

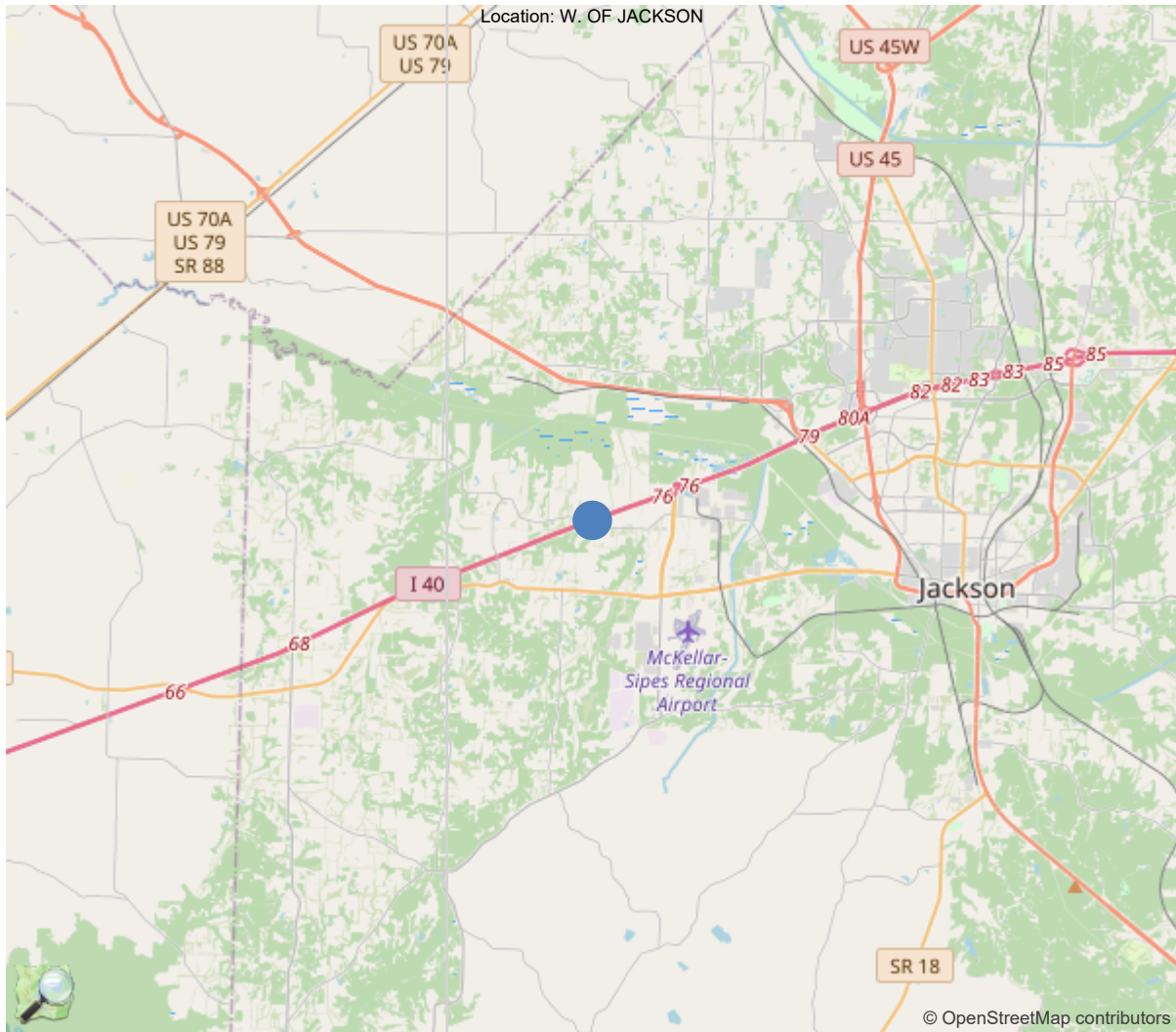


Latitude:35.63294, Longitude:-88.94892

Region 04, 57 - Madison County

Team Leader: Joseph Brach

Inspectors: Richard Pulgini



LOWER BROWNSVILLE RD. Crossing I40

35.63294, -88.94892

Inspection Date(s): 04/09/2025 - 04/09/2025

 Posting status PP - PP Permanent -
 Posted

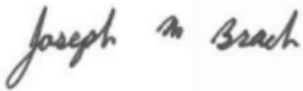
Change date 05/17/2023

Item	Condition Description	Rating
B.C.01	Deck	6
B.C.02	Superstructure	5
B.C.03	Substructure	4
B.C.04	Culvert	N
B.C.05	Bridge Railing	6
B.C.06	Bridge Railing Transitions	7
B.C.07	Bridge Bearings	4
B.C.08	Bridge Joints	4
B.C.09	Channel	N
B.C.10	Channel Protection	N
B.C.11	Scour Condition Rating	N
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
 35.632944, -88.948917

Team Leader Signature



IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	57100400011
(5) Inventory Route	1
(2) Highway Agency District	Region 4
(3) County Code	57 - Madison
(4) Place Code	00000
(6) Features Intersected	I40
(7) Facility Carried	NFA B290 (SA 5725)
(9) Location	W. OF JACKSON
(11) Mile Point	4.540 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	35.632944
(17) Longitude	-88.948917
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	52
Material	5 - Prestressed concrete *
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1960
(106) Year Reconstructed	0
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	2
Under	4
(29) Average Daily Traffic	270
(30) Year of ADT	2020
(109) Truck ADT	2 %
(19) Bypass, Detour Length	7 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	73.0 ft
(49) Structure Length	236.3 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	30.0 ft
(52) Deck Width Out to Out	34.0 ft
(32) Approach Roadway Width (W/Shoulders)	22.0 ft
(33) Bridge Median	0 - No median
(34) Skew	62 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	32.6 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.00 ft
Ref:	
(55) Min Lat Underclear RT	10.5 ft
Ref:	
(56) Min Lat Underclear LT	28.0 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(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	9 - Rural Local
(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	4
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	24.30
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	18.79
(70) Bridge Posting	1 - 30.0 - 39.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	4
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	432
(115) Year of Future ADT	2041

INSPECTIONS *			
(90) Inspection Date	04/09/2025		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			

SNBI Data

IDENTIFICATION	
B.ID.01 Bridge Number	57100400011
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	0
B.W.01 Year Built	1960

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	35.632944
B.L.06 Longitude	-88.948917
B.L.07 Border Bridge Number	N
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	W. OF JACKSON
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	

ROADSIDE HARDWARE	
B.RH.01 Bridge Railings	3503 - NCHRP 350 TL 3
B.RH.02 Transitions	I - Approach Transition Rail does n

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	235.9
B.G.02 Total Bridge Length	236.3
B.G.03 Max Span Length	73.0
B.G.04 Min Span Length	40.0
B.G.05 Bridge Width Out-to-Out	34.0
B.G.06 Bridge Width Curb-to-Curb	30.0
B.G.07 Left Curb or Sidewalk Width	0.0
B.G.08 Right Curb or Sidewalk Width	0.0
B.G.09 Approach Roadway Width	22.0
B.G.10 Bridge Median	0 - No median
B.G.11 Skew	28
B.G.12 Curved Bridge	N - Not curved

B.G.13 Max Bridge Height	21
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
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	0.58
B.LR.06 Operating Load Rating Factor	0.75
B.LR.07 Controlling Legal Load Rating Factor	0.92
B.LR.08 Routine Permit Loads	C - Bridge does not carry routine p

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

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	6 - SATISFACTORY - Widespread
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	4 - POOR - Widespread moderate
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	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	4 - POOR - Widespread moderate
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	N - NOT APPLICABLE - Bridge do
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	N - Bridge does not cross over
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	
B.AP.03 Scour Vulnerability	
B.AP.04 Scour Plan of Action	
B.AP.05 Seismic Vulnerability	B - Seismic evaluation completed. S

SPAN SETS			
M1			
B.SP.02 # of Spans	4	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	5	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	C05 - Prestressed concrete - p	B.SP.10 Wearing Surface	C01 - Concrete - monolithic
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	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	C01 - Concrete - reinforced

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	270
B.F.03 Feature Name	NFA B290 (SA 5725)	B.H.10 Annual ADTT	5
B.H.01 Functional Classification	7 - Local	B.H.11 Year of Annual ADT	1999
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	32
B.H.07 LRS Mile Point	4.54	B.H.17 Bypass Detour Length	7
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	
H2			
B.F.02 Feature Location	B - Below bridge	B.H.09 Annual ADT	41152
B.F.03 Feature Name	NFA B290 / I40	B.H.10 Annual ADTT	3292
B.H.01 Functional Classification	1 - Interstate	B.H.11 Year of Annual ADT	2021
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	16.3
B.H.03 NHS Designation	Y - NHS	B.H.13 Highway Min Vertical Clearance	16
B.H.04 National Highway Freight Network	1 - Primary Highway Freight Ne	B.H.14 Highway Min Horizontal Clearance, Left	27.5
B.H.05 STRAHNET Designation	1 - STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	9.5
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	33
B.H.07 LRS Mile Point	7.54	B.H.17 Bypass Detour Length	36
B.H.08 Lanes On Highway	4	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	290	2-T - TEMP - Two-way traffic - NS or EW	4 - County route	1 - Mainline
H2	R01	40	2-T - TEMP - Two-way traffic - NS or EW	1 - Interstate route	1 - Mainline

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PP - PP Permanent - Posted	05/17/2023

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	1.56	G - Gross Load	34
SU4 - AASHTO SU4 truck	1.33	G - Gross Load	34
SU5 - AASHTO SU5 truck	1.26	G - Gross Load	34
SU6 - AASHTO SU6 truck	1.05	G - Gross Load	34
SU7 - AASHTO SU7 truck	0.92	G - Gross Load	34
EV2 - FHWA Type EV2 emergency	1.36	G - Gross Load	34
EV3 - FHWA Type EV3 emergency	0.69	G - Gross Load	34
3S2 - AASHTO Type 3S2	1.66	G - Gross Load	34
3-3 - AASHTO Type 3-3	1.91	G - Gross Load	34

LOAD RATING SECTION

LR.06 Load Rating Notes/Summary	
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Inspection Team's Summary

Structure 57I00400011 is in poor condition with the substructure being the limiting component. The structure consists of a simply supported, four span, multi-beam superstructure consisting of a cross section containing five prestressed concrete I-Beams of varying depths.

The tined concrete deck wearing surface typically has widespread minor abrasion and isolated areas of moderate abrasion throughout. The pourable sealant deck joint material typically has hairline cracking, edge spalling along joints and widespread adhesion loss with areas of full loss/missing sealant throughout all joints over the bents. The deck underside exhibits random patches.

The superstructure I-Beam ends typically exhibit delaminations and spalls with exposed and heavily corroded stirrups and prestressing strand ends. Beam A adjacent to Abutment 1 exhibits a bottom flange spall that exposes multiple stirrups as well as multiple P/S strands, all of which exhibit corrosion. Over the travel lanes, most beams exhibit surface scrape marks across the beam undersides, with isolated beam corners exhibiting minor corner spalls (from assumed impact damage). End diaphragms also have areas of spalling up to 6" deep with exposed corroded rebar.

The bearings typically exhibit major pack rust that is lifting the bearings and in some locations, allowing daylight to be seen between the bearing and the beam sole plate where the pack rust has fallen out. There is moderate corrosion and laminar rust to most masonry plates with failed paint, typical.

The reinforced concrete bents typically have widespread moderate spalling along the caps and columns throughout with several exposed corroded rebar reinforcement. Bent pedestals at Bents 1 and 3 exhibit spalling with exposed corroded rebar.

The caps exhibit cracks up to 1/8" wide with random delaminations. Abutment backwalls exhibit isolated minor spalling and isolated delaminations. The pedestals at the abutments, specifically Abutment 1, exhibit widespread spalling with exposed and corroded reinforcement.

The minimum vertical clearance measured at 16.04' located on the left side of the structure in Span 3 under Beam A along the solid yellow, approximately 4 feet from edge of pavement.

General Inspection Comment

HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	8189	3054	5135	0	0
1080	Delamination/Spall/Patched Area	SF	15	0	15	0	0
1120	Efflorescence/Rust Staining	SF	40	0	40	0	0
1130	Cracking (RC and Other)	SF	180	0	180	0	0
1190	Abrasion/Wear(PSC/RC)	SF	4900	0	4900	0	0
(12) Element record added 2015-07-14.							
(1120-12) Element record added 4/12/2021							
109	Pre Opn Conc Girder/Beam	LF	1180	1151	18	11	0
1080	Delamination/Spall/Patched Area	LF	19	0	8	11	0
1110	Cracking (PSC)	LF	10	0	10	0	0
(109) Element record added 2015-07-14.							
(1080-109) Element record added 9/12/2019							
205	Re Conc Column	EA	6	0	1	5	0
1080	Delamination/Spall/Patched Area	EA	6	0	1	5	0
(205) Element record added 2015-07-14.							
(1080-205) Element record added 4/12/2021							
215	Re Conc Abutment	LF	79	34	40	5	0
1080	Delamination/Spall/Patched Area	LF	20	0	20	0	0
1090	Exposed Rebar	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	20	0	20	0	0
(215) Element record added 2015-07-14.							
(1090-215) Element record added 4/12/2021							
234	Re Conc Pier Cap	LF	118	18	27	73	0
1080	Delamination/Spall/Patched Area	LF	54	0	17	37	0
1090	Exposed Rebar	LF	36	0	0	36	0
1130	Cracking (RC and Other)	LF	10	0	10	0	0
(234) Element record added 2015-07-14.							
Bent 1 and 3 moderate spalling w/ exposed rebar							
Bent 2 delaminations and minor spalling							
(1130-234) Element record added 9/12/2019							
301	Pourable Joint Seal	LF	105	72	16	9	8
2320	Seal Adhesion	LF	33	0	16	9	8
(301) Element record added 9/12/2019							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(2320-301) Element record added 9/12/2019							
311	Moveable Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	20	0	0	20	0
313	Fixed Bearing	EA	20	0	0	20	0
1000	Corrosion	EA	17	0	0	17	0
1020	Connection	EA	3	0	0	3	0
331	Re Conc Bridge Railing	LF	472	422	40	10	0
1130	Cracking (RC and Other)	LF	50	0	40	10	0
(331) Element record added 2015-07-14.							
(1130-331) Element record added 9/12/2019							

PERFORMANCE EVALUATION

Time of Day Inspected 8:00 am

Weather Conditions 75+-

Vehicles Observed All types

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl (No)

Sub Vibration (No)

Super Horiz./ Vert. Defl (No)

Super Vibration (No)

APPROACH

B.AP.01 Approach (G - Good) Alignment is straight with no sight obstructions
Roadway Alignment

Joints (Not visible) Continuous asphalt paving obscuring view of any joints

Pavement (Good) Approach roadway consists of asphalt that is in good condition. The striping is still in good condition with no significant defects noted.

Approaches have been repaved since 2023 inspection.

Embankment (Good) Approach has been repaved since 2023 inspection. Previously noted undermining at Approach 2 appears to have been addressed.

Approach Drains (NA) Natural drainage - no drains present

TRAFFIC SAFETY FEATURES

Bridge Railing (Fair) Concrete safety shape parapet with vertical cracks spaced throughout all spans. There is staining and random surface scrapes throughout. Spans 1 and 4 have drainage holes cast through the base of the barrier to allow water to leave the bridge deck.

Transitions Rating (Good) The transitions consist of Type 2-SCC W-Rail with rubrail and timber offset blocks. While not up to the current standards, the transitions are in good condition and are able to smoothly redirect an errant vehicle.

Guardrail Rating (Good) All approach rail consists of Type 2-S W-rail guardrail with plastic offset blocks

Guardrail Terminal Rating (Good) The rail terminations consist of SKT breakaway impact attenuators

SIGNS POSTED ON ROUTE

Paddleboards No

Vertical Clearance (<14'-6") No

Posted Height

Narrow Bridge Signs No

One Lane Bridge Signs No

Other Signs or Plaques Yes

Weight Limit Posted Yes

Gross 34 Tons

Single-unit Vehicle Tons

Multi-unit Vehicle Tons

B.ID.02 Bridge Name

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects
	Span 2 Beam A Exterior, Midspan Web	LOWER BROWNSVILLE RD	No Visible Defects
	Span 3 midspan attached to right barrier over beam E	LOWER BROWNSVILLE RD	No Visible Defects

DECK

Wearing Surface Type		Concrete	Wearing Surface Depth in.
Wearing Surface	(Fair)	Deck wearing surface consists of tined concrete. Wearing surface typically has widespread minor abrasion with isolated areas of moderate abrasion throughout structure. Inherent hairline cracking typical at random locations (up to 1.5' long) throughout all spans. Inherent edge spalling at all joint openings at random locations across deck width. Along the gutterlines, there is debris buildup, with minor moss/vegetation growth.	
Deck - Structural Condition	(Fair)	The deck underside exhibits isolated inherent hairline cracks with light efflorescence. Span 1 underside Bay B near 1/3 span: 3 concrete patches (approximately 1'x1', 3'x3', 1'x1') Span 2 underside Bay A, adjacent Bent 1: concrete patch (approximately 2'x2')	
Parapet	(Fair)	Typical cracking (full height x hairline) throughout all spans, both rails, spaced approximately 2' apart. In isolated locations, cracks are up to 1/16" wide. There are stains throughout the faces of the rails. Light surface scrape marks are randomly present.	
Deck Drains	(Good)	Drains are present through the base of the barriers in locations Spans 1 and 4. The drains were open and clear of debris.	
Expansion Joints	(Poor)	Joints over Bents 1-3 typically have failed joint sealant material at random across deck width. Joint failure ranges from partial debonding to full loss/missing sealant allowing water to drain onto the superstructure beam ends and substructure units. Joints in shoulder are typically full of debris, but appear to still allow movement due to easily removed material.	

SUPERSTRUCTURE

Bearing Devices	(Poor)	Bearings at all spans typically have moderate to major pack rust forming between mating surfaces causing bearings to lift with air/light gaps visible where pack rust has fallen out. Minor to Moderate laminar corrosion to bearing assemblies is typical at all locations with mostly failed paint conditions. Bent 3 Span 4 Bearing C & E has expanded past masonry plate and is partially unsupported (up to approximately 3/4" unsupported at bearing C). Isolated bearings are missing anchor bolts.
Beams	(Fair)	The beams are overall in fair condition. Over bents, beam ends typically have open cracking (mostly in patches), delaminations and moderate to major spalling with several exposed prestressing strands and stirrups with active corrosion. Spans 2, 3 have several surface scrape marks to the underside of beams. Span 3 Beam A at approximately midspan to 3/4 point has scrapes that appear up to 1/8" deep. Other girder bottom flanges have scrapes with negligible depth. Span 1 Beam A at Abutment 1 has isolated major spalling along the bottom flange: right vertical face (5.5' long x 7" wide x 4" deep), along underside (42" long x full width x 3" deep) with adjacent delaminations, two exposed prestressing strands and three exposed stirrups (exposed steel has active corrosion). Adjacent chamfer spalling there is an isolated longitudinal crack (2' long x 1/16" width). Span 2 Beam A, Left Face at approximately midspan has an isolated impact spall. Span 3 Beam A, Right Face has several small corner impact spalls located from midspan to approximately 3/4 point of span from trucks/vehicles traveling under the structure.
Diaphragms	(Good)	Spans 1-4 Intermediate diaphragms typically showed no significant structural defects. Abutment 1 end diaphragms typically are spalled along undersides (up to 26" long x full width x 3" deep) with exposed corroded rebar Abutment 2 end diaphragm Bay D is spalled (full length x full width x up to 6") with exposed corroded rebar
Superstructure Bracing	(Good)	Lateral Restraints typical for beam C, no significant structural defects noted.
Alignment of Members	(Good)	
Earthquake Devices	(Good)	Seismic Restrainer strands typically are free of corrosion and section loss. Several random strands have slack.

ABUTMENTS

Abutment Caps	(Fair)	There is water staining along the ends of the caps. Pedestal B at abutment 1 has up to 2" deep spalling throughout with exposed rebar with minor section loss. Pedestals C&D at abutment 1 have less significant spalling up to 2" deep. Abutment 1 cap at stem face has widespread horizontal cracking (20' long x 1/8" wide). There is a delaminated/spalled area (5' x 6" x 1") under Bay C in the top cap corner at abutment 1. There are earthquake restraints attached to the face of the caps (4 total attached to Beams B and D).
Abutment Wings	(Fair)	Abutment 1, right wingwall adjacent to the abutment stem has undermining (2.5' long x 26" deep x up to 1' height). Abutment 2, both wingwalls have undermining adjacent to the abutment stem, left (6.5' long x up to 29" deep x 10" height), right (4.5' long x 25" deep x up to 6" height). Wingwalls are cantilevered (not founded).
Abutment Backwall	(Good)	Abutment 1 at the top left backwall (Bay A) has bridge ID stamp. Abutment 2 at the top of backwall (right overhang) there is a delamination and adjacent minor spall. Abutment backwalls are typically in good condition. Vertical cracking (hairline x up to full height) at random locations throughout. Water staining is present along the entire face of both backwalls, indicating joint above is not water tight.
Abutment Plumb	(Good)	
Abutment Embankment	(Fair)	The embankment consists of paved concrete and is in fair condition. There is undermining present along the edges of both abutment slopes, with rock placed adjacent to the concrete to prevent further erosion and hampering undermining measurements. At abutment 2, there is measurable undermining in the top right corner (approximately 4'x2'x1').
Abutment Slope Paving	(Fair)	There is isolated vertical cracking along abutment 2's embankment slope paving, up to (75" x 1/16"). Slope Paving at both abutments has separated from stem wall, typically up to 2 1/4" offset. See Abutment Embankment item above for undermining of the slope paving.
Abutment Rip Rap	(Good)	Rock is placed along the edges of the concrete slope walls to prevent further undermining/erosion.

PIERS

BENTS

Bent Caps	(Poor)	CAP: Bents 1 and 3 have moderate to major widespread spalling throughout top, bottom, and corners of the caps with several corroded reinforcing bars with active corrosion and measurable section loss. Spalls were found to be up to (13' long x full width x 4" deep). Bent 2 cap is generally in fair condition with spalling and isolated delaminated areas. There is a spall in the cap underside that is exhibits suspended concrete adjacent to Column B. Bent 2 cap also has cracking with efflorescence.
Bent Columns	(Poor)	PEDESTALS: Bent Pedestals typically exhibit of moderate to major spalling and delaminations (some with wide cracking) that is not affecting the bearing areas. The spalls exhibit exposed reinforcement bars, both of which exhibit moderate section loss and corrosion. Bent 2 columns has isolated 1.5" deep spalling and a moderate concrete patch. There are spalls throughout Bents 1 and 3 columns with exposed reinforcement, some that exhibits section loss. Bent 1, columns have moderate to major spalling at corners with several reinforcing bars exposed full height of column (worst at column A up to 10' high x 10" wide x up to 3" deep). Bent 3, front face Columns A and B have spalling up to 6' high x 8" wide x up to 2.5" deep, typically at approximately 3/4 height at corners.
Bent Plumb	(Good)	

Equipment List

General Inspection

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

Visual Aid

☒ Binoculars
☐ Flashlight
☐ Magnifying glass
☐ Hand mirror

Cleaning

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

Tools For Access

☒ Ladders
☐ Rope
☐ Waders
☐ Machete or bush axe

Tools For Measuring

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

Special Purpose Equipment

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

Special Purpose Equipment

Comment

Reach-All Approval and Comments



Bridge ID painted on approach 1 right corner



Sign attached to Beam A, Span 2



Abutment 1 and Beam A, bridge ID painted on backwall and right side of beam



Roadway beneath bridge (I40) looking left off bridge



Roadway beneath bridge (I40) looking right off bridge



Right elevation looking left



Left elevation looking right



Approach 1 looking ahead



Approach 2 looking back



Pavement match line over Abutment 1 from asphalt approach to concrete bridge deck



Pavement match line over Abutment 2 from asphalt approach to concrete bridge deck



Span 1 bridge deck looking ahead



Joint over Bent 1 with sections of failed poured sealant allowing water to drain directly onto beam ends and substructure



Joint over Bent 1 with sections of failed poured sealant allowing water to drain directly onto beam ends and substructure



Joint over Bent 2 with failed sections of poured sealant allowing water to drain onto superstructure and substructure



Joint over Bent 3 with failed sections of poured sealant allowing water to drain into the superstructure and substructure



Span 1, right bridge rail, concrete safety shape. Spans 1 and 4 have drains through barrier bases



Right rail, span 3, vertical cracks (1/32" x full height), typical throughout all spans



Left gutter line with minor debris



Span 1, deck underside, Bay B adjacent to Beam C, (3) patches (1'x1', 3'x3', 1'x1')



Approach 1, right corner, weight limit sign (34T restriction)



Tractor trailer seen crossing the bridge (unknown weight of truck)



Approach 1, left transition with rub rail and rails bolted to barrier



Approach 1 right guiderail with plastic and timber offset blocks



Approach 1 right termination (SKT impact attenuator)



Span 1 deck underside and superstructure, looking back



Span 2, deck underside and superstructure, looking ahead



Span 3 deck underside and superstructure, looking back



Span 4 deck underside and superstructure, looking ahead



Span 1, abutment 1, Beam C, lateral keepers installed for beam alignment



Span 1, Beam A, Abutment 1, isolated major spalling with exposing (2) P/S strands and (3) stirrups. There is longitudinal cracking along the bottom flange and delaminated areas in the beam underside and left bottom flange vertical face. Exposed P/S strand and stirrups exhibit active corrosion with minor section loss.



Span 1, End diaphragm Bay B at Beam B right side, Abutment 1, spall (26" x full width x 3" deep) with exposed corroded rebar.



Span 1, Beam C, right side, abutment 1, minor beam end cracks with sound concrete adjacent to the end diaphragm



Beam A, spans 1 and 2 over bent 1, typical beam end cracking and spalling. Note corroded condition of the bearings.



Beam B, Span 2, Bent 1, beam end spalls past bearing exposing stirrups and ends of P/S strands.
Spalling with exposed and corroded rebar at the span 1 girder pedestal (left side of photo).



Beam C, Span 1, Bent 1, beam end spalls with exposed rebar and open cracking.



Beam D, Bent 1, spans 1 and 2, beam end delaminated areas and spalls. Pedestal spall with exposed corroded rebar.



Beam E, Span 2 and 1 over Bent 1, typical beam end delamination and spalls.



Beam A, over Bent 3, heavy spalling to web



Beam C left face, Span 3 and 4 over Bent 3, spalling to the pedestal. Delaminated beam ends



Beam D, Span 3, Bent 3, spalled beam end with exposed strand ends (right side of photo)



Beam D, Span 3, Bent 3, right face, beam end web spall with spalled and broken concrete and the beam end. Delaminated beam end, Span 4 pedestal with delaminated areas with wide cracking.



Beam D, Span 4, Bent 3, right face, beam end spall (right side of photo). Note the delaminated and heavily cracked pedestal.



Beam D, Span 3, Bent 3, spalled beam end with exposed strand ends.



Beam A, Span 2, left corner over right travel lane, isolated minor impact spall on bottom flange corner with surface scrapes marks on underside



Beam E in Span 2, near Bent 1, minor surface scrapes on beam underside over right travel lane



Beam E, Span 3, over right travel lane, surface scrapes on beam underside



Beam D, Span 3, over right travel lane, minor bottom flange (right side) spall



Beam C, Span 3, over right travel lane, minor bottom flange (right side) spall



Beam B, Span 3, over right travel lane, minor bottom flange (right side) spall



Beam A, Span 3, right bottom flange over right travel lane, impact spalls to bottom flange corner with multiple scrape marks (some appear to be up to 1/8" deep)



End diaphragm between Beams D/E at Abutment 2 with spalling throughout and exposed rebar with active corrosion



Abutment 1, Bearing D, pack rusting lifting the bearing and causing non-uniform bearing. Pack rust is 1/2" thick between sole plate and bearing plate with laminar rust along masonry plate. Missing anchor bolt at both sides.



Abutment 1, Bearing D, pack rusting lifting the bearing and causing non-uniform bearing. Pack rust is 1/2" thick between sole plate and bearing plate with laminar rust along masonry plate. Missing anchor bolt at both sides.



Abutment 1, Bearing E, severe corrosion with pack rust and section loss. Bearing is lifting due to pack rust.



Abutment 1, Bearing E, severe corrosion with pack rust and section loss. Bearing is lifting due to pack rust.



Bearing E, Span 3, Bent 3, typical corrosion with laminar rust and section loss



Bearing C, Span 4, Bent 3, over-expanded and heavily rusted with pack rust lifting the bearing



Bearing E, Span 4, Bent 3, over-expanded with major corrosion.



Bearing E at Abutment 2, Span 4, heavy corrosion with pack rust and section loss



Abutment 1 with concrete slope paving and adjacent stone/rip-rap protection along the edges.



Abutment 2 with concrete slope protection with areas of adjacent stone/rip-rap protection along the edges.



Bent 1, front face with significant spalling and delaminated areas throughout the columns and cap



Bent 2 back face (Span 3 side)



Bent 3, front face (Span 3)



Abutment 1 cap with horizontal crack along top of cap (20' x 1/8" wide)



Abutment 1 slope protection looking left, separating from the stem face



Abutment 1, pedestal B with spalling and exposed rebar throughout.



Abutment 1, right wing wall, localized undermining behind backwall



Bent 1, front face, left side cap and left overhang, widespread cracking with delaminated areas and spalls exposing rusted rebar



Bent 1, cap underside left end and under Bay A, serious spalling with exposed and debonded rebar



Span 1 Beam B pedestal over Bent 1, typical spall with exposed rebar. Beam end spall and heavily corroded bearing.



Pedestal for Beam C at Bent 1, delamination with adjacent spalling with exposed rebar.



Pedestal for Beam B, Span 4, Bent 3, typical spall with exposed rebar



Pedestal for Beam C, Span 4, Bent 3, typical spall with exposed rebar



Bent 3 cap underside with multiple delaminated areas and spalls



Abutment 2 cap with cracks in the top face adjacent to corner



Abutment 2 slope protection pulling away from stem



Abutment 2 right wing wall with undermining



Abutment 2 right slope protection, undermining adjacent to placed rock



Abutment 2 backwall under right deck overhang, delamination with minor spall.

Maintenance Recommendations

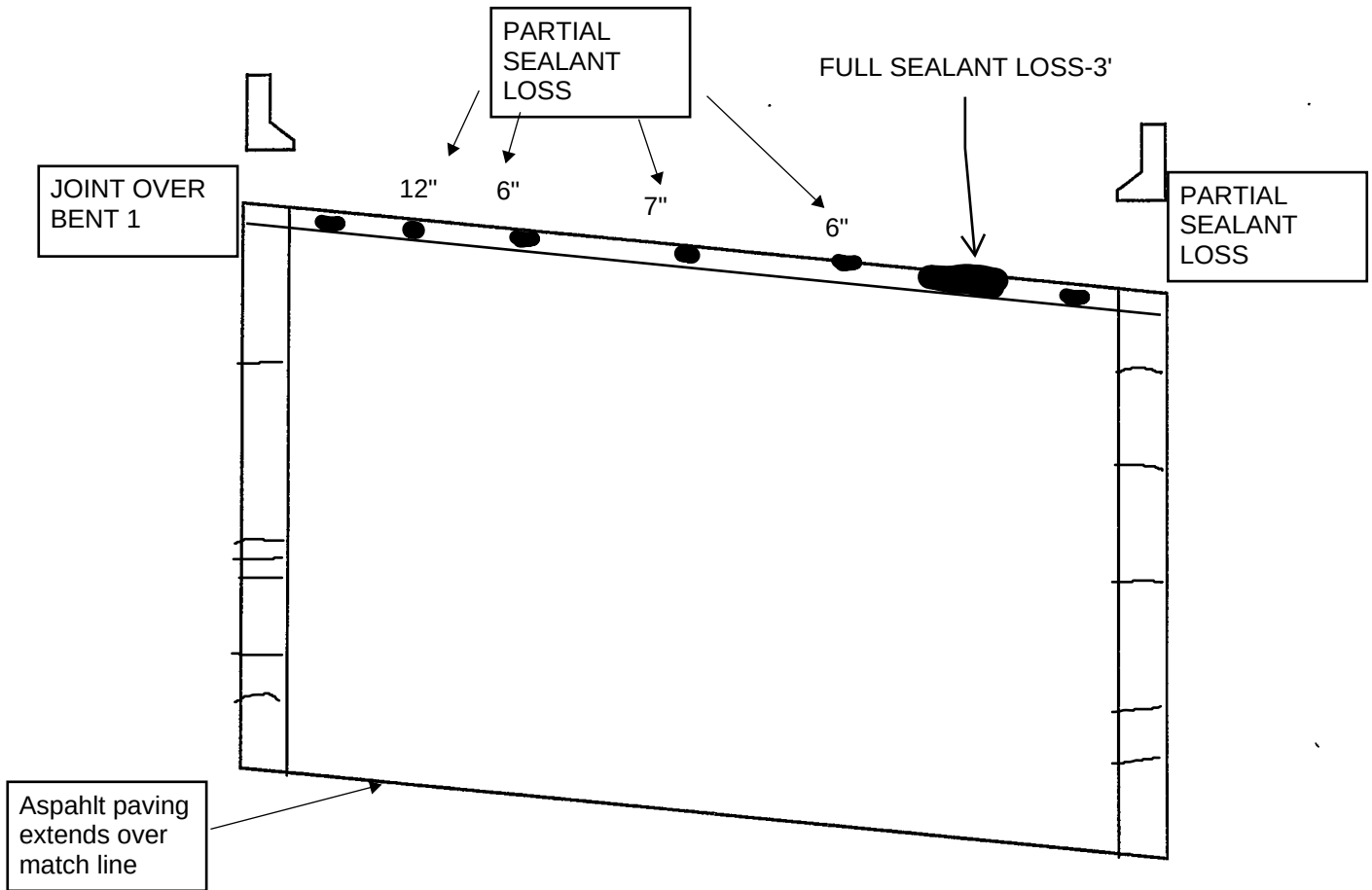
 525 - Repair List # 2 523 - Repair List Add Date 8/12/2017 524 - Repair List Revise Date 4/12/2021

Date Added	Recommendation	Priority
04/17/2023	REPAIR COLUMN "A" & "B" AT BENT NO. 3 The column corners exhibit heavy spalling with exposed reinforcement that exhibits corrosion and section loss. Spalling continues to worsen with areas getting larger and more reinforcement is exposed. Remove all delaminated concrete, coat exposed rebar, and repair spalling along substructure component.	
04/17/2023	CLEAN AND SEAL ROADWAY EXPANSION JOINTS. Joint sealants are failing and water is getting onto the superstructure beam ends and the substructure allowing for expedited structure degradation. Reseal all joints to prevent further deterioration to the structure.	
04/17/2023	CLEAN AND PAINT BEARINGS AT BENT NO.1 - 3 Bearings exhibit pack rust that is lifting the beams, causing uneven bearing/loading conditions. At isolated areas, daylight is visible between the bearing and the sole plate where pack rust has failed/fallen out. There is laminar rust with minor section loss to the masonry plates due to failed paint and water introduction through failed joints.	
04/17/2023	REPLACE MISSING BOLTS IN BEARINGS ABUTMENT NO.1 & 2	
04/17/2023	REPLACE MISSING BOLTS IN BEARING "ALL" AT BENT NO.1 - 3	
04/17/2023	REPAIR COLUMN "A" AT BENT NO. 1 Both columns exhibit spalling and exposed reinforcement with corrosion and section loss. Column A has spalling along all corners with exposed bars, while Column B exhibits spalling at the base/ground behind the roadway barrier. Remove all delaminated concrete, coat exposed rebar, and repair spalling along substructure component.	
04/17/2023	CUT AND REMOVE VEGETATION FROM CHANNEL	
08/29/2011	UNDERPASS SUBSTRUCTURE PROTECTION GUARDRAILS ARE SUBSTANDARD	
04/17/2023	REPAIR EMBANKMENT EROSION ON RIGHT SIDE OF APPROACH NO. 2	
04/17/2023	CLEAN AND PAINT ALL BEARINGS Bearings exhibit pack rust that is lifting the beams, causing uneven bearing/loading conditions. At isolated areas, daylight is visible between the bearing and the sole plate where pack rust has failed/fallen out. There is laminar rust with minor section loss to the masonry plates due to failed paint and water introduction through failed joints.	
04/17/2023	REPLACE CONCRETE RISER BLOCKS AT BENT NO.3 The pedestal corners at Bents 1 and 3 exhibit heavy spalling with exposed reinforcement that exhibits corrosion.	
04/17/2023	REPAIR CAPBEAM AT BENT NO.1 - 3 The caps at Bents 1, 2, and 3 all exhibit spalling with exposed reinforcement. The spalls vary from localized in the cap underside to widespread throughout the underside/faces.	
04/17/2023	REPLACE CONCRETE RISER BLOCKS AT ABUTMENT NO.1 The pedestals at Abutment 1 exhibit spalling, most with exposed rusted reinforcement. Pedestal B exhibits the worst noted case with all corners/faces exhibiting spalling, however all have some noted delaminations or spalls.	
07/06/2023	REPAIR CRACKS AND SPALLS ON PRESTRESSED CONCRETE BEAMS Most beam ends exhibit delaminated and spalled areas, typically past the bearing that expose the ends of the P/S strands. The webs of most beams adjacent to the bearings exhibit spalls that expose stirrups. At Abutment 1, Beam A exhibits a bottom flange spall that exposes multiple P/S strands as well as stirrup bars, all of which exhibit corrosion. There are minor impact spalls over the travel lanes with multiple beams exhibits scrape marks along the undersides. No P/S strands were visually identified.	
04/09/2025	Bent 2 cap underside exhibits delaminated and spalled areas that expose reinforcement. Remove all delaminated concrete, coat exposed rebar, and repair spalling along substructure component.	
04/09/2025	Remove all delaminated concrete, coat exposed rebar and repair spalling along end diaphragms	

57 I-40 7.54

Bridge No. Co. Route Log Mile R/L Skew

SPAN. NO. 1

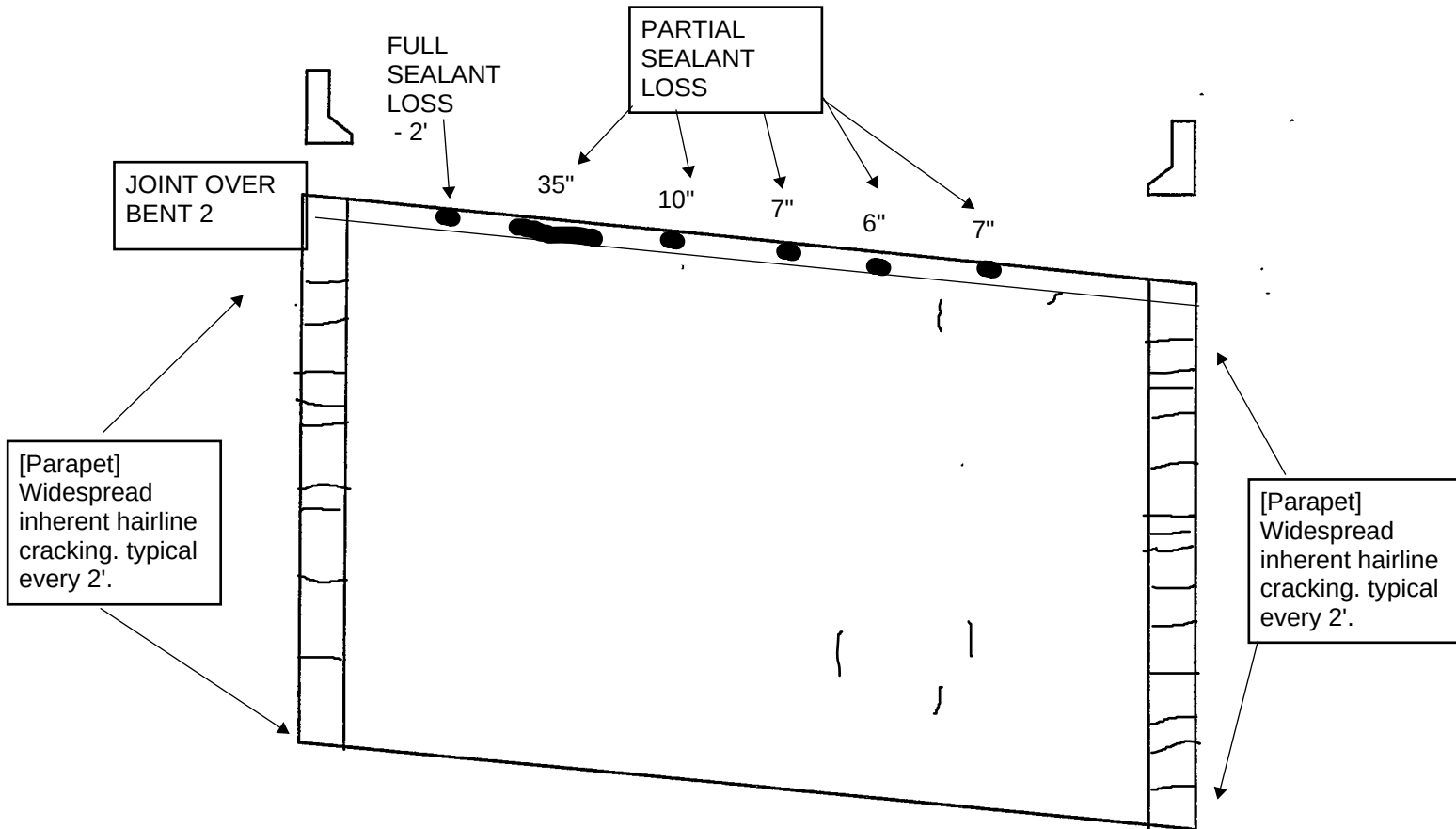


ELEMENT	RATING	COMMENT
TOP DECK	(G) F P C	Widespread minor abrasion, isolated moderate abrasion, isolated inherent hairline cracking
PARAPET	G (F) P C	Inherent hairline cracking throughout at random locations
DRAINS	(G) F P C	
JOINTS	G F (P) C	
	(G) F P C	Widespread partial adhesion loss, isolated.
		Shoulders Full of Debris Approximately 2' both sides. Abutment approach joint has been paved over with asphalt.

57 I-40 7.54

Bridge No. Co. Route Log Mile R/L Skew

SPAN. NO. 2

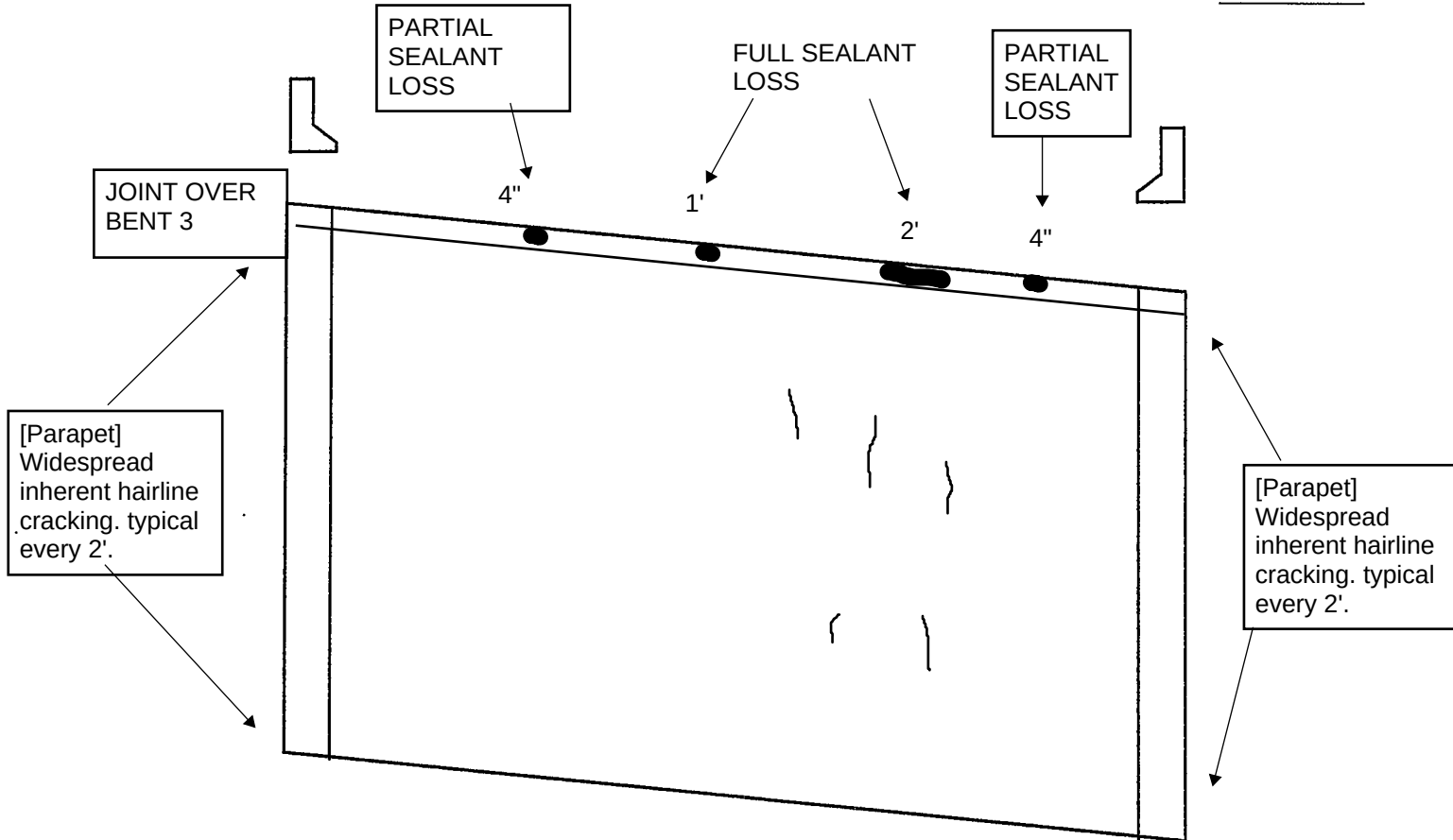


ELEMENT	RATING	COMMENT
TOP DECK	(G) F P C	Widespread minor abrasion, isolated moderate abrasion, isolated inherent hairline cracking (up to 2' long)
PARAPET	G (F) P C	Inherent hairline cracking throughout at random locations, typically spaced every 2'.
DRAINS	(G) F P C	
JOINTS	G F (P) C	
	G F (P) C	Widespread partial adhesion loss, isolated.
		Shoulders full of debris approximately 7' total both shoulders

57 I-40 7.54

Bridge No. Co. Route Log Mile R/L Skew

SPAN. NO. 3

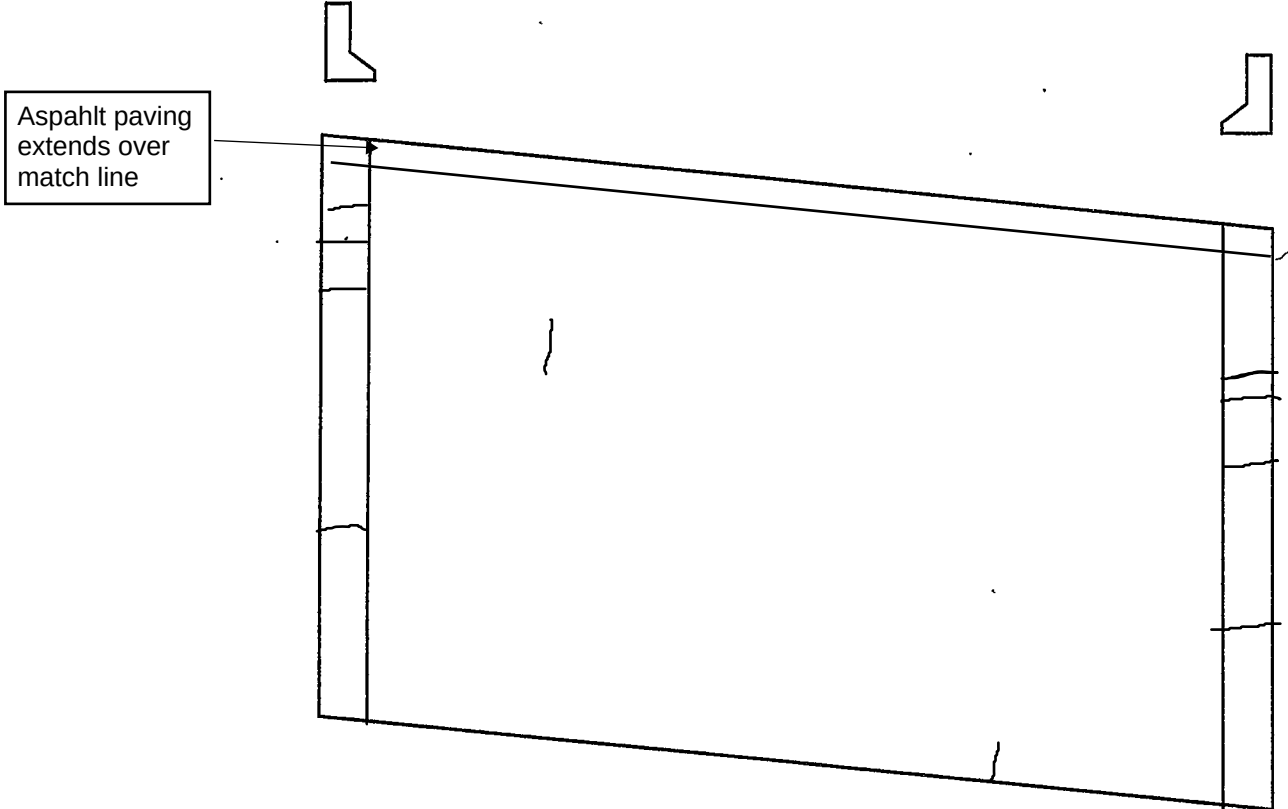


ELEMENT	RATING	COMMENT
TOP DECK	(G) F P C	Widespread minor abrasion, isolated moderate abrasion, isolated inherent hairline cracking (up to 2' long)
PARAPET	G (F) P C	Inherent hairline cracking throughout, typically spaced every 2'.
DRAINS	(G) F P C	
JOINTS	G F (P) C	
	G F (P) C	Widespread partial adhesion loss, isolated missing pourable joint sealant. Minor spalling at joint edges
		Shoulders full of debris approximately 5' total both shoulders

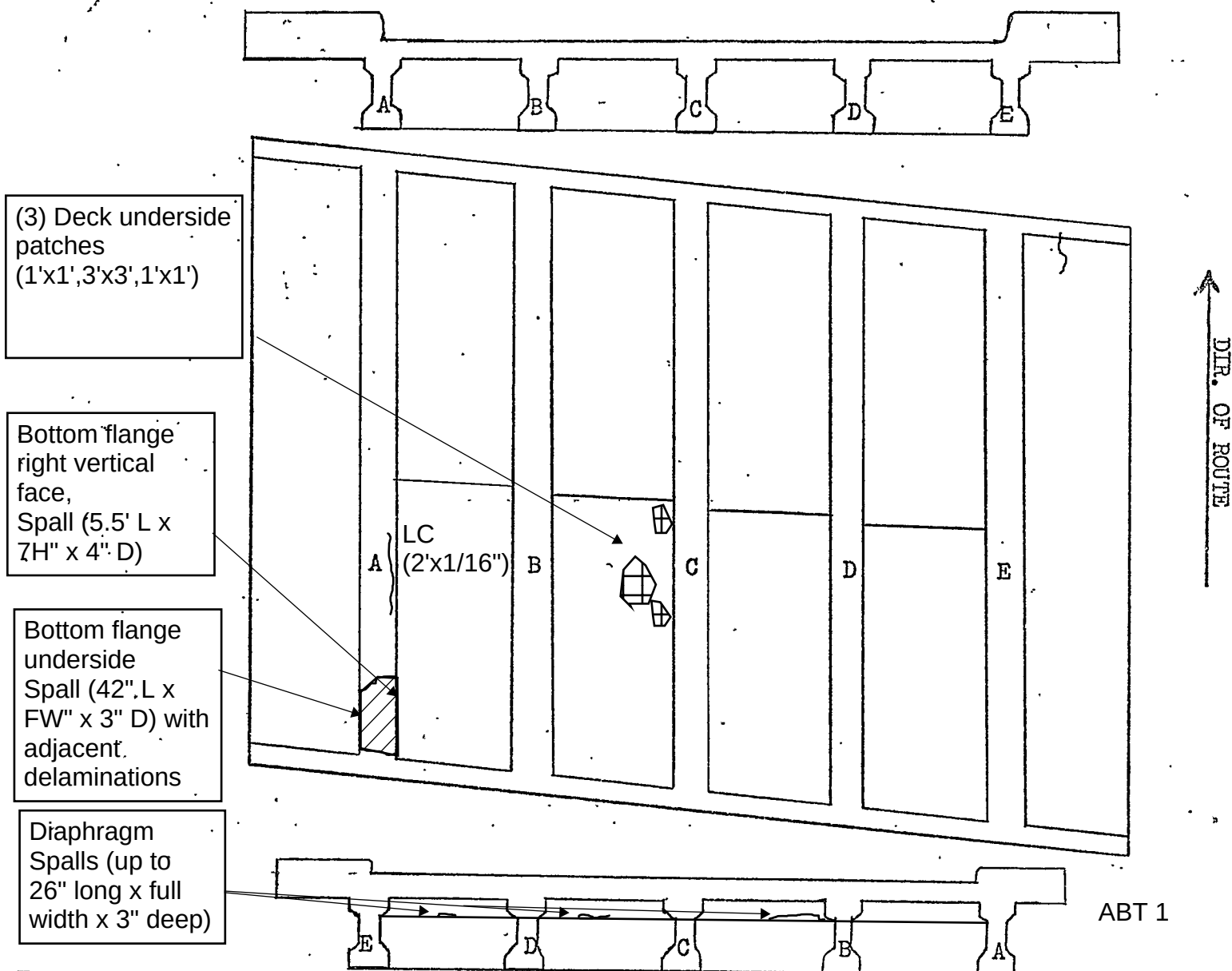
57 I-40 7.54

Bridge No. Co. Route Log Mile R/L Skew

SPAN, NO. 4



ELEMENT	RATING	COMMENT
TOP DECK	(G) F P C	Widespread minor abrasion, isolated moderate abrasion
PARAPET	G (F) P C	Inherent hairline cracking throughout at random locations.
DRAINS	(G) F P C	
JOINTS	G F (P) C	
	(G) F P C	Abutment approach joint has been paved over.

BR. NO. 57 140 7.54SK. 62° LT.SPAN NO. 1

ELEMENT

RATING

COMMENT

BOTTOM DECK

(G) F P C

No significant structural defects noted. There are two concrete patches located in bay B.

CONC. I. A
BEAMS B

G F (P) C

Beam A adjacent abutment exhibits isolated major spalling with adjacent delaminations along the bottom flange underside and right vertical face. All beam ends over bents typically show moderate delamination, spalling (with exposed prestressing and rebar with active corrosion) and/or open cracking (in delaminations). Beam A isolated longitudinal crack (2' x 1/16" wide)

DIA.

EQ

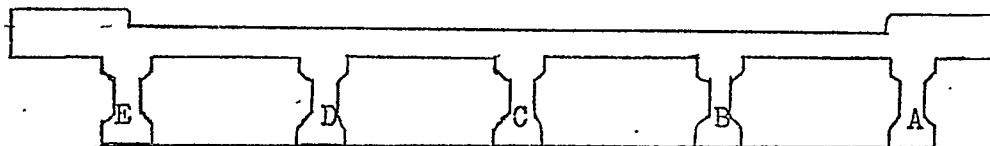
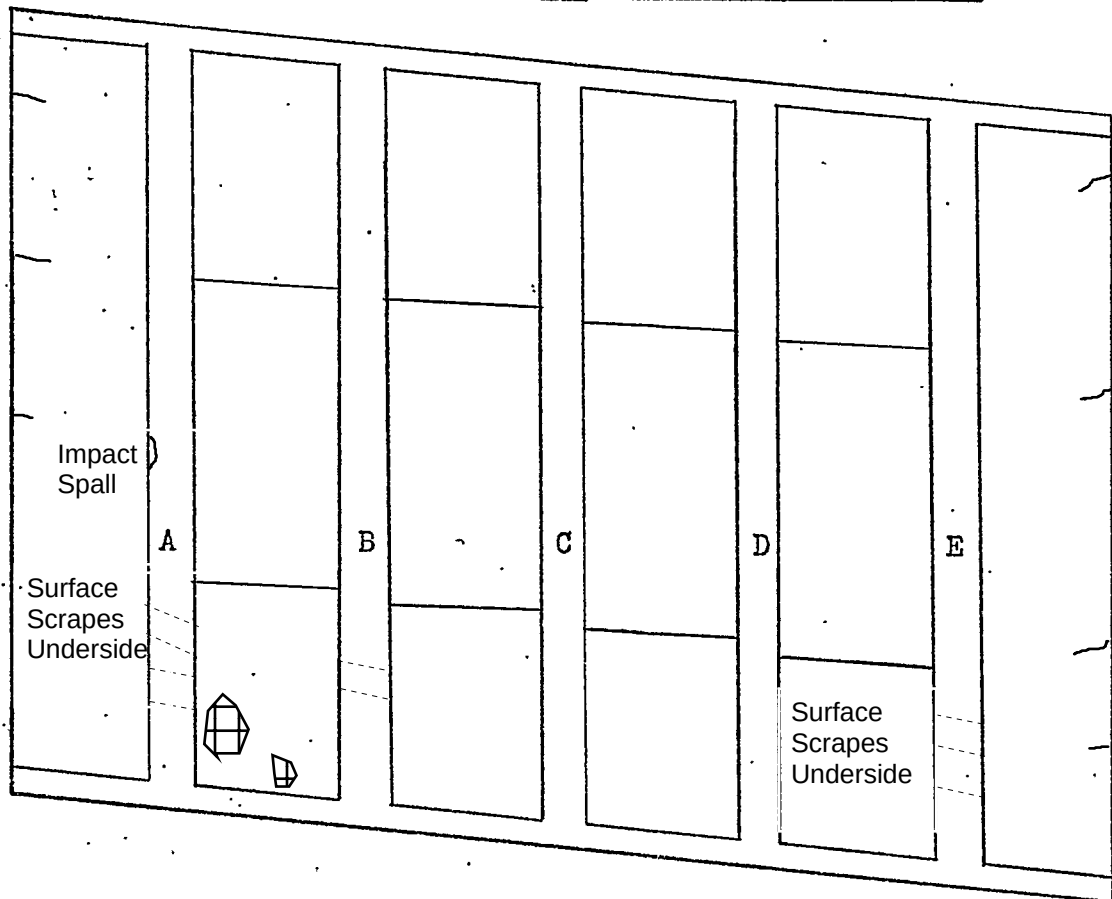
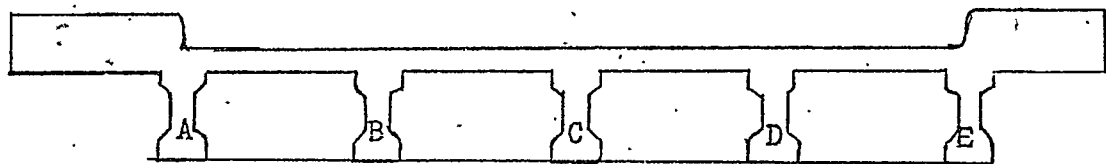
BACKWALLS

G (F) P C

G F P C

G F P C

Abutment End Diaphragms show spalling to undersides (with exposed rebar) Intermediate Diaphragms typically in good condition

BR. NO. 57 I-40 704SK. 62 LT.SPAN NO. 2

ELEMENT

RATING

COMMENT

BOTTOM DECK

G F P C

Isolated Inherent hairline cracking with efflorescence. Bay A near bent 1 there are two patched spalls

CONC. I. A
BEAMS B

G F P C

All beam ends over bents typically show moderate delamination, spalling (with exposed prestressing and rebar with active corrosion) and/or open cracking (in delaminations). Beam A at approximately midspan has an isolated minor impact spall

C
D
EG F P C
G F P C
G F P C

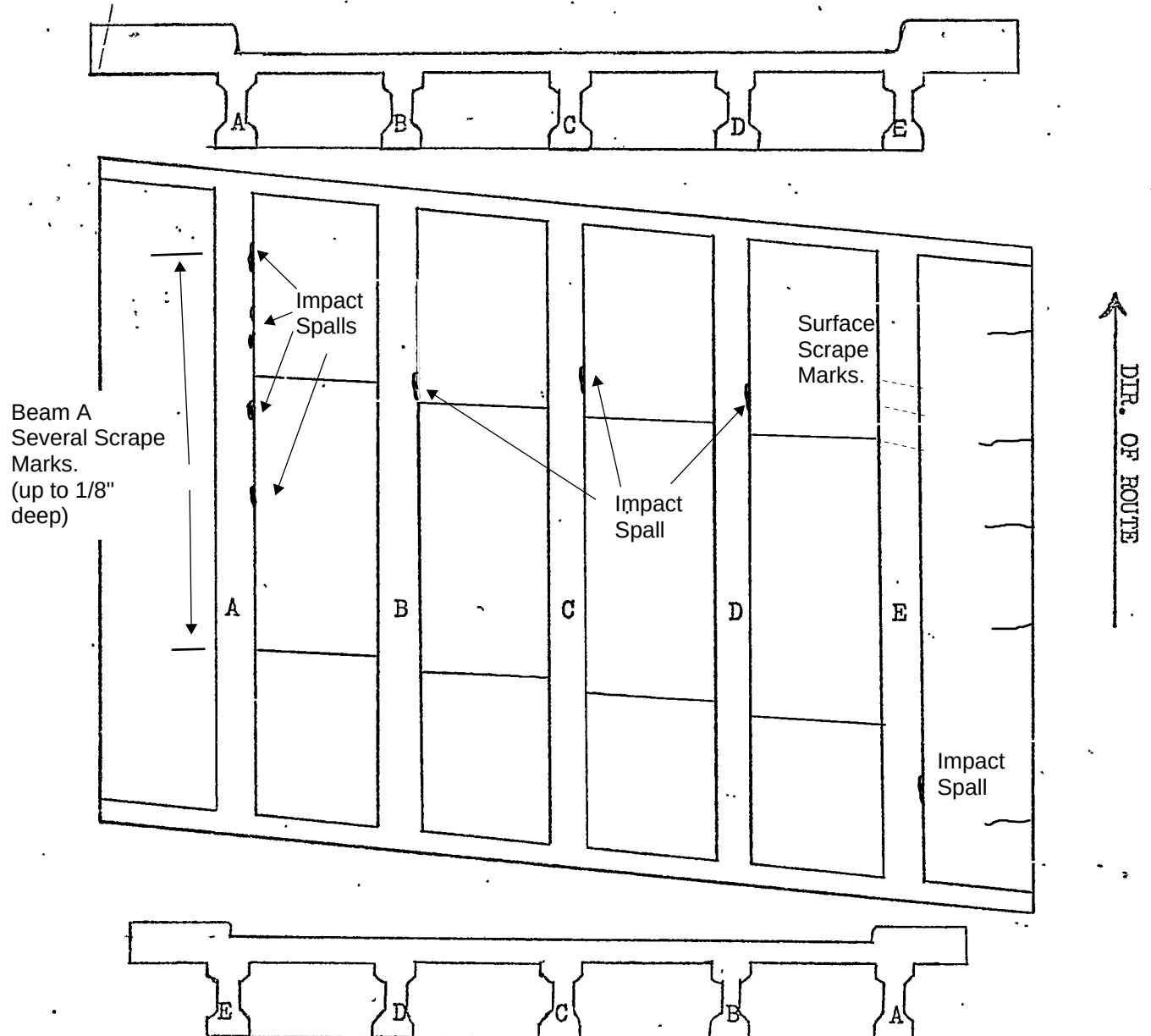
DIA.

G F P C

Intermediate Diaphragms typically in good condition overall.

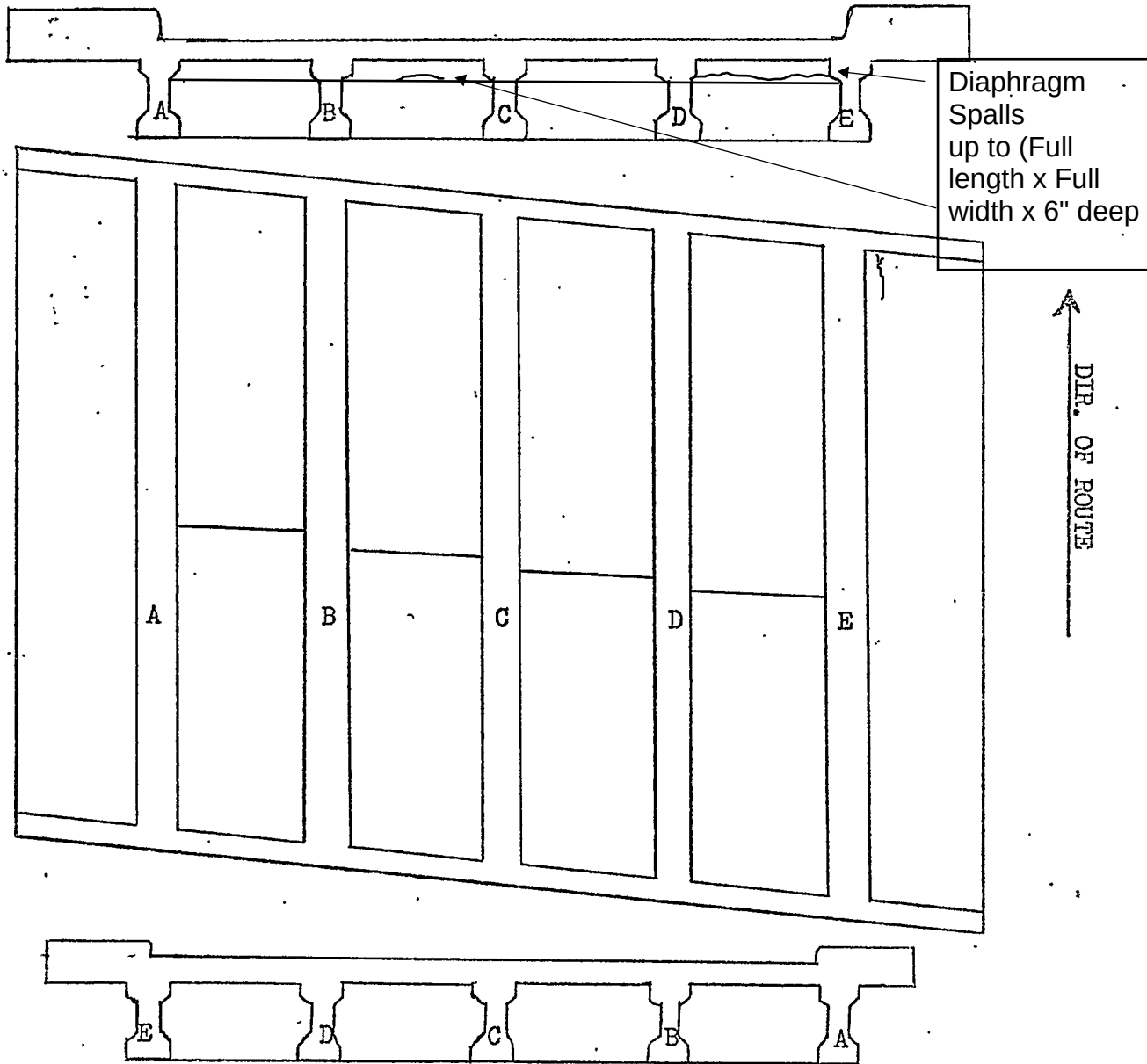
BACKWALLS EQ

G F P C

BR. NO. 57 E-40 7.54 SK. 62° LT. SPAN NO. 3


ELEMENT	RATING	COMMENT
BOTTOM DECK	(G) F P C	Isolated Inherent hairline cracking with efflorescence
CONC. I. BEAMS	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	All beam ends over bents typically show moderate delamination, spalling (with exposed prestressing and rebar with active corrosion) and/or open cracking (in delaminations). Beam A has several impact spalls from midspan to 3/4 point. Beams B-E have isolated impact spalls over right travel lane.
DIA.	(G) F P C	Intermediate Diaphragms typically in good condition overall.
BACKFILLS EQ	G F P C	

BR. NO. 57 I-40 7.54 SK. 62° LT. SPAN NO. 4



ELEMENT

RATING

COMMENT

BOTTOM DECK

(G) F P C

No significant structural defects noted.

CONC. I. A
BEAMS B

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

All beam ends over bents typically show moderate delamination, spalling (with exposed prestressing and rebar with active corrosion) and/or open cracking (in delaminations)

C
D
E

DIA.

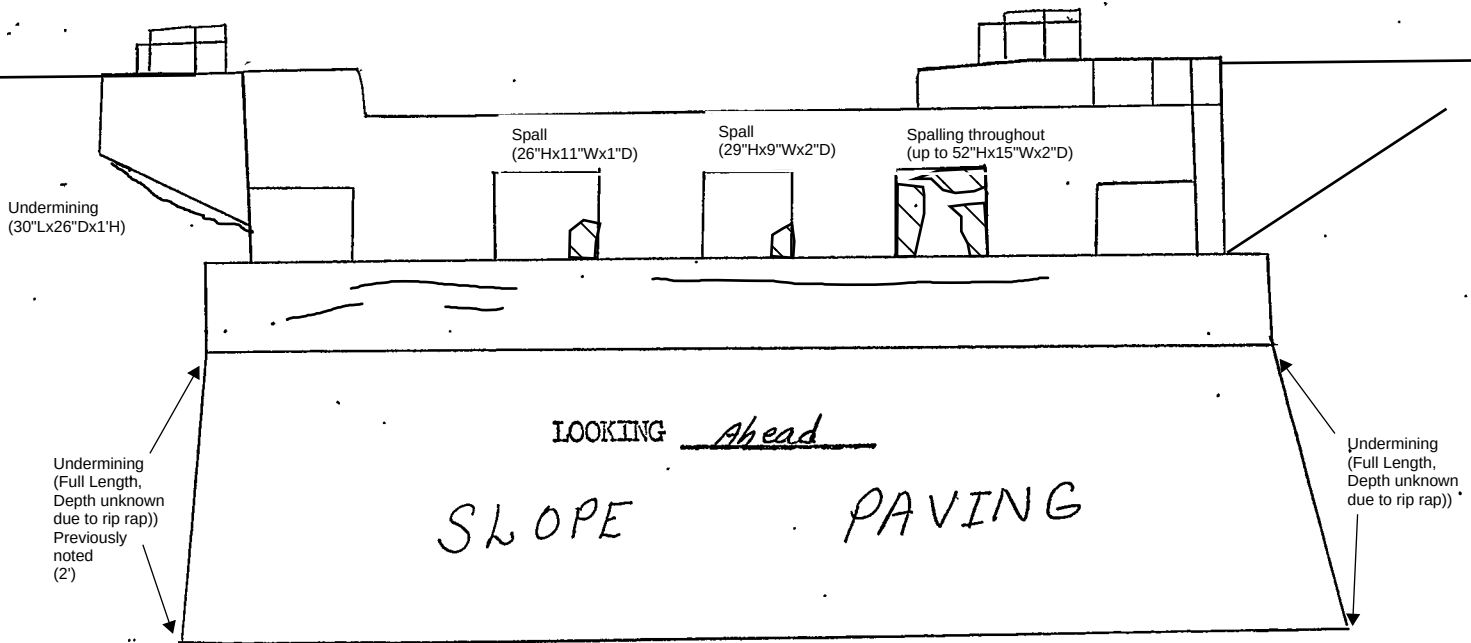
EQ

BACKWALLS

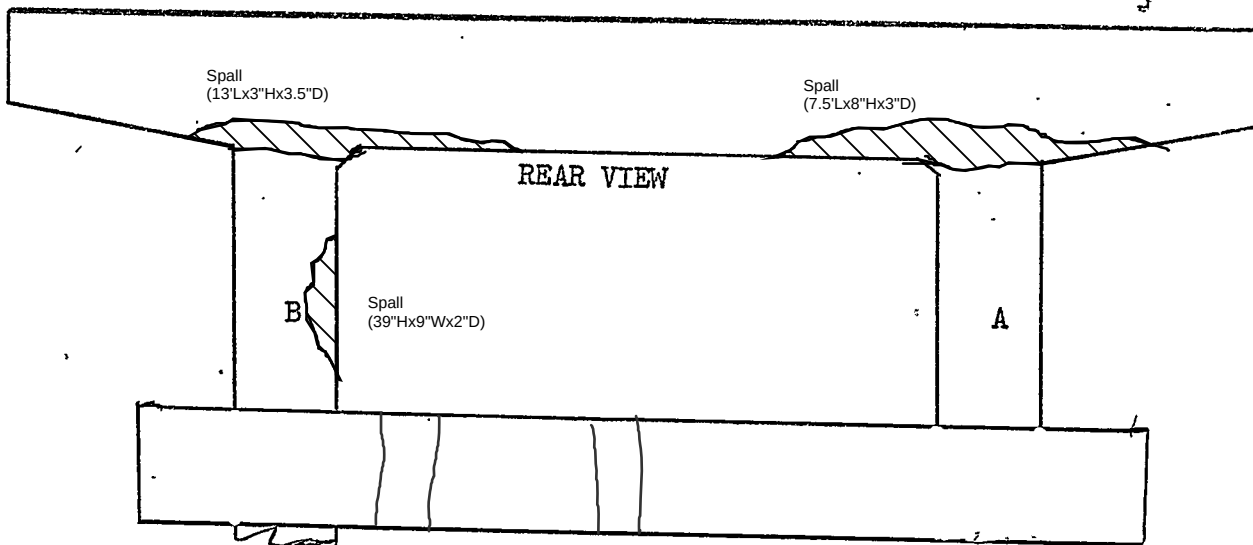
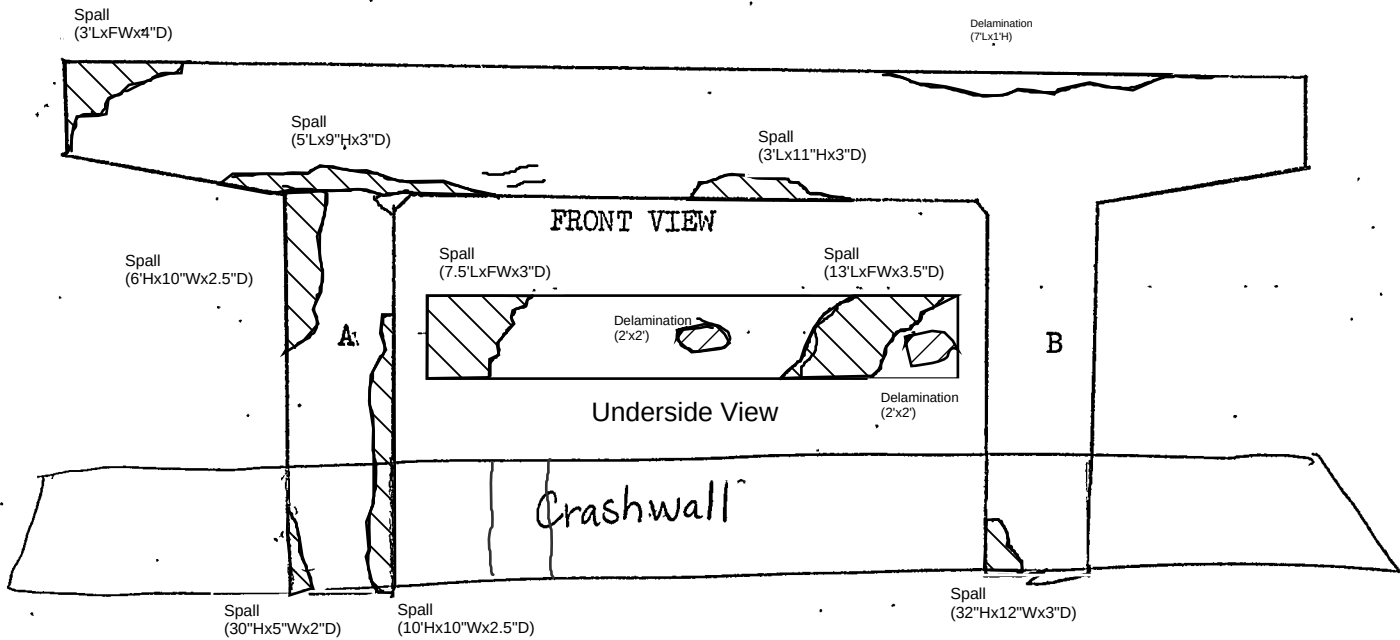
G (F) P C
G F P C
G F P C

Abutment End Diaphragms typically show minor to moderate spalling to undersides (with exposed rebar)
Bay D major spall (Full length x Full width x up to 6" D) with exposed corroded rebar

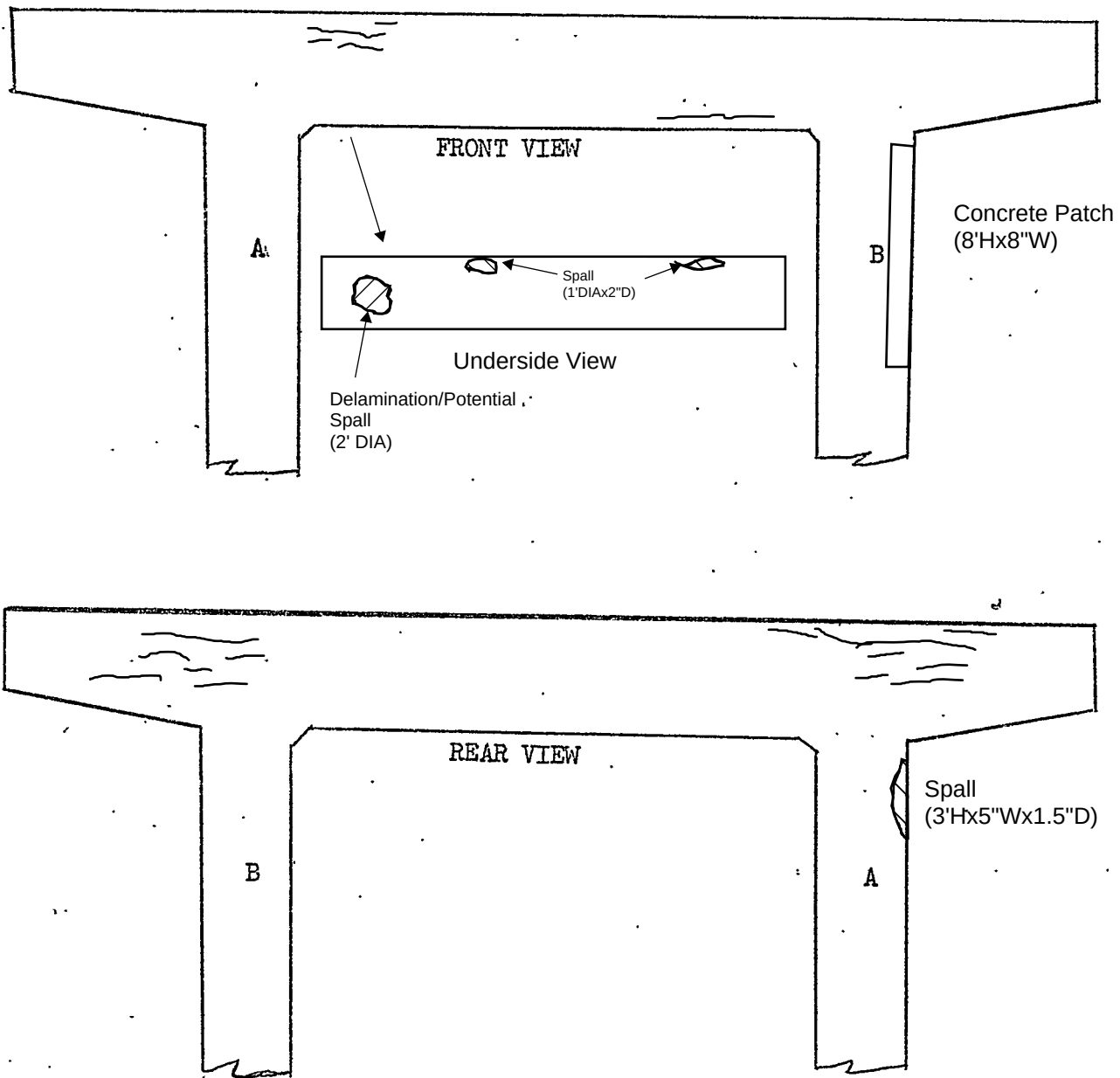
BR. NO. 57 I-40 7.54 sk. 62° 4. ABUT NO. 1



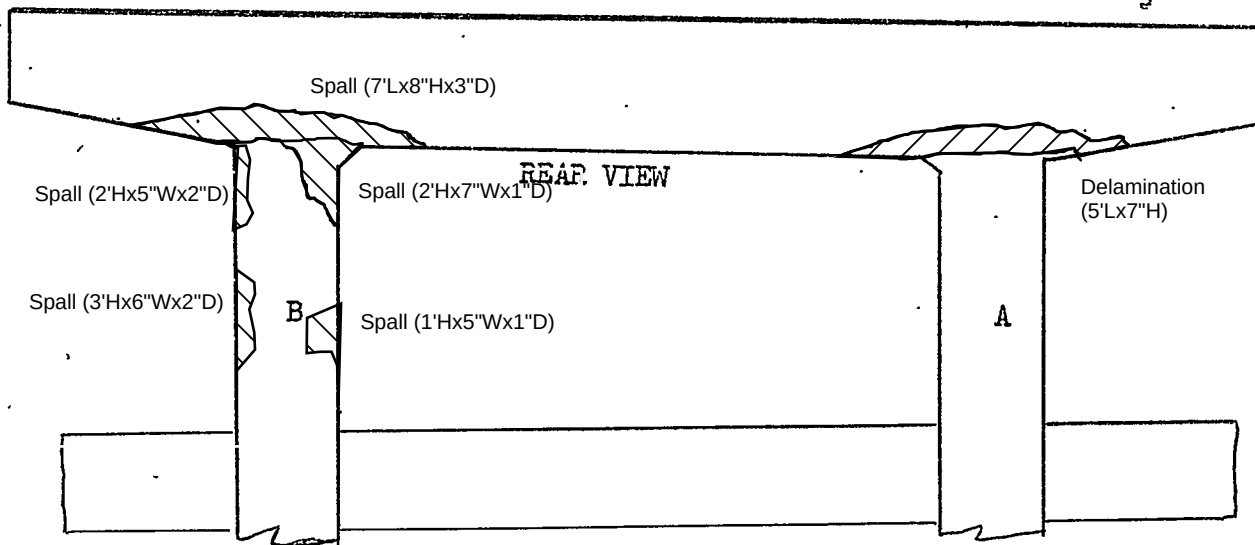
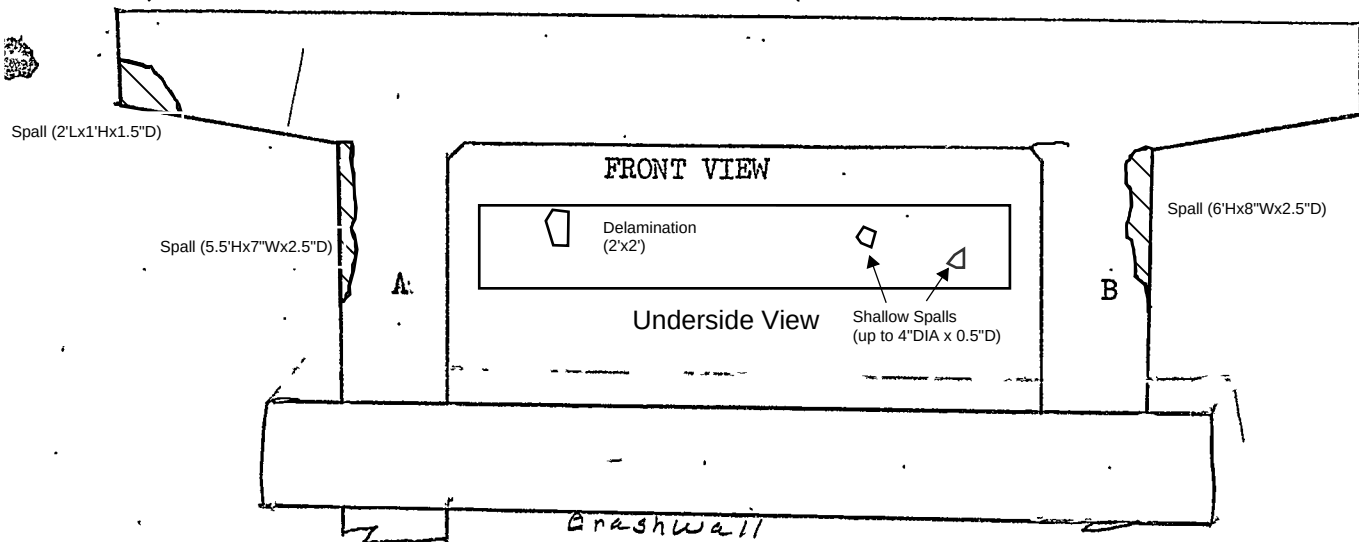
ELEMENT	RATING	COMMENT
BEARINGS	G F (P) C	Abutment bearings typically exhibit moderate to major pack rust between mating surfaces causing lift at select bearings. Moderate to laminated corrosion typical all bearings. Anchor bolts are sheared at some locations.
CAP	G (F) P C	Widespread minor scaling across cap from top to midheight, pedestal pop out spalls typical, Widespread longitudinal cracking (up to 20' L x 1/8" W). Pedestal B exhibits widespread moderate spalling throughout up to 2" deep with several exposed corroded rebar. Pedestals C,D exhibit isolated minor spalling in corners
PILING	G F P C	
WINGS	G (F) P C	Abutment 1, right wingwall is undermined adjacent to the abutment (up to 30"Lx26"Dx1'H)
VEG.	G (F) P C	Minor vegetation overgrowth
EMBANKMENT	G (F) P C	Undermining present full length of slope paving, depth unknown due to placement of rip rap.
RIP - RAP	G (F) P C	
SLOPE PAVING	G (F) P C	



ELEMENT		RATING	COMMENT
BEARINGS		G F P C	Bent bearings typically exhibit moderate pack rust between mating surfaces causing lift at select bearings. Moderate to laminated corrosion typical all bearings
CAP		G F P C	Cap bottom edges and underside have major spalling with several corroded reinforcing bars exposed. Isolated rebars are debonded.
COLUMNS	A B	G F P C G F P C	Column A exhibits major spalling with several corroded reinforcing bars exposed. Column B exhibits isolated spalling with up to several corroded reinforcing bars exposed
Crashwall		G F P C	Isolated vertical cracking (up to 1/16").

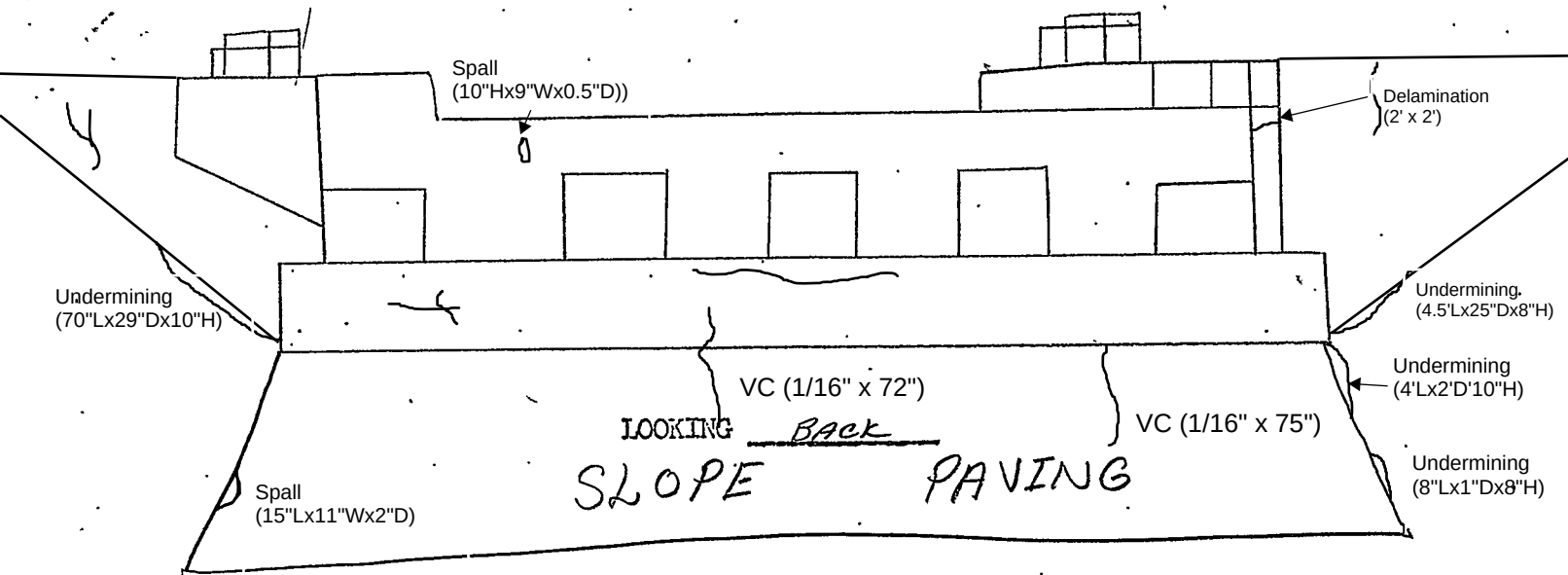


ELEMENT		RATING	COMMENT
BEARINGS		G F P C	Bent bearings typically exhibit moderate pack rust between mating surfaces causing lift at select bearings. Moderate to laminated corrosion typical all bearings
CAP		G F P C	Underside has an isolated delamination with two isolated spalls, top of cap over columns typically has widespread inherent longitudinal cracking with efflorescence. There is rust and water staining present along the cap face
COLUMNS	A	G F P C	Columns typically are in fair condition. There is a concrete patch on column B and a spall on column A
	B	G F P C	



ELEMENT		RATING	COMMENT
BEARINGS		G F P C	Bent bearings typically exhibit moderate pack rust between mating surfaces causing lift at select bearings. Moderate to laminated corrosion typical all bearings
CAP		G F P C	Cap bottom edges have widespread moderate spalling with several corroded reinforcing bars exposed. Cap underside has minor isolated shallow cover spalls with exposed rebar. There is rust and water staining present along the cap face
COLUMNS	A	G F P C	Column A exhibits isolated moderate spalling with several corroded reinforcing bars exposed on front face corner. Column B exhibits widespread moderate spalling with up to several corroded reinforcing bars exposed on all corners.
	B	G F P C	
Crashwall		G F P C	

BR. NO. 57 I-40 2.54 sk 62°th ABUT NO. 2



ELEMENT

RATING

COMMENT

BEARINGS

G F P C

Abutment bearings typically exhibit moderate to major pack rust between mating surfaces causing lift at select bearings. Moderate to laminated corrosion typical all bearings

CAP

G F P C

Widespread minor scaling across cap from top to midheight, pedestal pop out spalls typical, inherent isolated cracking at random locations (up to 1/16")

PILING

G F P C

WINGS

G F P C

Undermining is present along both wingwalls adjacent to the abutment (up to 70" L x 29" D x 10" H). Inherent isolated cracking at random (up to 1/16")

VEG.

G F P C

Minor vegetation overgrowth

EMBANKMENT

G F P C

Undermining of the slope paving is present (up to 4'Lx2'Dx10"H), embankment at stem is separating (2" gap). Slope paving has an isolated spall.

RIP - RAP

G F P C

SLOPE PAVING

G F P C

LEFT SIDE OF BRIDGE

BIR 3.10
Rev. 06/22/0
ET-1510

BRIDGE LOC. NO. 57 I0040 0754
CO. ROUTE L. M. L/R

DATE: 4/23/2025

LATERAL AND VERTICAL CLEARANCES

57 - 0B290 - 0455

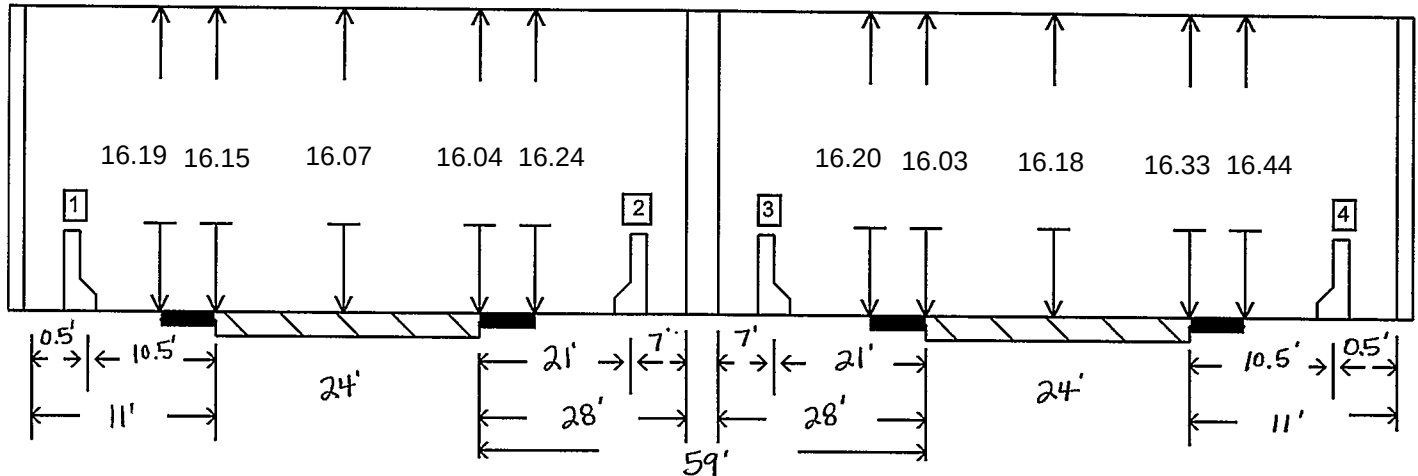
or - - -
Co. Route Log Mile

or - - -
Co. Route Log Mile

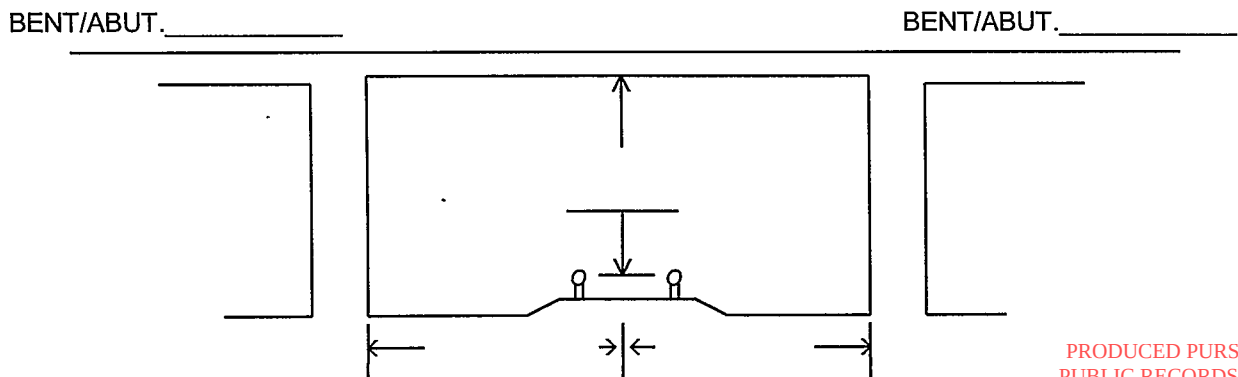
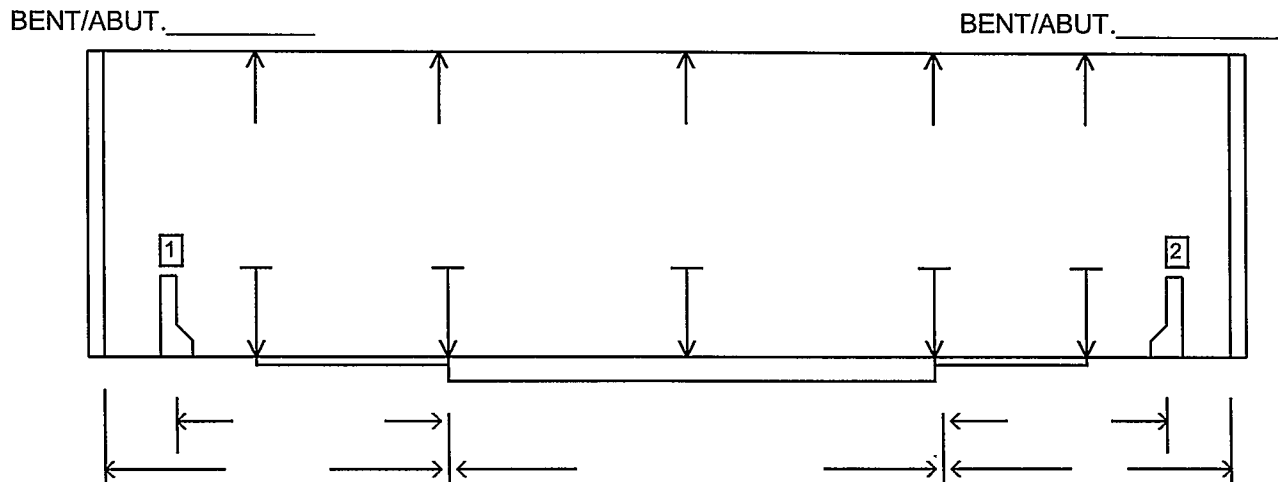
BENT/ABUT. 3 ① W.B.

BENT 2 ② E.B.

BENT/ABUT. 1



- | | | | | | | |
|-----------------------|---------|-------------------------------------|---------------|-------------------------------------|------|--------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE | ☐ | CONC. BARRIER | ☒ | NONE | ☐ |
| 2. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 3. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 4. RAIL/BARRIER TYPE: | W-SHAPE | ☐ | CONC. BARRIER | ☒ | NONE | ☐ |



RIGHT SIDE OF BRIDGE

BIR 3.10
Rev. 06/22/0
ET-1510

BRIDGE LOC. NO. 57 I0040 0754
CO. ROUTE L. M. L/R

DATE: 4/23/2025

LATERAL AND VERTICAL CLEARANCES

57 - 0B290 - 0455

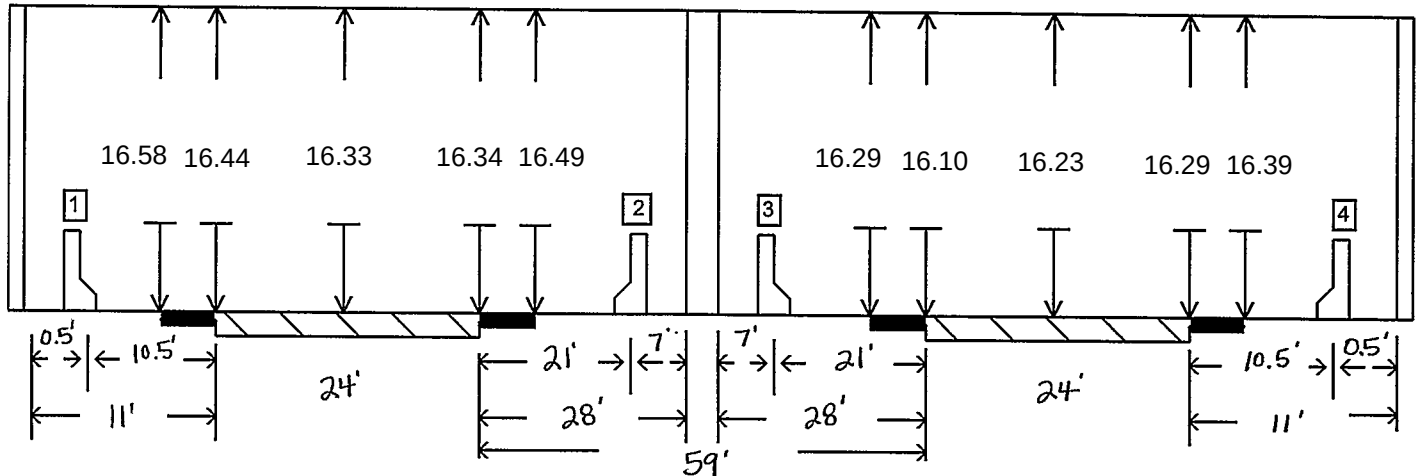
or - - -
Co. Route Log Mile

or - - -
Co. Route Log Mile

BENT/ABUT. 3 ① W.B.

BENT 2 ② E.B.

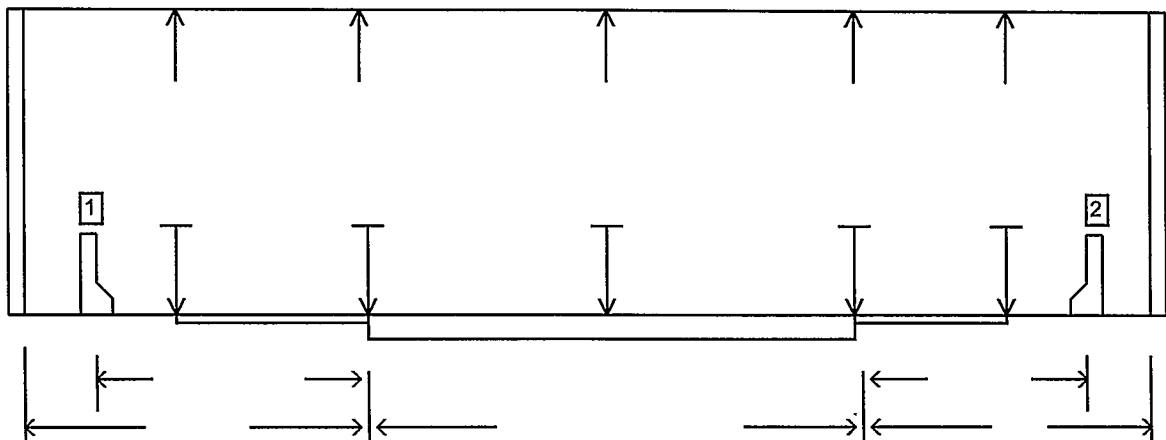
BENT/ABUT. 1



- | | | | | | | |
|-----------------------|---------|-------------------------------------|---------------|-------------------------------------|------|--------------------------|
| 1. RAIL/BARRIER TYPE: | W-SHAPE | ☐ | CONC. BARRIER | ☒ | NONE | ☐ |
| 2. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 3. RAIL/BARRIER TYPE: | W-SHAPE | ☒ | CONC. BARRIER | ☐ | NONE | ☐ |
| 4. RAIL/BARRIER TYPE: | W-SHAPE | ☐ | CONC. BARRIER | ☒ | NONE | ☐ |

BENT/ABUT. _____

BENT/ABUT. _____



BENT/ABUT. _____

BENT/ABUT. _____

