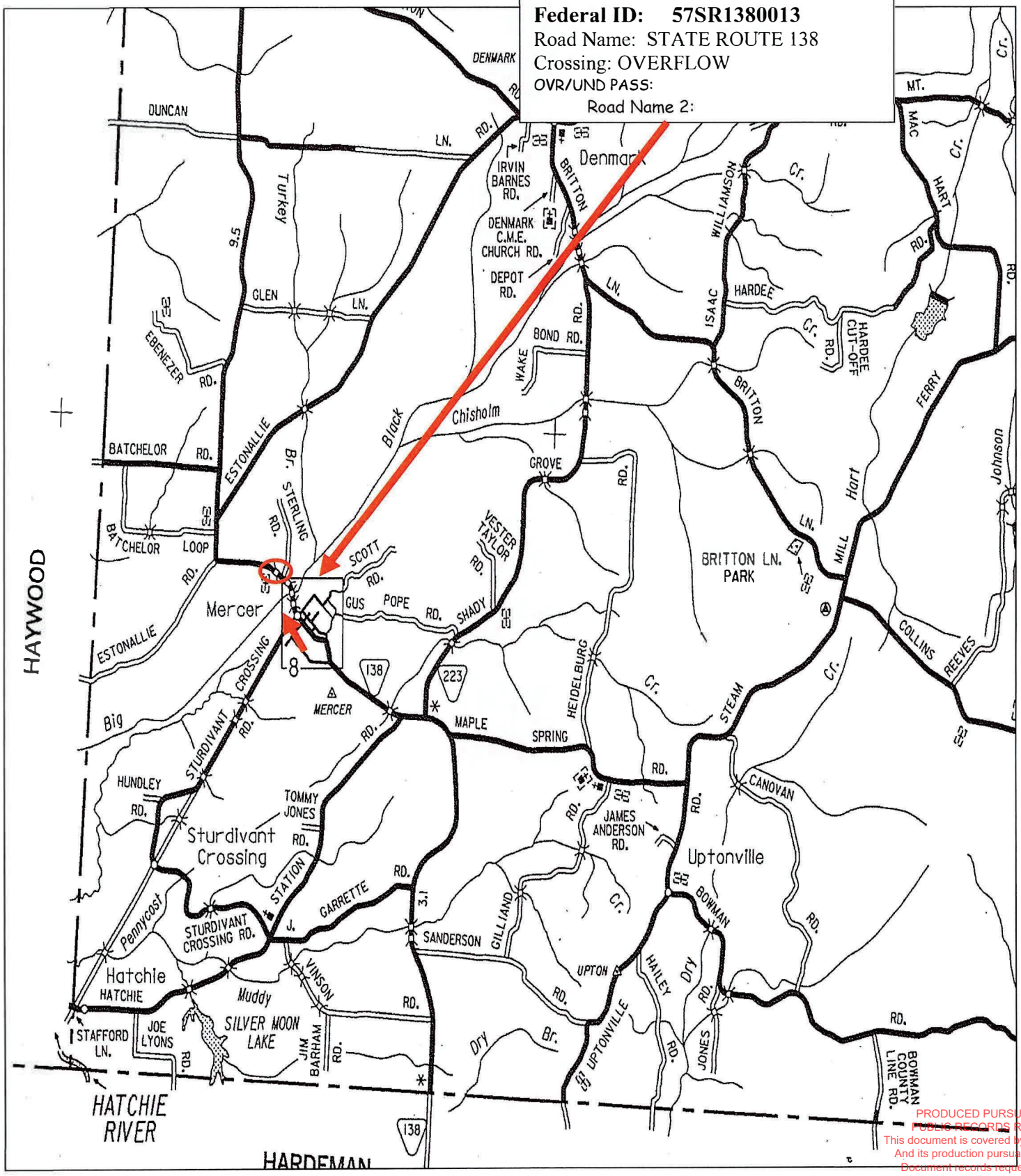
Date Added	Recommendation	Priority
05/02/2023	BRIDGERAILS ARE SUBSTANDARD	
05/02/2023	APPROACH GUARDRAILS ARE SUBSTANDARD	
05/02/2023	APPROACH GUARDRAIL TERMINALS ARE SUBSTANDARD	
05/02/2023	REPAIR PRECAST CONCRETE CHANNEL SLAB "C" IN SPAN NO.1	
05/21/2025	REMOVE DEBRIS AND REGRADE CHANNEL.	1
05/21/2025	REPLACE END TERMINALS AND AREAS OF RAILING WITH IMPACT DAMAGE.	
05/21/2025	REMOVE UNSOUND CONCRETE AND PATCH SPALLING IN CHANNEL BEAM STEMS.	3
05/02/2023	Repair or replace Timber Cap 'A' at Bent 1	

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MADISON COUNTY

57-SR138-0495

Federal ID: 57SR1380013
Road Name: STATE ROUTE 138
Crossing: OVERFLOW
OVR/UND PASS:
Road Name 2:



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57SR1380013	57	SR138	0495		SKEW:	90
BRIDGE NO.:	CO.	ROUTE	L.M.	L/R		

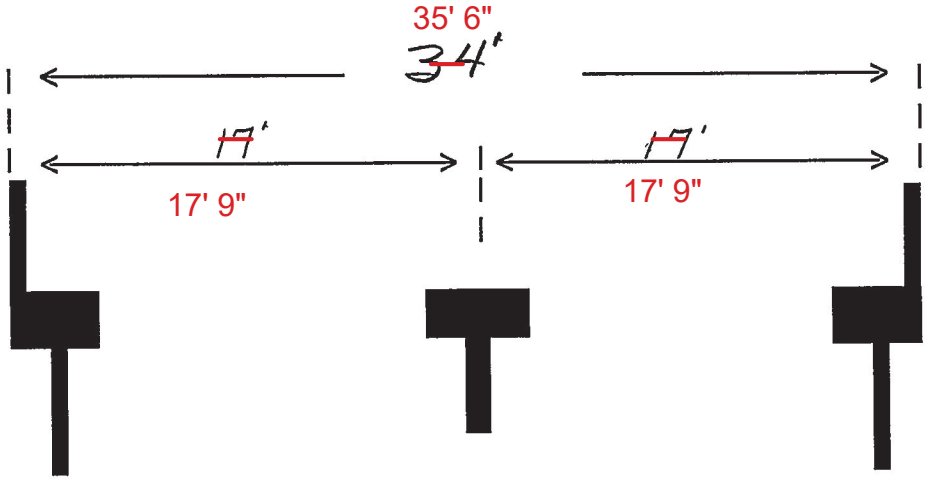
Direction of Route →

PLAN VIEW

REQUIRED DATA

1. F = FIXED
   E = EXPANSION

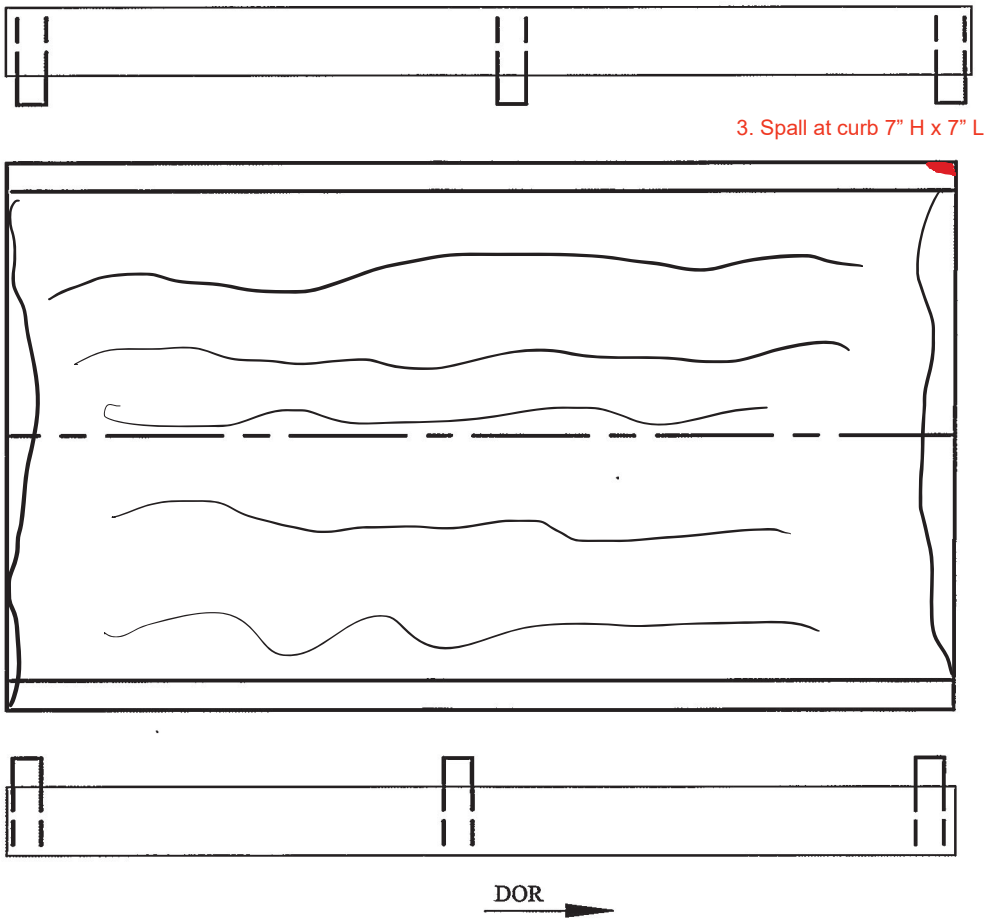
2. S = SIMPLE
   C = CONTINUOUS



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Bridge No. 57 - SR138 - 4.95 Skew _____ RT. SPAN. NO. 1

1. Driving surface has transverse and longitudinal cracking up to 1/8" wide with edge spalling over joints.
2. Curblines have debris accumulation along the edges.



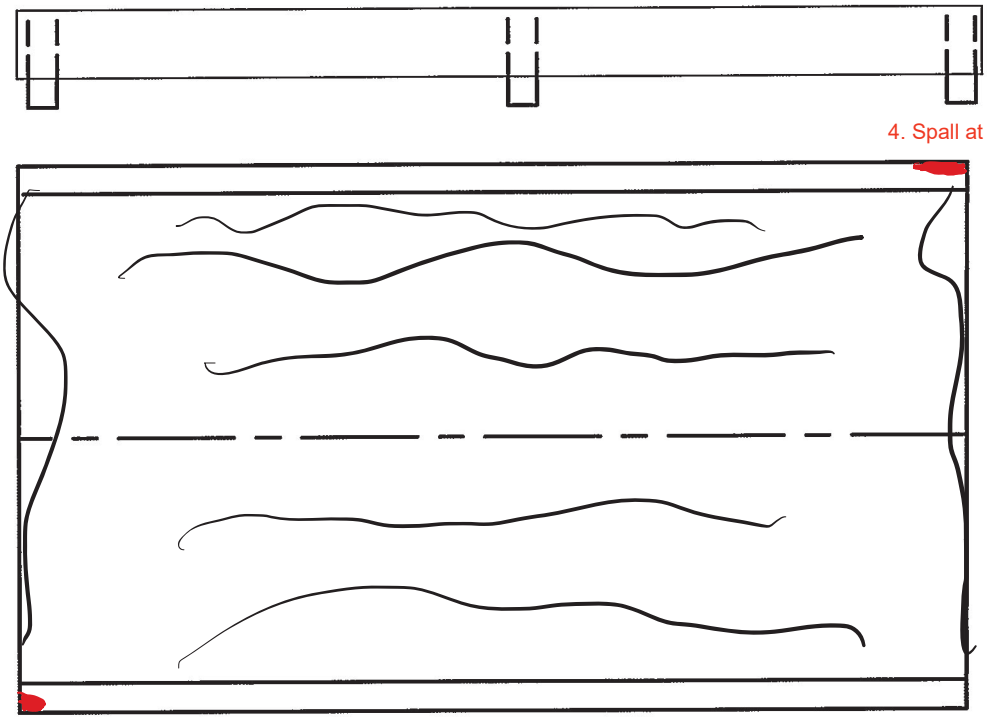
3. Spall at curb 7" H x 7" L x 4" W x 2" D

ELEMENT	RATING	COMMENT
TOP DECK	G (F) P C	See note 1.
CURBS	G (F) P C	See notes 2 and 3.
RAIL & POST	(G) F P C	
JOINTS	G F P C	N/A.
DRAINS	G F P C	N/A.
PAINT	G F P C	N/A.

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Bridge No. 57 - SR138 - 4.95 Skew _____ RT. SPAN. NO. 2

1. Driving surface has transverse and longitudinal cracking up to 1/8" wide with edge spalling over joints.
2. Curblines have debris accumulation along the edges.



4. Spall at curb 11" L x 4" W x 1" D

3. Spall at curb 8" H x 11" L x 3" D

DOR

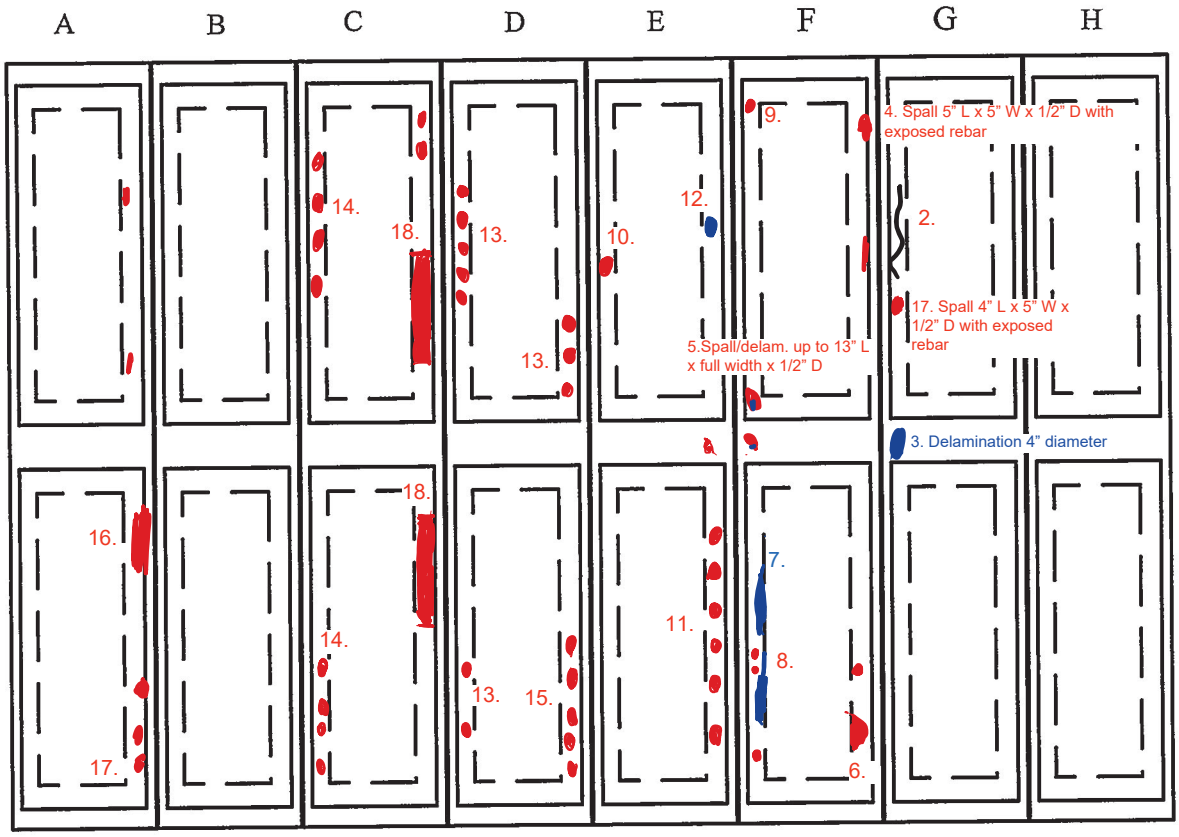
ELEMENT	RATING	COMMENT
TOP DECK	G F P C	See note 1.
CURBS	G F P C	See notes 2, 3 and 4.
RAIL & POST	G F P C	
JOINTS	G F P C	N/A.
DRAINS	G F P C	N/A.
PAINT	G F P C	N/A.

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1. Due to less than 3' of freeboard portions of the structure were inaccessible at time of inspection.
2. Beams have hairline vertical and longitudinal cracking in the stems.
6. Spalls 6" H x 2" L x 2" D with exposed corroded rebar.
7. Two delaminations 4" H x 2' L.
8. Spalls up to 3" L x 3" W x 1/2" D with exposed corroded rebar.
9. Spall 4" diameter x 1/2" D with exposed corroded rebar.
12. Delamination 4" diameter.
13. Spalls up to 5" diameter x 1/2" D with exposed corroded rebar.
14. Spalls up to 5" L x 6" W x 1/2" D with exposed corroded rebar.
15. 5 spalls up to 6" diameter x 1/2" D with corroded exposed rebar.
16. Spall 7" L x 3" W x 1/2" D with exposed corroded rebar.
18. Spalling up to 4' L x 7" W x 3" D with exposed corroded rebar.

Bridge No. 57 -- SR138 -- 4.95 SPAN. NO. 1

10. Spall 4" L x 5" W x 1/2" D with exposed corroded rebar.
11. 7 spalls up to 4" L x 6" W x 1/2" D with exposed corroded rebar.

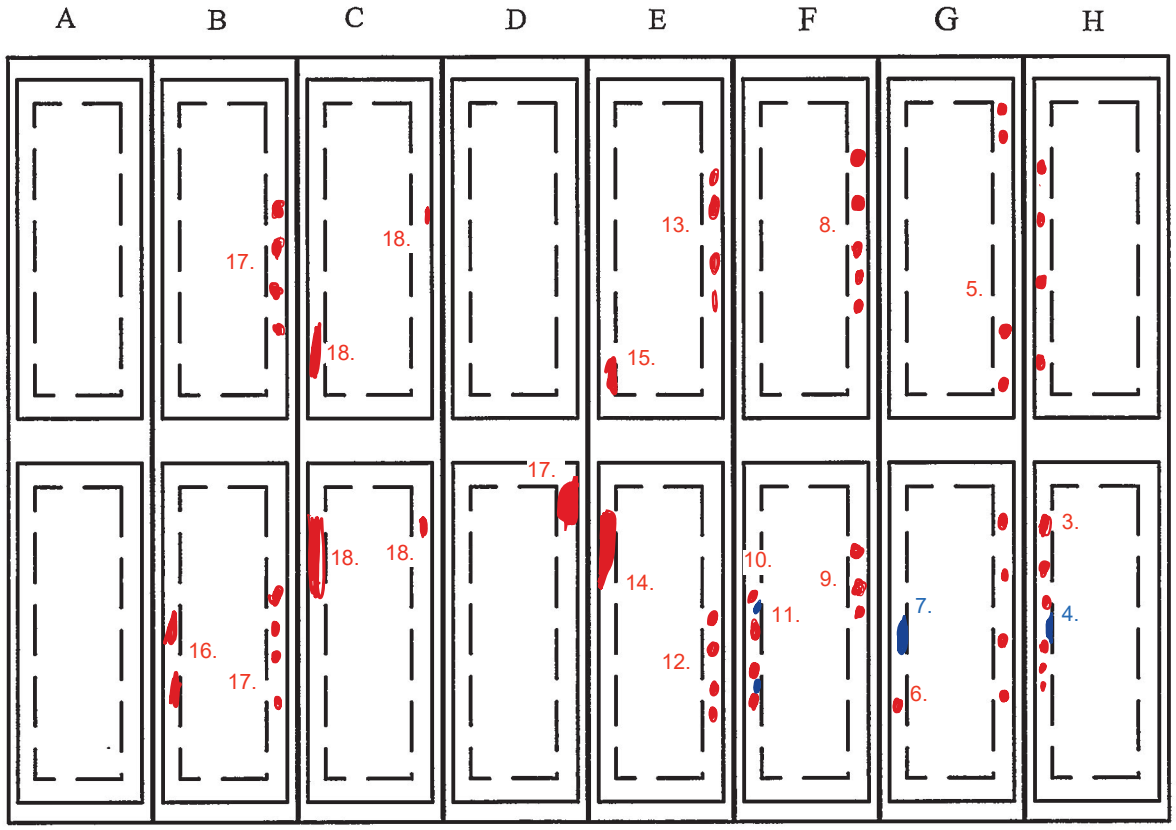


ELEMENT	RATING	COMMENT
SLABS A	G (F) P C	See notes 16 and 17.
B	(G) F P C	
C	G F P C	See notes 14 and 18.
D	G F P C	See notes 13 and 15.
E	G F P C	See notes 10, 11, and 12.
F	G F P C	See notes 5, 6, 7, 8, and 9.
G	G F P C	See notes 2, 3, 4, and 17.
H	(G) F P C	
BOLTS	(G) F P C	

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Typical Notes:
1. Due to less than 3' of freeboard portions of the structure were inaccessible at time of inspection.
2. Beams have hairline vertical and longitudinal cracking in the stems.
3. 10 spalls up to 6" diameter x 1/2" D with exposed corroded rebar.
4. Delamination 20" L x 2" H.
5. 8 spalls up to 5" L x 6" W x 1" D with exposed corroded rebar.
6. Spalls 9" L x 6" W x 1/2" D with exposed corroded rebar.
7. Delamination 6" diameter.
8. 5 spalls up to 3" diameter x 1/2" D with exposed corroded rebar.
9. 3 spalls 5" L x 6" W x 1/2" D with exposed corroded rebar.
10. 4 spalls up to 5" diameter x 1/2" D with exposed corroded rebar.
11. Delaminations 10" L x 3" W.
12. 4 spalls up to 8" L x 6" W x 1" D with exposed corroded rebar.
13. Spalls 10" L x 6" W x 1" D with exposed corroded rebar.
14. Spall 4" H x 3' L x 4" W x 1 1/2" D with exposed corroded rebar.
15. Spall 10" L x 6" W x 1" D with exposed corroded rebar.
16. 2 spalls up to 4" diameter x 1/2" D with exposed coroded rebar.
17. Previously noted as spalled 4" diamter x 1" D.
18. Previously noted as spalling up to 3" diameter x 1" D.

Bridge No. 57 -- SR138 -- 4.95 SPAN. NO. 2



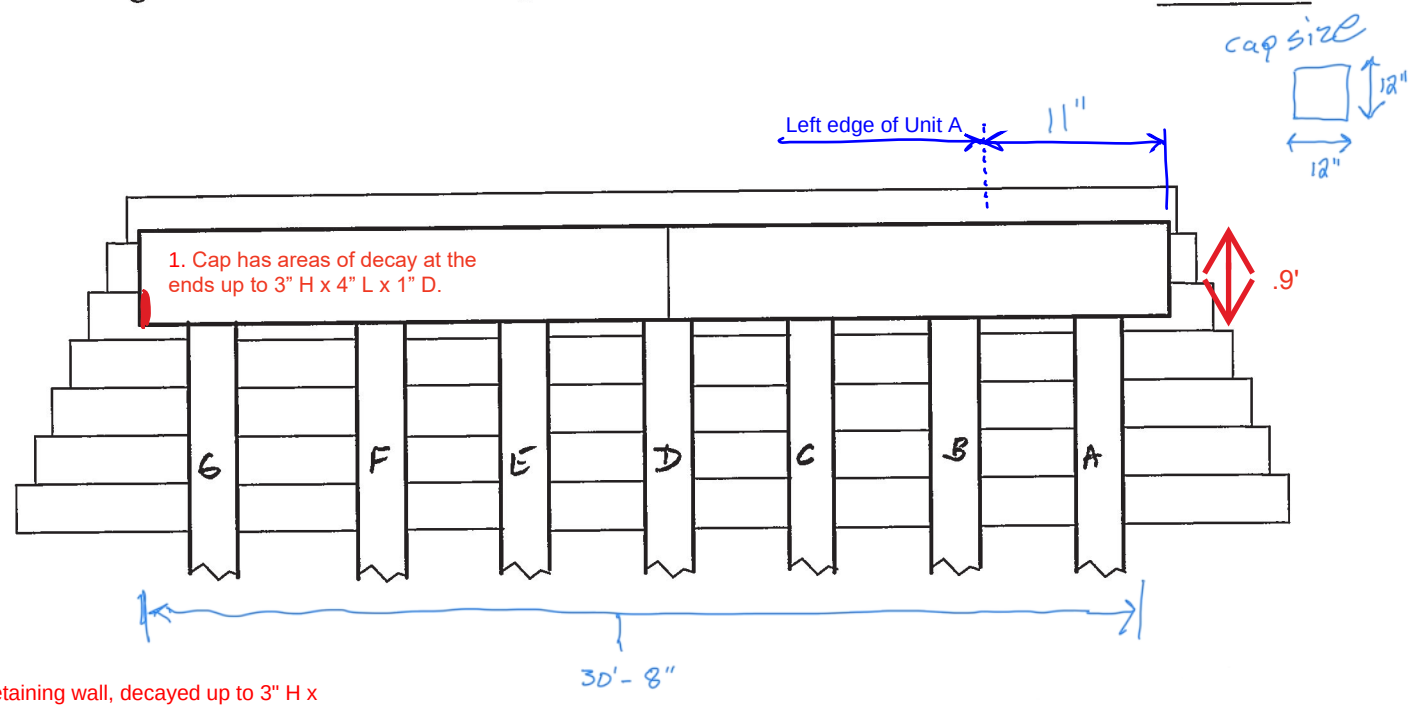
ELEMENT	RATING	COMMENT
SLABS A	(G) F P C	
B	G (F) P C	See notes 16 and 17.
C	G (F) P C	See note 18.
D	G (F) P C	See note 17.
E	G (F) P C	See notes 12, 13, 14 and 15.
F	G (F) P C	See notes 8, 9, 10, and 11.
G	G (F) P C	See notes 5, 6, and 7.
H	G (F) P C	See notes 3 and 4.
BOLTS	(G) F P C	

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57 SR138 4.95

Bridge No. Co. Route Log Mile

ABUT. NO. 1



2. Retaining wall, decayed up to 3" H x 1' L x 2" D with holes up to 1" diameter.

LOOKING BACK

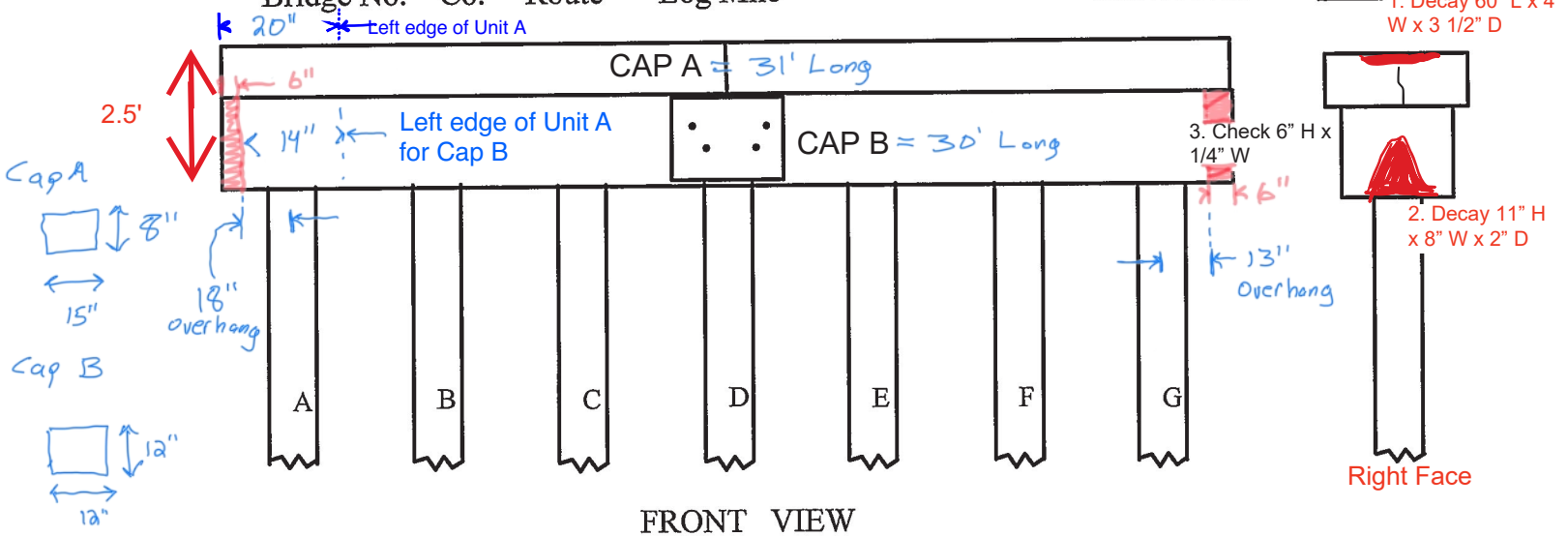
ELEMENT	RATING	COMMENT
CAP	G (F) P C	See Note 1.
WINGS	(G) F P C	
PILES A	G F P C	Not visible.
B	G F P C	
C	G F P C	
D	G F P C	
E	G F P C	
F	G F P C	
G	G F P C	
BREASTWALL	G F P C	
EMB.	(G) F P C	
VEG.	(G) F P C	
RIP - RAP	G F P C	N/A.
	G F P C	
	G F P C	

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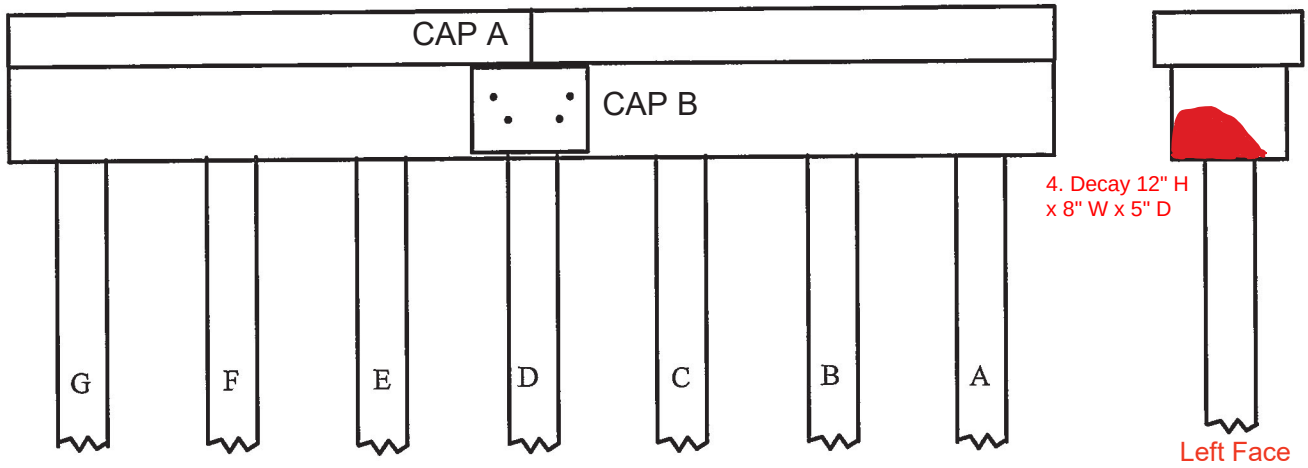
57 - SR138 - 4.95

Bridge No. Co. Route Log Mile

BENT. NO. 1



FRONT VIEW



REAR VIEW

ELEMENT	RATING	COMMENT
CAP A	G F P C	See notes 1 and 3.
CAP B	G F P C	See notes 2 and 4.
PILES A	G F P C	Not visible.
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	
BRACING	G F P C	N/A.
	G F P C	

* Piles all appear to be 12" in diameter and evenly spaced along cap.

** The left and right ends of Cap A extend 6" beyond the left and right ends of Cap B.

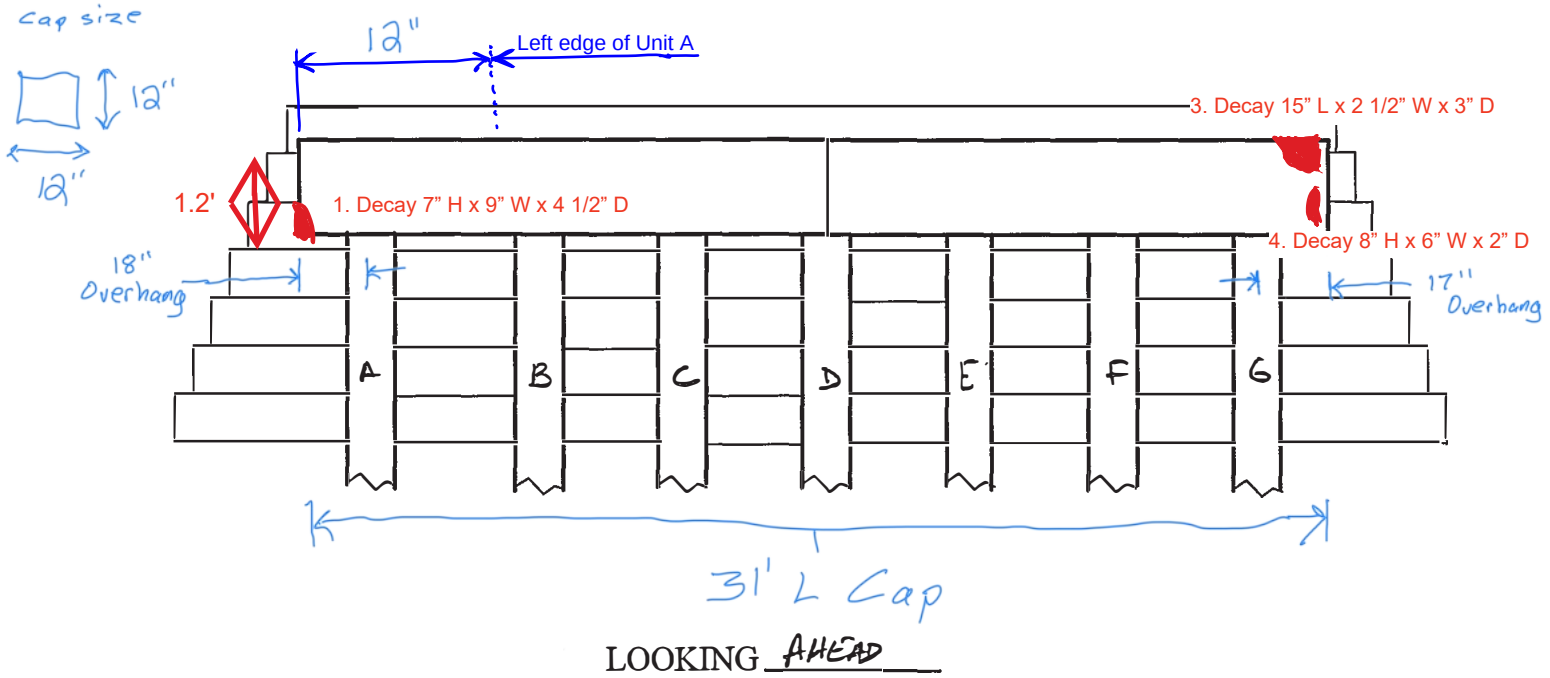
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57-SR138-4.95

Bridge No. Co. Route Log Mile

ABUT. NO. 2

2. Breastwalls have moderate decay up to 1' L x 4" H x 2" D



LOOKING AHEAD

ELEMENT	RATING	COMMENT
CAP	G (F) P C	See notes 1, 3, and 4.
WINGS	(G) F P C	
PILES A	G F P C	Inaccessible for inspection.
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	
BREASTWALL	G (F) P C	See note 2.
EMB.	(G) F P C	
VEG.	(G) F P C	
RIP - RAP	G F P C	N/A.
	G F P C	
	G F P C	

*Piles all appear to be 12" in diameter and evenly spaced along cap.

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