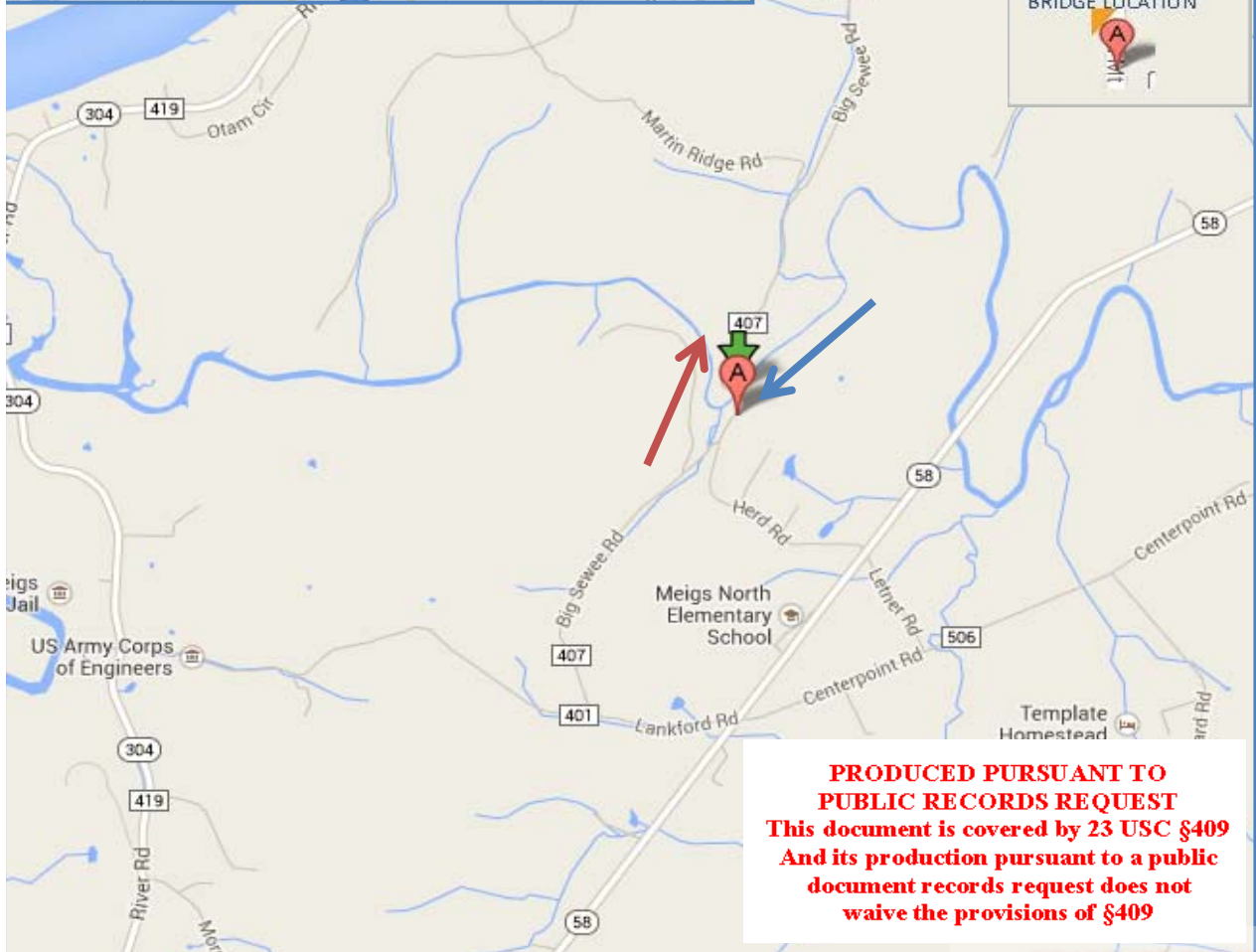


MEIGS COUNTY

BIG SEWEE ROAD
OVER SEWEE CREEK

BRIDGE #610A0220001
61-0A022-01.06

REGION 2: CROSSVILLE
BRIDGE INSPECTION



KEY:

- N ↑
- ROUTE DIRECTION → (Red arrow)
- STREAM DIRECTION → (Blue arrow)
- BRIDGE LOCATION (Red pin with 'A')

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BRIDGE MAINTENANCE RECOMMENDATIONS



Tennessee Department of Transportation

COUNTY: MEIGS
 CITY: N/A
 LOCATION: 61-0A022-01.06-
 CO. SEQ.: 1 SPEC. CASE: 0

CROSSING: SEWEE CREEK

FED BRIDGE NO.: 610A0220001

REVISED:

06/23/2022

FACILITY CARRIED:	NFA A022	NUMBER OF MAIN SPANS:	1
HIGHWAY SYSTEM:	11-OTHER COUNTY ROADS	NUMBER OF APPROACH SPANS:	0
BRIDGE WIDTH (CURB TO CURB):	11 FT 1 IN	BRIDGE LENGTH (FT):	101
BRIDGE WIDTH (OUT TO OUT):	12 FT 1 IN	MAXIMUM SPAN LENGTH (FT):	99
APPROACH ROADWAY (W/SHOULDERS):	13 FT 1 IN	SKEW ANGLE (DEGREES):	90
MAINTAINED BY:	COUNTY HIGHWAY AGENCY		
MAIN SPAN MATERIAL:	STEEL		
MAIN SPAN DESIGN TYPE:	TRUSS - THRU		
APPROACH SPAN MATERIAL:	OTHER OR NOT APPLICABLE		
APPROACH SPAN DESIGN TYPE:	OTHER OR NOT APPLICABLE		
INSPECTION DATE:	06/23/2022	GENERAL CONDITION:	POOR
PPRM PIN NUMBER:	124091.00	STRUCTURALLY DEFICIENT:	YES
H TRUCK RATING @ INV.:	2 TONS	SUFFICIENCY RATING:	0.0

No.	RECOMMENDATIONS	REPAIR DATE	REPAIRED BY
1.	REPAIR ALL POOR CONNECTIONS		
2.	REPAIR TRUSS MEMBERS "L3-U3", "L4-L5", AND "L3-L4"		
3.	REPAIR LEFT L3-L4 AT L3 CONNECTION.		

SUGGESTED ROUTINE MAINTENANCE AND COMMENTS
TIGHTEN SCREWS ON LEFT HAND RAIL BRACING #6
REPAIR AND REPAINT PIN CONNECTIONS THAT HAVE SECTION LOSS
TIGHTEN ALL LOOSE TRUSS MEMBERS AND BOLTS
CUT AND REMOVE VEGETATION FROM AROUND TRUSS
APPROACH RAIL AND TRANSITIONS ARE SUBSTANDARD
BRIDGERAIL AND TERMINALS ARE NON EXISTENT
INSTALL "ONE LANE BRIDGE" WARNING SIGNS AT APPROPRIATE LOCATIONS
REPLACE MISSING "VERTICAL CLEARANCE" WARNING SIGN(S)

These items to be performed by MCHD

GENERAL COMMENTS:
 PART OF IMPROVE ACT UNDER PIN 124091.00 NO LETTING DATE SCHEDULED AS OF 1/26/2022.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Bridge Condition Coding Form

Revised 06/23/2022

Bridge Number:
 (Includes Item 5A)

Feature Intersected:

Evaluation Status:

County:

Route:

Special Case:

County Sequence:

Log Mile:

CODE ONLY THOSE VALUES WHICH HAVE CHANGED

ITEM #	DESCRIPTION	VALUE	CONDITION CODING GUIDELINES
90	LAST INSPECTION DATE	<input type="text" value="06/23/2022"/>	(Values for Coding Items 58, 59, 60 and 62)
	EARLIEST DATE OF NEXT REGULAR INSPECTION	<input type="text" value="04/23/2024"/>	
		<input type="text" value="/ /"/>	
10	MINIMUM V.C. OVER DECK (ROADWAY + SHOULDERS)	12 FT. 5 IN.	<p>N NOT APPLICABLE</p> <p>9 EXCELLENT CONDITION</p> <p>8 VERY GOOD CONDITION - NO PROBLEMS NOTED.</p> <p>7 GOOD CONDITION - SOME MINOR PROBLEMS.</p> <p>6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.</p> <p>5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.</p> <p>4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.</p> <p>3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT.</p> <p>2 CRITICAL CONDITION - ADVANCED DETERIORATION OF PRIMARY STRUCTURAL ELEMENTS. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT OR SCOUR MAY HAVE REMOVED SUBSTRUCTURE SUPPORT. UNLESS CLOSELY MONITORED IT MAY BE NECESSARY TO CLOSE THE BRIDGE UNTIL CORRECTIVE ACTION IS TAKEN.</p> <p>1 "IMMINENT" FAILURE CONDITION - MAJOR DETERIORATION OR SECTION LOSS PRESENT IN CRITICAL STRUCTURAL COMPONENTS OR OBVIOUS VERTICAL OR HORIZONTAL MOVEMENT AFFECTING STRUCTURAL STABILITY. BRIDGE IS CLOSED TO TRAFFIC BUT CORRECTIVE ACTION MAY PUT IT BACK IN LIGHT SERVICE.</p> <p>0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORRECTIVE ACTION.</p>
520	MINIMUM V.C. OVER DECK (EXCLUDES SHOULDERS)	12 FT. 5 IN.	
36	TRAFFIC SAFETY FEATURES		
	Br. Rail	0	
	Trans.	0	
	Appr. Rail	0	
	Terminal	0	
	SPEED LIMIT	UNKNOWN	
41	STRC OPEN/CLOSED/POSTED	P	
	A K P		
58	DECK	5	
59	SUPERSTRUCTURE	2	
60	SUBSTRUCTURE	7	
61	CHANL/CHANL PROTECTION	7	
62	CULVERT AND RETAIN WALL	N	
71	WATERWAY ADEQUACY	7	
72	APPROACH RDWY ALIGNMENT	3	
521	OVERALL CONDITION	POOR	
16	LATITUDE	N 35° 34.6830'	
17	LONGITUDE	W 84° 45.5760'	
	TEAM LEADER SIGNATURE		
	REVIEW DATE	<input type="text" value="/ /"/>	

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Cursory Inspection

Date 6/23/22

Bridge Location No. 61 0A022 1.06
County Route Log Mile

MEMBER L3-U3 LEFT: 1/8" WIDE TEAR HAS SAME WIDTH AND LENGTH AS PREVIOUS INSPECTIONS. SECTION LOSS AND REPAIRS SHOW **NO CHANGE AT THIS INSPECTION.**

CONNECTION U1 RIGHT: 2015 REPAIR PROJECT ADDED PLATES AND NEW BOLTS TO CONNECTION TO INCREASE SECTION AND STRENGTHEN CONNECTION.

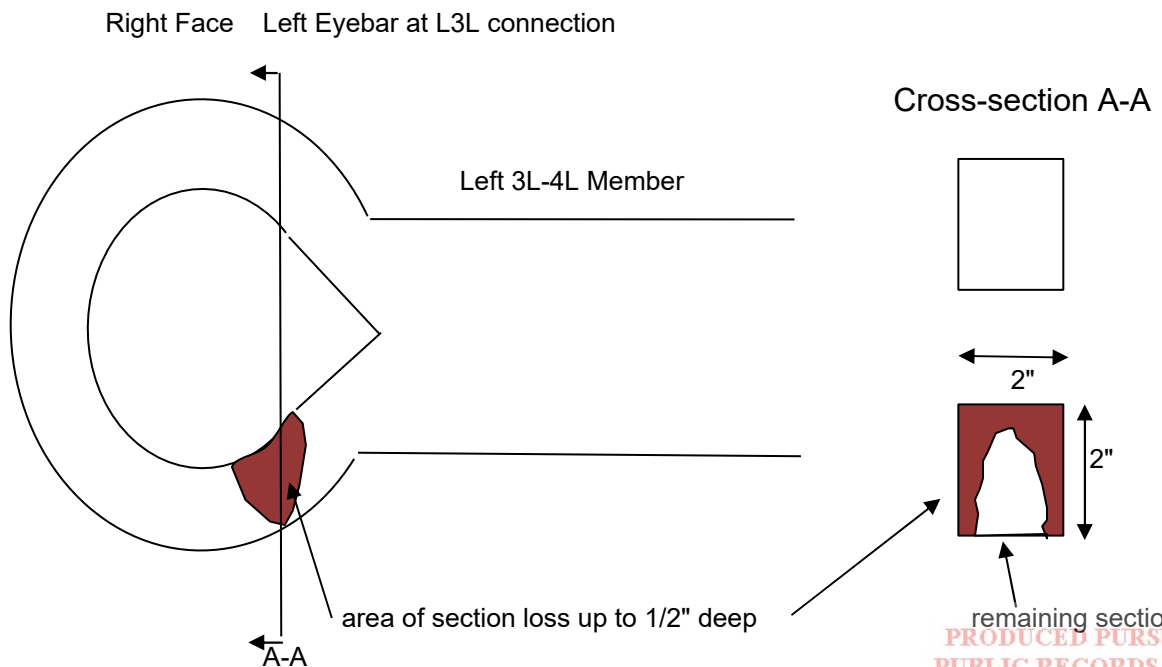
CONNECTION U5 RIGHT: 2015 REPAIR PROJECT ADDED PLATES AND NEW BOLTS TO CONNECTION TO INCREASE SECTION AND STRENGTHEN CONNECTION.

CONNECTION U1 LEFT: 2015 REPAIR PROJECT ADDED PLATES AND NEW BOLTS TO CONNECTION TO INCREASE SECTION AND STRENGTHEN CONNECTION.

CONNECTION U5 LEFT: 2015 REPAIR PROJECT ADDED PLATES AND NEW BOLTS TO CONNECTION TO INCREASE SECTION AND STRENGTHEN CONNECTION.

Additional Notes: During a hands on inspection of the pin connections it was discovered some increased deterioration of the eye bar running from L3L to L4L. It is estimated 1/2" of section loss around the sides and top of the bottom eye bar loop, see detailed sketch below.

Paul Owen
SUPERVISING BRIDGE INSPECTOR



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Photographs

Bridge ID#: 610A0220001

Date: 06/23/2022



LOOKING AHEAD ON ROUTE



BRIDGE NUMBER

Photographs

Bridge ID#: 610A0220001

Date: 06/23/2022



LOOKING DOWNSTREAM



LOOKING UPSTREAM

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LEFT SIDE VIEW OF BRIDGE



CRACK U3-L3 LEFT SIDE

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U5 RIGHT SIDE



U5 LEFT SIDE

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U1 LEFT SIDE



U1 RIGHT SIDE

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L3-L4 AT L3 CONNECTION LEFT SIDE



L3-L4 AT L3 CONNECTION LEFT SIDE

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L3-L4 AT L3 CONNECTION LEFT SIDE

FRACTURE CRITICAL MEMBERS AND DETAILS

Form BIR 3.9
(Rev. 9-22-98)
DT-1507

Bridge Location No. 61 - 0A022 - 1.06
Co. Route Log Mile

Date 6/23/2022

Note: Questions I and II Both Must be Answered.

- I. Is This a Non-Redundant Bridge? YES (If YES then Answer Question III)
- II. Does It Have Fracture Critical Details? YES (If YES then Answer Question IV)

Note: Answer YES to Only Those Items That Apply for Questions III and IV.

III. Type of Non-Redundant Bridge:

- 1. Simply Supported Two Girder System..... _____
- 2. Continuous Two Girder System..... _____
- 3. Simply Supported Truss..... YES
- 4. Continuous Truss..... _____
- 5. Simply Supported Longitudinal Box Beam.. _____
- 6. Continuous Longitudinal Box Beam..... _____
- 7. Suspension Bridge..... _____
- 8. Tied Arch Bridge..... _____
- 9. Steel Pier/Bent Cap..... _____
- 10. Single Bearing Device..... _____

IV. Fracture Critical Details:

- 1. Changes in Cross Section at:
 - a. Cover Plates..... _____
 - b. Insert Plates..... _____
 - c. Coped Sections..... _____
- 2. Framing System Member Connected at Tension Areas of:
 - a. Floor Beams..... _____
 - b. Bracing Mambers..... _____
 - c. Diaphragms or Cross Frames..... _____
- 3. Web Stiffeners..... _____
- 4. Eyebars..... YES
- 5. Pin and Hanger Connections..... _____
- 6. Single Bearing Devices..... _____

IV. Structural Condition of Fracture Critical Member and Details: (Note Location)

- 1. a. Cracking of Fracture Critical Members. YES
- b. Cracking of Fracture Critical Details.... YES
- 2. a. Corrosion of Fracture Critical Members.. POOR
- b. Corrosion of Fracture Critical Details..... POOR

IV. Comments: SEVERAL CONNECTED PINS AT EYEBOLTS HAVE UP TO 1/2" DEEP SECTION LOSS. L3-L4 HAS UP TO 1/2" DEEP SECTION LOSS AT EYEBOLT L3, TOP PLATE AT U1L,U1R,U5L AND U5R HAVE TEARS AT VERTICAL MEMBER CONNECTIONS. LEFT L3U3 HAS 4" TEAR ALONG TOP OF MEMBER.