HISTORIC HIGHWAY BRIDGES IN KENTUCKY, 1792-1950

SUBMITTED TO:

Kentucky Transportation Cabinet
Division of Environmental Analysis
125 Holmes Street
Frankfort, Kentucky 40601

SUBMITTED BY:

Karen E. Hudson, Ph.D.
Wilbur Smith Associates
465 East High Street, Suite 100
Lexington, Kentucky 40507
(606) 254-5759
FAX: (606) 254-5764

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ABSTRACT

Wilbur Smith Associates (WSA) was contracted by the Kentucky Transportation Cabinet (KTC) to conduct a statewide survey of historic highway bridges. This report documents the work completed to date.

WSA developed a preliminary historic context to provide background information and standards needed to systematically evaluate the significance of Kentucky's historic highway bridges. This work involved archival research as well as an analysis of the KTC bridge inventory, a database of information on all of the bridges currently on the KTC system. As a general rule, an historic resource must be at least fifty years old, or be of exceptional significance or value to be eligible for the National Register. Thus, the cutoff date for the construction of the bridges in this study was set at 1950. This will enable the study to be current for several years and will facilitate long range planning decisions. This cutoff date resulted in a study sample of 2,241 bridges.

The historic context was utilized to further reduce the sample to 458 potentially significant bridges (Appendix B). Field documentation was completed on 236 of these structures, during the 1982 and 1988 bridge surveys. These surveys concluded that 55 of the bridges appeared to be eligible for listing on the National Register of Historic Places. Since their significance has already been determined, no further work is recommended. The remaining 181 previously documented bridges are being re-evaluated. This evaluation is being based on a review of the existing field-survey forms, the historic context and questionnaire, and an examination of the KTC files, which include maintenance records.

Finally, field documentation is being completed on the 222 bridges that have not been previously documented. This includes 57 metal trusses, 14 concrete or masonry arches, 3 frame, 2 channel beam, and 146 concrete slab, beam or girder bridges. The field documentation includes a physical inspection, completion of a Historic Bridge Survey Form, digital photography, and oral interviews. A questionnaire has been sent to the County Judge Executives, Road Superintendents and local historical societies. The questionnaire was designed to collect information from local residents concerning the social and economic impact of the bridges on their communities. This data will be integrated with the historic context and field survey findings in the final written report and recommendations will be made concerning the National Register eligibility of each bridge. In addition to the written report and National Register recommendations, the final product will include field survey forms and a relational database keyed to photographs and line drawings on CD.

The work completed to date is summarized in this report. Karen E. Hudson, historic resource planner, served as the principal investigator. Jo Ann Huser, Howard Beverly, and James Taylor provided assistance with research and report preparation. KTC staff members, Robert Polsgrove and Kenneth D. Watson, provided guidance throughout the project.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

BACKGROUND

The Kentucky Transportation Cabinet (KTC) is responsible for removing and replacing inadequate, unsafe and obsolete bridges on state, county and federal roads. Many of these bridges are historically significant and meet the criteria of eligibility for inclusion in the National Register of Historic Places. Under the National Register of Historic Preservation Act of 1966, KTC must determine the effect that a federally funded bridge replacement project will have on any National Register eligible resource.

Since providing safe bridges and protecting historic resources can be opposing goals, management decisions carried out on a case-by-case basis using ad hoc procedures often lead to inordinate delays and controversy. Realizing that a statewide historic bridge survey would provide a framework for making sound management decisions, KTC undertook a statewide survey of historic bridges in 1982 (KDH 1982). The survey determined that 70 truss, suspension and arch bridges were eligible for listing on the National Register of Historic Places and the Keeper of the register concurred.

Historic bridges are continually being demolished or bypassed by new roads and left standing. In both cases the bridges are removed from the KTC system. At the same time, bridges which were once determined not eligible for listing on the National Register of Historic Places may now, for a number of reasons, meet the criterion for eligibility. Because of the dynamic nature of the process, in 1988 KTC determined that the 1982 survey was obsolete and needed to be updated. As a result, a second statewide historic bridge survey was completed (KDH 1988). The new survey determined that 30 additional bridges were eligible for inclusion on the National Register of Historic Places.

Both the 1982 and 1988 surveys focused on technological criteria when determining National Register eligibility. They adeptly demonstrated that a wide variety of structural forms could be built to carry human commerce over natural barriers. The decision of which form to choose, however, was based on a number of social, economic and environmental factors such as: the geologic and topographic conditions at the site; the nature of traffic intended for the span; the skills and availability of local workers; the price and availability of structural materials; county, state and federal laws; the available funding mechanism; competing transportation systems in the area; the political influence of local suppliers and contractors; and the visual prominence of the setting. In addition, the decision to maintain, abandon or replace a bridge involves a number of similar factors. In other words, significance relies on more than technology, and can only be determined when a bridge is evaluated within its broader historic context.

With this in mind, in 1991 the Kentucky Transportation Cabinet undertook a study to identify historic themes which might assist in the development of a historic context that would provide a basis for evaluating the historic significance of Kentucky's highway bridges (Powell 1991). The

goal of the current project is to develop the themes identified in 1991, as well as others discovered during this study, into a context for "Historic Highway Bridges in Kentucky, 1792-1950."

HISTORIC CONTEXT

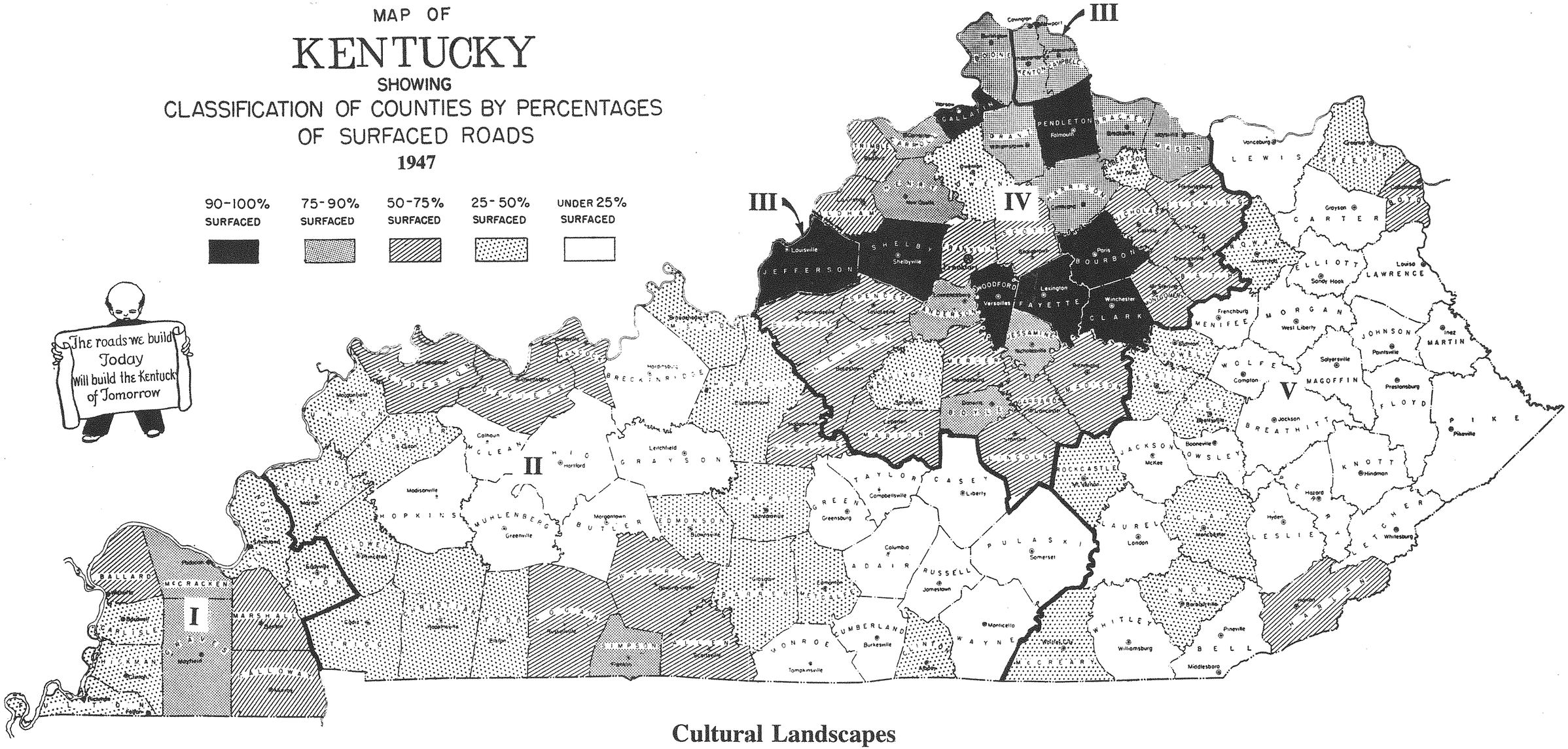
This research was based on the format of the National Register of Historic Places Multiple Property Documentation Form (NPS 10-900-b). The form provides a way to organize the themes, trends, and patterns of history shared by the subject properties into historic contexts and the property types that represent those historic contexts are defined. It serves as a basis for evaluating the National Register eligibility of related properties. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. As a management tool, the thematic approach can furnish essential information for historic preservation planning because it evaluates properties on a comparative basis within a given geographical area and because it can be used to establish preservation priorities based on historical significance.

Historic contexts describe the impact of various historic themes, trends, or patterns on geographic areas. Property types tie the historic context to specific historic properties, so that National Register eligibility can be assessed. A property type is a grouping of individual properties characterized by common physical and/or associative attributes. The specific characteristics that qualify or disqualify properties for National Register listing are discussed in the property type narrative. For the purpose of discussion and analysis it is often useful to divide some property types into subtypes.

Historic contexts include three elements: a historical theme, chronological period and geographical area. The historic context developed for this project is "**Historic Highway Bridges in Kentucky, 1792-1950.**" In this case the theme is highway bridges. Railroad bridges, pedestrian bridges and culverts were not considered. The chronological period is 1792, the establishment of the state, to 1950. While the geographic area is the state of Kentucky, for the purposes of analysis, the state has been further divided into five cultural regions. Figure 1 illustrates the general location of each region. As seen below, the 458 bridges identified as potentially significant are located throughout all five regions: Appalachian Region (135); Bluegrass Region (152); Ohio River Industrial Area (57), Pennyrile Region 79); and the Purchase (35).

Within these five regions, called cultural landscapes, common themes based on settlement, land use, access to transportation, economic history, and shared events, effectively define a "typical" cultural landscape. The cities and counties in each cultural landscape share numerous historic, architectural and cultural resources and are historically and visually different in many, but not all, ways from communities in adjoining cultural landscapes. For example, Figure 1 illustrates the percentage of surfaced roads in each county in 1947 as well as the boundaries of each cultural

Figure 1
Cultural Landscapes



Cultural Landscapes

I. PURCHASE
II. PENNYRILE
III. OHIO VALLEY URBAN CENTERS
IV. BLUEGRASS
V. APPALACHIA

landscape. It clearly shows a number of patterns, for example, the majority of surfaced roads are located in the Bluegrass region and the fewest surfaced roads are located in the Appalachian region. While this context was written for historic highway bridges in Kentucky, patterns of bridge building in each cultural landscape and their relationship to National Register significance, will be addressed throughout the study. A brief description of each cultural region as well as the counties located in each is offered in Appendix A.

METHODOLOGY

This work began with a review of the three earlier bridge studies conducted by the Kentucky Transportation Cabinet (1982, 1988, 1991). The first two studies focused on the technological aspects of truss, suspension, and arch bridges. There are 2,241 highway bridges built before 1950 on the KTC system today. Only 303 of these bridges are truss, suspension or arch structures. Thus, 1,938 or 86% of Kentucky's historic bridges were not evaluated in the previous studies. The majority of these bridges are slab, beam or girder structures and most, 1,312 (59%), are reinforced-concrete structures (Table 1).

Table 1
Bridge Types

TYPE	1792-1865	1865-1900	1900-1919	1920-1935	1935-1945	1945-1950	UNKNOWN	TOTAL
TIMBER TRUSS	2	2	0	1	1	0	0	6 (.3%)
METAL TRUSS	0	27	65	107	44	7	3	254 (11%)
CONCRETE ARCH	0	0	9	18	6	1	0	34 (2%)
MASONRY ARCH	0	0	3	3	1	0	0	7 (.3%)
SUSPENSION	0	1	0	1	0	0	0	2 (.09%)
SLAB, BEAM AND GIRDER	0	0	46	937	771	168	11	1933 (86%)
FRAME	0	0	1	1	1	0	0	3 (.1%)
CHANNEL BEAM	0	0	1	0	1	0	0	2 (.09%)
TOTAL	2 (.09%)	30 (1%)	125 (6%)	1068 (48%)	826 (37%)	176 (8%)	14 (.6%)	2241

A number of other important facts were revealed by the review of the earlier bridge surveys. For example, of the 70 bridges determined eligible for listing on the National Register of Historic Places during the 1982 survey, only 27 (39%) remain in the KTC system today. The 1988 update to the first survey reported that, during the six years that elapsed between the two reports, 29 of the bridges had already been removed. This means that 14 of the bridges were removed from the KTC system between 1988 and the current report. It would appear, therefore, that while the rate of removal is great, 61% over 14 years, it has slowed in recent years. This finding is supported by the fact that only six of the 30 bridges determined eligible during the 1988 survey have been removed from the system. The 55 bridges determined significant during the 1982 and 1988 surveys, that remain in the KTC system today, are listed in Appendix C. There is no indication that changes have taken place that would result in any of these resources being removed from the National Register of Historic Places. Thus, since their historic significance has already been established, they should do not require further examination, they were, however, for the purpose of context, included in this study. Also, information concerning bridges that have been removed from the system will be considered when determining if any of the truss, suspension or arch bridges not considered eligible in the past may be eligible today.

As previously discussed, the first two studies focused on the technological aspects of bridge building in Kentucky. In addition to technology, however, there were many social, cultural, and economic factors which helped determine whether a specific bridge was built or maintained and what form it took, for example, geology; topography; intended traffic; the skills and availability of local workers; cost and availability of materials; political influence of local entrepreneurs; county, state, and federal laws; available funding sources; and the visual prominence of the setting. The 1991 study conducted by the KTC began to identify some of these themes. This study will expand the 1991 study and organize the data into a historic context.

After reviewing the earlier studies, this project began by conducting research in the archives of the following institutions: the KTC; the Kentucky Heritage Council (KHC); the University of Kentucky (UK); Kentucky Historical Society (KHS); and the Kentucky Department of Libraries and Archives (KDLA). The information obtained from these archives is listed in the bibliography of this report.

The research began by reviewing historic bridge surveys conducted in other states. The reports of the following states were particularly useful: Ohio, Virginia, Georgia, West Virginia, Minnesota Oregon and Vermont. Next, the research moved to the review of secondary literature on the largest body of bridges that had not yet been surveyed, the reinforced-concrete bridge. Following this review, the study moved to the analysis of primary literature on Kentucky bridges. This research began with a review of the publications of the Kentucky Department of Transportation and its predecessors, for example, the Department's biennial reports, the standard specifications for highway and bridge building, the *Kentucky Road Builder*, and *Kentucky Highways*. Articles on Kentucky bridges were also obtained from professional engineering literature. The location of these articles was obtained from a general search in the *Engineering Index*. Finally, the research turned to analyzing the written record that appeared in the state's newspapers. These articles

were located through two newspaper indexes: the *Louisville Courier Journal* subject index from 1917 to 1977; and the index of Kentucky newspapers at the Kenton County Library (1835-1925).

Throughout the archival research, the KTC's inventory of bridges was being analyzed. Kenneth D. Watson provided valuable access to the database which contains information concerning the name, location, type, dimension, and construction date of all bridges currently on the KTC system. As a general rule, a historic resource must be at least fifty years old, or be of exceptional significance or value to be eligible for the National Register. Thus a cutoff date for the construction of the bridges in this study was set at 1950. This cut-off date enabled the study to be current for several years and to facilitate long range planning decisions. As a result, the KTC inventory was reduced to 2,236 highway bridges constructed before 1950 (culverts and railroad bridges were not included).

Based on the results of the archival research and the KTC bridge inventory analysis, a preliminary historic context was developed. The historic context was used to identify 436 potentially significant bridges (Appendix B). The sample included all truss, suspension and arch bridges (307); all frame bridges (3); and channel beam bridges (2); and 146 slab, beam and girder bridges. The majority of the bridges on the KTC system, 86%, belong to the slab, beam and girder category. The sample chosen includes: all examples built before 1920 (51); all slab bridges over 30 feet (4); all concrete bridges over 100 feet (3); all concrete bridges constructed between 1920 and 1923 (64), the period when the state had a special concrete bridge design unit; and all timber bridges constructed between 1935 and 1943, the WPA era (24).This selection process was based on criteria developed in the historic context and discussed in detail this report.

During the 1982 and 1988 surveys, 55 of these bridges were determined eligible for listing on the National Register of Historic Places. Thus, since their significance has already been established, these bridges do not require further examination. For the purpose of context, however, they were included in this study. During the previous surveys, a site visit was made to 181 additional bridges. Thus, instead of field inspection, these bridges will be evaluated by reviewing the original field-survey form, the historic context, and examining the KTC files, which include maintenance records.

The remaining 200 bridges are being field inspected. The field documentation includes a physical inspection, completion of the Historic Bridge Survey Form, digital photography, and oral interviews. There are 120 counties in Kentucky. It was impossible at the phase one level to research the local histories of all counties. However, now that the sample of bridges has been reduced to a more manageable number, the local histories of the counties where sample bridges are located are being consulted. In addition, drawings, plans and maintenance reports available in the KTC bridge files are being investigated.

Finally, a questionnaire has been sent to the County Judge Executives, Road Superintendents and local historical societies in all 120 counties. This questionnaire was designed to collect information from local residents concerning the social and economic impact of the bridges on

their communities; the communities feeling about a bridge; its role in the community; and memories of bridge workers. Not only will this information assist with the process of determining the National Register eligibility of each structure, it may also uncover historically significant bridges which were not identified during phase one. In such a case, the bridge will be added to the sample being considered for nomination to the National Register of Historic Places.

All the data collected to date is summarized in the following preliminary historic context. This context will be finalized, data collected from the field survey and questionnaire will be integrated, and recommendations will be made concerning the National Register eligibility of each structure in the final report.

ORGANIZATION

Each section of this report explores the historic themes, trends or patterns related to bridge building in Kentucky from 1792 (the establishment of the state) until 1950. The themes are organized into six broad historical periods: 1) Pioneer Settlement and Early Development, 1792-1865; 2) The Railroad Era, 1865-1900; 3) The Good Roads Movement, 1900-1920; 4) Federal Aid, 1920-1935; 5) The Great Depression and WW II, 1935-1945; and 6) The Post War Era, 1945-1950.

Each section begins with a historic background which includes a discussion of the major stages of growth, pivotal events, significant personal associations, and political or legislative decisions characterizing the period. The historic background is followed by a summary of the extant bridges constructed during the period. The final section of each chapter includes a description of the property types popular during the period as well as recommendations for further work.

II. PIONEER SETTLEMENT AND EARLY DEVELOPMENT, 1792-1865

HISTORIC BACKGROUND

The history of Kentucky bridge building begins with the settlement of the state. Prior to 1800 a system of rough trails existed throughout Kentucky. The original "Wilderness Road" led from Cumberland Gap to Boonesboro and in 1775 a branch was opened that ran through Crab Orchard, Danville, Harrodsburg, Lawerenceburg and toward the Falls of the Ohio. An October 15, 1796 announcement in the *Kentucky Gazette* read "Wilderness Road from Cumberland Gap to the settlements in Kentucky is now completed. Wagons loaded with a ton weight, may pass with ease, with four good horses."

Kentucky became a state on June 1, 1792. After statehood, the demand for improved roads became so great that in 1795 the General Assembly provided for a heavy wagon road to be built from Crab Orchard to Cumberland Gap. In 1797 a toll-gate was built across the road to raise funds for its maintenance.

Also, in 1797 the State passed its first road law (An Act Concerning Public Roads). The law was very similar to that of Virginia, which was, in turn, an adoption of the English road law that had prevailed for ages. Under its provisions applications were made to the county court to open a road to the courthouse, to a public warehouse, landing, ferry, mill, coal or iron works, or the seat of government.

For the general supervision and care of the roads each county was divided into precincts, each consisting of a certain number of miles, over which an overseer or surveyor was appointed, whose duty it was to look after the repairs, clear away obstructions, and do other such work. Under section 4 of the 1797 road law, all males sixteen years or older, except owners of two or more slaves sixteen years or older, were required by the court to work on public roads. If an individual failed to perform his duty when called by the overseer he was fined seven shillings and sixpence for every day's offense, to be paid by him or his parent, owner, or guardian. Half of the fine went to the road overseer and the other half went to the improvement of the road.

Under section 6, the overseers were required to keep the road cleaned, smooth, and at least thirty feet wide. A signboard was to be placed at every fork or crossroad, giving the direction and distance to the most noted place to which the road leads. He was also required to provide bridges and crossways, not less than twelve feet wide, wherever necessary. He was given permission to go on adjoining land for earth, stone, timber, or other materials needed for the construction and maintenance. If an overseer failed to perform his duties he was required to forfeit fifteen shillings for each offense.

The county court was also authorized to contract for building bridges, and two adjoining counties could join for constructing a bridge common to both. This act was amended in 1801, fixing the

width of all highways and principal roads at not less than thirty feet, except, when it was deemed necessary, the court could require that they be made 40 feet wide.

The smaller creeks of the counties could be forded where gravel bars or underlying rock strata provided firm footing. Often, however, many waterways had no fords, gravel bars, or rock outcroppings beneath its waters. While none of the bridges built in Kentucky before 1835 have survived, a number of historians have written about their construction. Lee Dew, for example, has written that early bridge construction in Hancock County, KY began by locating two tall, straight tulip poplars. After they had been cut they were drug to the bridge site using oxen, cant hooks, blocks and tackle. Once across the creek, and lying parallel and six or eight feet apart, the framework of the bridge was complete. All that remained was to flatten the tops of the logs with broadaxes, then spike on a decking of thick oak planks. This made a bridge adequate to carry the heaviest load of the day. The only danger was flood, which, if waters got high enough, would send the bridge downstream. Or, more likely, flood waters would pile logs and brush against the bridge until the pressure would be so great that the bridge would be swept away (Dew 1989:43).

The first specific act for construction of a bridge in Kentucky was the charter granted December 21, 1799, entitled "An Act for Incorporating the Frankfort Bridge Company." This act provided a three-man commission and empowered them to open a book of subscription to raise money to construct a toll bridge across the Kentucky River at Frankfort. A pontoon bridge was built at the foot of Ann Street. This bridge served for many years and was in use at the time of the Civil War (KDH 1939:13).

As commerce and travel increased after 1800 the dirt trails and simple bridges were deemed inadequate and many "artificial" roads were projected. During the early 1800s, the Kentucky state government was actively involved in the development of toll roads, purchasing large blocks of stock in most of the major road companies. In 1817, the first two private turnpike companies were incorporated: Lexington to Louisville and Lexington to Maysville. The period from 1820-1828 was a lean time for internal improvements in Kentucky due to financial hard times. In 1828, however, with the return of prosperity, nine new turnpike companies emerged (Kerr 1922:723-24).

After the National Pike or Cumberland Road was built over the Maryland and Pennsylvania mountains by the Federal Government it was proposed to use Federal aid to build a branch of it from Zanesville, Ohio through Maysville, Paris and Lexington and on to Nashville, Florence, Ala. and New Orleans. In 1830 Congress passed a bill authorizing the Federal Government to aid financially the Maysville Turnpike Company in macadamizing the road from Ohio to Lexington, KY. However, President Andrew Jackson vetoed the Maysville Road Bill.

At the time, many turnpike companies were seeking federal aid as was the first railroad, but President Jackson's veto stopped federal highway aid until 1916 and forced the railroads to be privately owned. Jackson maintained that the Federal Government had no right to assist in building state roads. As a result, all roads had to be built by turnpike companies or state and local

governments. In the case of the Maysville Pike, the state of Kentucky matched local subscriptions and 31 miles of turnpike were built (Collins 1882:539). This was the first macadamized road built in Kentucky. The entire road from Maysville to Lexington was opened in 1835, and according to Coleman, it included six covered bridges (Coleman 1935:233).

In the 1830s another financial panic brought business to a halt. Internal improvements were seen by politicians as a way to stimulate the state's economy and to supply the funds denied by the veto of President Andrew Jackson. In 1835, during the peak of the turnpike era, Kentucky established the **State Board of Internal Improvements**, which some have suggested was the country's first highway department. The new board was charged with the responsibility to oversee the improvement of Kentucky's transportation routes.

With the establishment of the Board of Internal Improvements and the prospect of state aid, private turnpike companies proliferated. The General Assembly was flooded with applications for turnpike charters. The state subscribed to more than half of the stock in the following turnpikes: Louisville and Nashville; Frankfort, Versailles, and Lexington; Lexington, Georgetown and Covington; Lexington and Winchester; Richmond and Lexington; Danville, Lancaster, and Nicholasville; Lexington, Harrodsburg and Perryville. The remaining stock in these companies was bought by the residents along the road and the local governments of the counties through which they ran.

While the Board of Internal Improvements completed some work, principally in connection with river navigation, the project suffered financially from the economic panic of 1837. Finally, the public's interest in roads faded during the expansion of the railroad and in 1859, the Board was abolished. As a result of its abolishment the state abdicated any role in highway construction or maintenance until the twentieth century. Thus, after the 1850s, only private toll companies, primarily local in nature, remained (Kleber 429).

Private interest in the incorporation of turnpike companies was strong in the 1840s and 1850s, fluctuating with the state's prosperity and competing with river navigation improvements for legislative approval and funding. By the outbreak of the Civil War nearly all of Kentucky's roads were under private control. During the Civil War, however, turnpike activity ceased (Kerr 1922:723).

BRIDGE SUMMARY

There are only two bridges on the KTC system that were constructed during this period. Both are timber trusses. One is located in the Bluegrass region and the other is in the Appalachian region. Both structures are already listed on the National Register of Historic Places.

PROPERTY TYPES

Timber Trusses

Early Kentucky was blessed with an abundant supply of forests. Wood was readily available and became a vital material in the state's early economic development. For relatively short spans, timber members could be used efficiently as beams, for longer spans, however, the truss offered a better solution. Truss bridges, whether of wood or metal (or a combination of the two), are characterized by a structural assemblage of many relatively small members joined together in a series of triangles that interconnect to form the bridge. One reason early builders and engineers were attracted to truss bridges was the comparative ease of fabricating, hauling and assembling these individual members. The structures were covered to protect their complex structural system from the weather, as repair was a difficult and timely task.

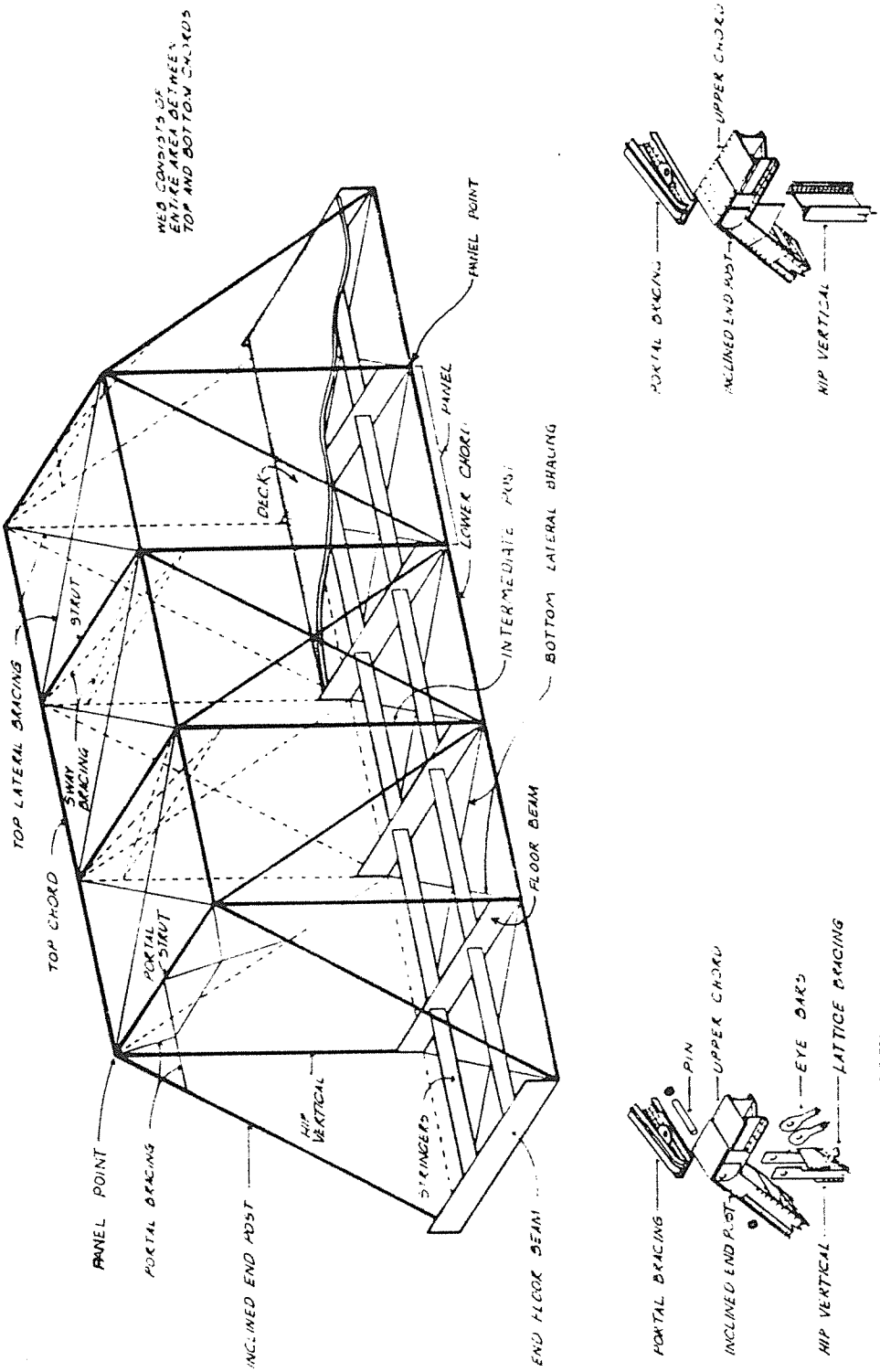
The specific type of truss design depends on the arrangement of members in the truss and the nature of the forces they are called on to resist. Truss members are placed either in tension (i.e., forces are acting to pull it apart from either end) or in compression (i.e., forces are acting to push it together from either end). Truss members are either stiff, heavy struts or posts or thin, flexible rods or bars. Stiff struts or posts are capable of withstanding both tension and compression, but thin rods or bars are capable only of withstanding tension. In general, truss members can be distinguished as being in either tension or compression (Figure 2).

In addition to the structural configuration of their members, trusses are further categorized according to the location of the traffic deck (Figure 3). Bridges in which the traffic is carried across the top of the truss structure are called deck trusses. If traffic is carried along the bottom chords of the structure, the bridge is called a through truss. And if traffic is carried along the bottom chord but there is no lateral bracing between the top chords of the truss, the bridge is called a pony truss.

The earliest wooden trusses were simple structures known generically as ***king post trusses*** (Figure 4). These are short, triangular structures with top-chord compression members and a vertical tension member. The form could be transformed into another simple design that came to be known as the ***queen post truss*** (Figure 4) This type of truss has two vertical tension members, compared to one in the king post design. Figure 5 is a line drawing of a queen post bridge built in 1831 on the turnpike between Winchester and Paris, KY. Though no longer standing, the 100 year old bridge was still in use in 1931 when Charles Allen submitted this drawing to the *Engineering News-Record* (109/25:753).

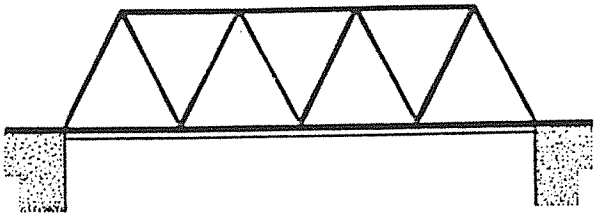
In the early 19th century a covered bridge builder from Connecticut, Theodore Burr, took a multiple king post truss and strengthened it with an auxiliary arch to form the ***Burr arch truss*** (Figure 4). Later engineers added arches to other types of trusses to strengthen them but, the Burr

Figure 2
Truss Identification Nomenclature

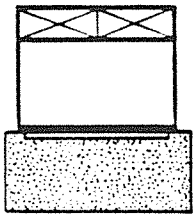


Source: Comp 1977

Figure 3
Truss Classification by Traffic Deck

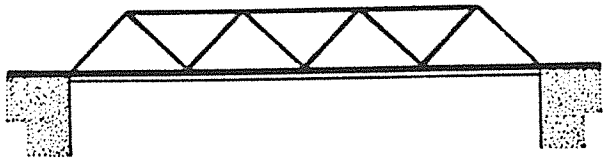


LONGITUDINAL ELEVATION



TRANSVERSE SECTION

THROUGH TRUSS



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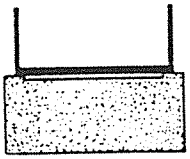
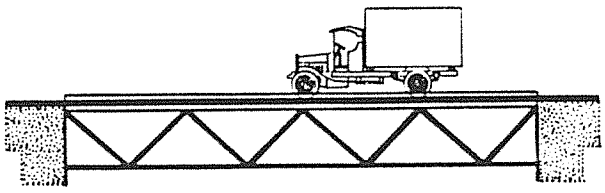
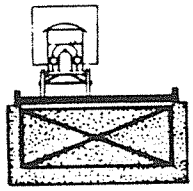


TRANSVERSE SECTION

PONY TRUSS



LONGITUDINAL ELEVATION

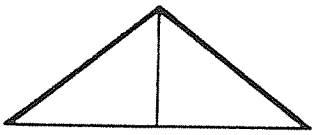


TRANSVERSE SECTION

DECK TRUSS

Source: Comp 1977

Figure 4
Timber Truss Bridge Types



KING POST

(WOOD)

A TRADITIONAL TRUSS TYPE WITH ITS ORIGINS IN THE MIDDLE AGES.

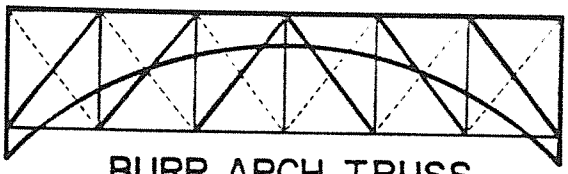
LENGTH: 20-60 FEET
6-18 METERS

QUEEN POST

(WOOD)

A LENGTHENED VERSION OF THE KING POST.

LENGTH: 20-80 FEET
6-24 METERS



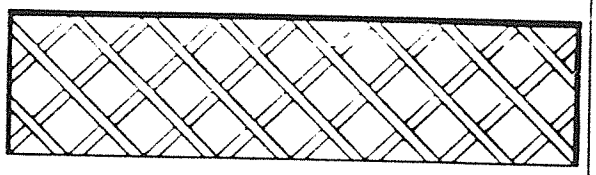
BURR ARCH TRUSS

1804-LATE 19TH CENTURY

(WOOD)

COMBINATION OF A WOODEN ARCH WITH A MULTIPLE KING POST. (ARCH ALSO COMBINED WITH LATER WOODEN TRUSSES).

LENGTH: 50-175 FEET
15-50 METERS



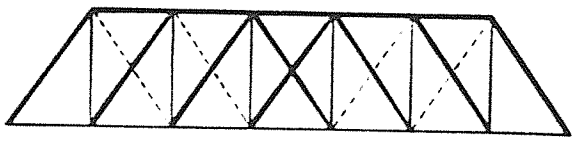
TOWN LATTICE

1820- LATE 19TH CENTURY

(WOOD)

A SYSTEM OF WOODEN DIAGONALS WITH NO VERTICALS. MEMBERS TAKE BOTH COMPRESSION AND TENSION

LENGTH: 50-220 FEET
15-66 METERS



HOWE

1840 - 20TH CENTURY

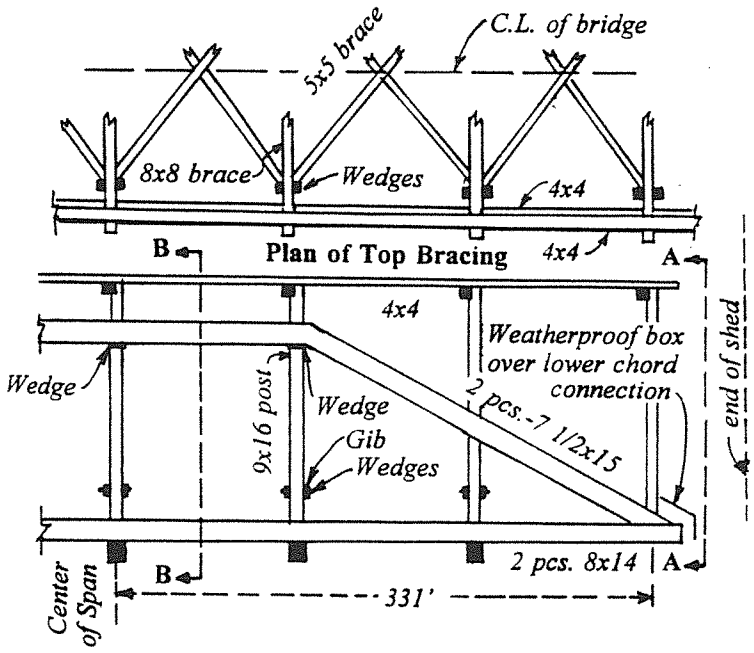
(WOOD, VERTICALS OF METAL)

DIAGONALS IN COMPRESSION, VERTICALS IN TENSION

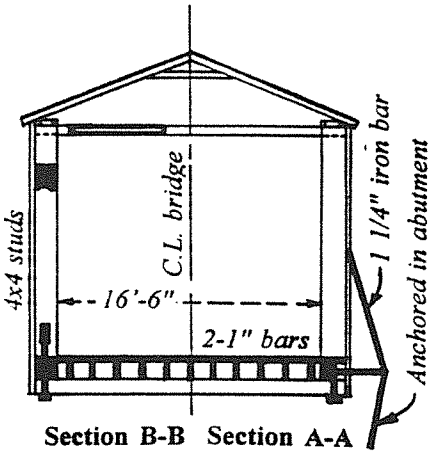
LENGTH 30-150 FEET
9-45 METERS

Source: Comp 1977

Figure 5
1831 Queen Post Bridge



Elevation of One-Half of Truss



Section B-B Section A-A

Source: Engineering News-Record - Dec. 22,1932
V. 109. N. 25 pp 753,754

arch truss was by far the most commonly built of this type of structure. It proved extremely useful in reducing the amount of deflection (sag) in the center of the truss, a frequent problem with wooden bridges .

Burr patented his design in 1817, and three years later architect and builder Ithiel Town, also from Connecticut, patented a truss type that also became very popular. Known as the ***Town Lattice truss***, this design featured an extensive web, or lattice, of memebrs joined together to form a long, stiff structre. Because of its stiffness, the Town lattice truss was not susceptible to sagging (Figure 4).

In 1840, William Howe patented a truss which utilized both wood and wrought iron (Figure 4). The essential feature of the ***Howe truss*** was its use of metal vertical functioning as tension members and wooden diagonals functioning as compression members. The Howe bridge marked the gradual change from wood to metal truss bridges.

At the turn of the 19th century, Kentucky had an estimated 400-500 wood truss bridges. Only 65, however, were still standing when a pre-World War II inventory was completed and by 1952 there were only 39 wood truss bridges remaining in Kentucky. The destruction and disappearance of these structures has continued and today, there are only 13 wood truss bridges remaining in the state (Table 2). Nine of the bridges are located in the Bluegrass region and 4 are in the Appalachian cultural region. Six are simple King or Queen post trusses; 2 are Burr arch bridges; and 2 are Howe type trusses.

Only four of these bridges are currently on the KTC system. All are listed on the National Register of Historic Places. Since their significance has already been determined, no further work is recommended.

81-5321-B48. The Lee's Creek Bridge in Mason County (Bluegrass), is a 61 foot, Queen post truss bridge, built in 1835, the year the State Board of Internal Improvements was established. It is the oldest surviving covered bridge in Kentucky.

45-5054-B46. The Bennett's Mill bridge in Greenup County (Appalachian), a 159 foot, King post truss bridge, was built around 1856 by B.F. and Pramley Bennett. It is the longest single-span covered bridge in Kentucky.

9-5016-B50. The Colville bridge in Bourbon County was built in 1877. It is a 120 foot Burr truss, without arch.

35-5101-B73. The Goddard-White bridge in Fleming County, built in c. 1880, is a 94 foot Lattice Truss bridge. It was moved from it original site and restored in 1968.

NOTE: two bridges (92-5290-C66 and 33-5323-RR601), one built in 1930 and the other in 1940, are coded as timber trusses in the database. It does not appear that they are covered bridges. They

were included in the bridge total but were not included here. They will be investigated in phase 2.

Table 2
Covered Bridges in Kentucky

CULTURAL REGION	COUNTY	NAME	TYPE	LENGTH	CONSTRUCTION DATE
Bluegrass	Washington	Mt. Zion	Burr Arch	280'	1871
Bluegrass	Franklin	Switzer	Howe	120'	1855
Bluegrass	Bracken	Walcott or White	Queen/King Post	75'	1880
Bluegrass	Robertson	Johnson Cr.	Smith	114'	1874
Bluegrass	Bourbon	Colville	King Post	124'	1877*
Bluegrass	Fleming	Goddard	Town Lattice	63'	1880*
Bluegrass	Fleming	Hillsboro	King Post	86'	1860s
Bluegrass	Fleming	Ringo's Mill	King Post	86'	1867
Appalachian	Greenup	Bennett's Mill	Long	159'	1855*
Appalachian	Greenup	Oldtown	King Post	186'	
Appalachian	Lewis	Cabin Creek or Rectorville or Mackey-Hughes	Burr Arch	114'	1867
Bluegrass	Mason	Lee's Creek or Dover	Queen Post	61'	1835*
Appalachian	Lawrence	Yatesville	Howe	130'	1907

* On the KTC system.

III. THE RAILROAD ERA, 1865-1900

HISTORIC BACKGROUND

Various schemes to build railroads through Kentucky abounded during the 1830s and 1840s. From 1850 until the Civil War, more than 450 miles of new railroads were constructed in the state. Although the Civil War interrupted state rail development, the war years demonstrated the worth of railroads as vital support systems for the military. As a result, immediately following the War, a railroad construction boom occurred in Kentucky.

From 1865 to 1880, much of Kentucky's trunk and primary network was built and rebuilt, and state rail mileage swelled from 567 to 1,536. New railroad bridges across the Ohio at Louisville and Newport assured connections to the Northeast and Midwest early in the decade. Secondary and feeder lines were also built during the period to tap natural resources and connect rural communities with population centers. Railroad construction accelerated in the 1880s and early 1890s. In fact, rail mileages doubled, from 1,536 miles in 1880 to more than 3,000 miles by 1900 (Castner 1992:753).

Because of the aggressive competition of the railroads, road and bridge building in Kentucky was greatly neglected during this period. For example, the Louisville and Nashville Railroad was built in 1859 alongside the Louisville and Nashville Turnpike, and almost instantly put the stagecoach and wagon train out of business. The Southern Railway supplanted the Lexington-Cincinnati Road and the Mid-Kentucky Trail. The Wilderness Road was followed by the Louisville and Nashville in the East and by the Southern in the West. Louisville and Nashville Railroad branches were built closely paralleling the Maysville Road, the Old Louisville-Lexington Road, Russelville-Ownesboro Road and the Bowling Green-Guthrie Trail (KHUC 1946:11-12).

In most cases, the railroads put highway transportation enterprises out of business by offering faster service. When stagecoaches and freighter lines stopped running, turnpike companies began to lose profits and ceased to maintain roads. As highway traffic declined the road surfaces disintegrated. Local people resented paying tolls to travel poorly maintained roads and as a result, there followed the "toll gate war" during which night riders destroyed many toll houses. The public began to demand that the counties buy the turnpikes and turn them into free roads. This was done in many cases, in others, however, the turnpike companies simply abandoned their roads. The end result was that much of the state's network of roads were simply used by local farmers or as feeders to the railroads with little through traffic. This situation prevailed for nearly forty years until the advent of the automobile restored highway transportation to a position greater than it held before railroads were built.

Besides stunting its growth, railroad construction in Kentucky had another major impact on bridge building and construction. The railroads required bridges which could withstand the stress of extremely heavy loads, traveling at relatively high speeds. Certain truss forms and materials

were found to perform better than others under these conditions. The railroads also required bridges which could be built cheaply and quickly. In a short period, railroad bridges proliferated and many new bridge forms were developed. Initially, many railroad bridges were timber trestles or trusses. Metal, however, was introduced in the construction of new bridges because of the structural limitation of wood.

During this period bridge building became more complex and passed from the domain of the old-style bridge carpenter to companies specializing in light iron or steel prefabricated bridges. While the wooden bridges required frequent maintenance and were expensive to rebuild, iron and steel bridges required little maintenance and were not as apt to wash away during heavy floods. Sharp-talking bridge salesmen used all of their tricks to convince county courts that wooden bridges were dangerous, and therefore must be replaced. Wholesale replacement of wooden bridges followed.

In Kentucky, the late nineteenth century was the heyday of the bridge companies and their catalog prefabricated bridges. The number of bridges built and the number of bridge companies mushroomed. Some companies were nationally known, although most were local or regional.

The greatest diversity of bridge companies and builders working in Kentucky was in the last quarter of the 19th century. A total of 35 companies from nine different states are known to have built bridges in Kentucky during this period. Consolidation of many small companies combined with the growth of the steel industry reduced the number of bridge companies at the turn of the century. A list of bridge companies working in Kentucky is included in Appendix D.

An investigation, completed by the Kentucky Department of Public Roads, into the practice of bridge building in the State, prior to the establishment of the Department, revealed that in most cases the services of an engineer were omitted. Typically, the report suggested, the county officials either appropriated a sum of money that they imagined sufficient to build the bridge or requested the bridge companies, who were interested in selling steel, to furnish plans and estimate costs. The report concluded that in many cases, the counties paid too much for engineering services in excess length of bridges and poor construction (DPR 1913:8). To support the report's findings, part of an address delivered by A.R. Hurst, State Engineer of Wisconsin, before the American Road Congress in 1913, was reprinted:

> *For many years both the design and erection of highway bridges was practically entirely in the hands of the steel bridge companies, who used their opportunity to the utmost and decorated the landscape with structures which had little to commend them except the fat prices they brought from an unknowing public.*
>
> *Within the last few years, however, many states have created highway commissions which have effectually taken up the problem of bridge design, and a considerable change for the better has occurred, both in the strength of bridge superstructures and in the foundations, more especially in the latter, which was the place where most of the older structures were*

especially deficient, if one point of weakness can be selected from the mass of general ineffectiveness (DPR 1913: 8).

BRIDGE SUMMARY

Thirty bridges currently on the KTC system were built between 1865 and 1900 (Appendix F). Most (27) are metal trusses. There are also 2 timber trusses and 1 suspension bridge built during this period. Seventeen of the structures are located in the Bluegrass; 5 are in Appalachia; 5 in the Pennyrile; and 3 are located in the Ohio cultural region. Thirteen of the bridges have previously been determined eligible for listing on the National Register of Historic Places. Ten others have already been surveyed and thus are being re-evaluated. A site-visit will be made to the other seven bridges.

PROPERTY TYPES

I. Metal Trusses

By far the most common bridge type built in Kentucky during the late 19th century was the metal truss bridge. The change from wooden to metal trusses did not occur abruptly, however. It was a gradual transformation that began with the construction of the first Howe truss bridge, discussed in the previous chapter, which utilized a combination of wood and iron. Howe truss systems were commonly used by railroads eager to build inexpensive yet relatively strong bridges. A number of infamous railroad bridge disasters of the mid-19th century, however, were caused by structural failures in Howe trusses. Railroads soon learned that an all-metal truss bridge was the only way to achieve the strength and permanence they needed.

There are 254 metal truss bridges on the KTC system today. This represent 11% of all extant bridges constructed before 1950. This is down dramatically from the 558 metal truss bridges documented in 1982. In 1982, 54 metal truss bridges were determined eligible. Today, only 20 of these structures remain on the KTC system. Since their significance has been determined, no further work is recommend for these 20 structures. Because of the large number of truss bridges that have been removed from the system, the remaining 234 extant metal trusses will be re-evaluated. In 1982 and 1988, a site visit was made to 177 of these bridges during which a field form was completed. Thus, a new site visit should not be necessary. The new evaluation can be based on a review of the original field-survey forms, the historic context, and an examination of the KTC files, which include maintenance records. A site visit will be made to the following 57 extant metal trusses that have not been previously field-recorded (Table 3).

Table 3
Metal Truss Bridges
Not Previously Survyed

CULTURAL REGION	COUNTY	#	DATE
Appalachian	Bell	7-1146-C21	1928
Bluegrass	Bourbon	9-3364-B56	1901
Bluegrass	Bourbon	9-3364-B57	1881
Bluegrass	Boyle	11-3042-B5	1924
Bluegrass	Bullitt	15-9999-C27	1901
Pennryile	Caldwell	17-1505-C13	1898
Pennyrille	Caldwell	17-5203-C37	1940
Ohio	Campbell	19-8-B3	1946
Appalachian	Carter	22-773-B75	1913
Appalachian	Carter	22-1910-B136	1900
Pennyrile	Christian	24-1078-C18	1894
Pennyrile	Christian	24-1708-C19	1894
Bluegrass	Clark	25-89-B21	1932
Bluegrass	Clark	25-974-B88	1945
Bluegrass	Clark	25-974-B89	1945
Bluegrass	Clark	25-9999-RR612	1920
Ohio	Daviess	30-9999-C168	1920
Bluegrass	Fleming	35-1144-C27	1910
Appalachian	Floyd	36-1428-B12	1930
Appalachian	Floyd	36-1428-B13	1930
Bluegrass	Garrard	40-1109-C14	1915
Bluegrass	Garrard	40-5351-C29	1927
Pennyrile	Grayson	43-5147-C33	1919
Appalachian	Greenup	45-3306-B63	1868
Pennyrile	Hancock	46-1301-C22	1920
Pennyrille	Hancock	46-1324-C28	1920
Appalachian	Harlan	48-3454-B142	1930
Ohio	Henderson	53-58-B42	1928

Table 3, continued

CULTURAL REGION	COUNTY	#	DATE
Purchase	Hickman	53-1213-C23	1900
Pennyrile	Hopkins	54-62-B49	1928
Appalachian	Johnson	58-40-B7	1924
Ohio	Kenton	59-1120-B76	1914
Appalachian	Laurel	63-1330-C24	1892
Appalachian	Laurel	63-1956-B45	1932
Appalachian	Laurel	63-5223-C36	1925
Appalachian	Letcher	67-7-B38	1940
Bluegrass	Lincoln	69-5322-C57	1914
Pennyrile	Logan	71-765-B58	1920
Pennyrile	Logan	71-1280-C29	1910
Pennyrile	Logan	71-1308-B64	1897
Pennyrile	Logan	71-1357-C38	1925
Pennyrile	Logan	71-2375-B79	1930
Ohio	McCracken	73-1565-B44	1918
Bluegrass	Marion	78-289-B23	1923
Purchase	Marshall	79-1190-C9	1919
Bluegrass	Mercer	84-1988-B37	1930
Bluegrass	Nelson	90-31E-B45	1932
Bluegrass	Nicholas	91-3315-B52	1920
Appalachian	Perry	97-2448-B78	1934
Appalachian	Perry	97-5132-C39	1919
Pennyrile	Pulaski	100-5999-C50	1932
Appalachian	Rockcastle	102-1090-C10	1905
Appalachian	Rowan	103-5225-C54	1921
Bluegrass	Scott	105-5208-C59	1919
Bluegrass	Trimble	112-3175-B20	1901
Bluegrass	Trimble	112-5104-C16	1919
Appalachian	Whitley	118-92-B12	1937
TOTAL			**57**

Most metal trusses in Kentucky are of two basic forms, the Pratt and the Warren truss. These common forms can be further divided into a number of sub-types. The following discussion defines the sub-types, describes the extant examples, and recommends further work for the metal trusses surveyed in 1982 and 1988.

A. Pratt Trusses

The *Pratt truss* was the most popular truss type in Kentucky (Figure 6). This truss was patented in 1844 by Thomas and Caleb Pratt and utilized wooden compression posts and wrought iron tension members. Soon all members were constructed of metal, first cast iron and wrought iron and then steel.

Pratt trusses are either low pony trusses without top lateral bracing or high through trusses with upper lateral struts and sway bracing for increased rigidity. Pratt pony trusses are used for economical reasons when the requirements of weight and length of a particular crossing can be met by short spans of limited weight capacity. The Pratt through truss, capable of longer spans which will bear greater loads, is the oldest and most common truss type. The Pratt through truss also exhibits the greatest variation in refinements and embellishments.

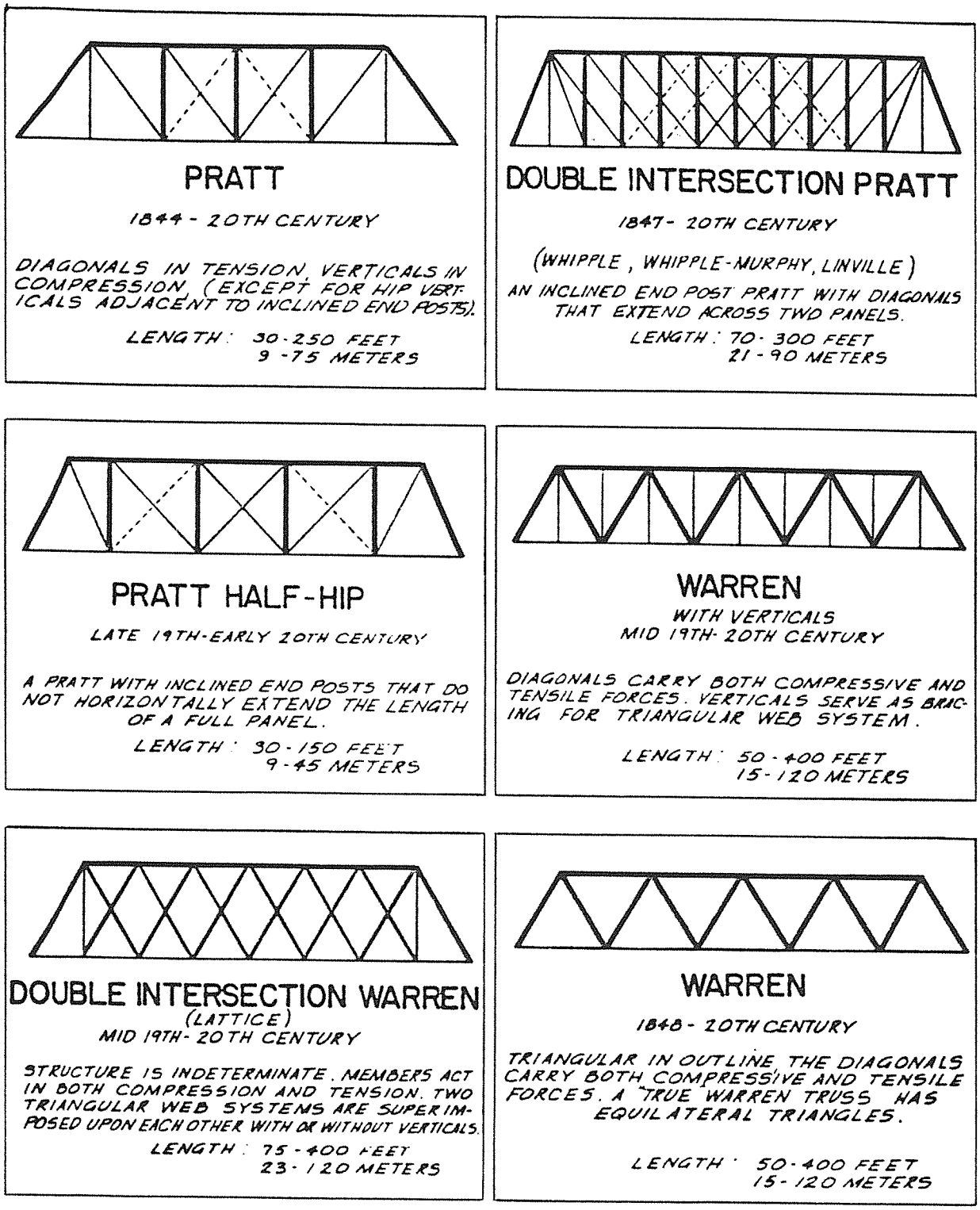
1. Pratt Through Truss

When the first historic bridge survey was conducted in 1982, there were 134 Pratt through trusses on the KTC system (Figure 6). This was the most common truss type in the state. Sixty of the structures had identifying builder/date plates representing the work of 12 different bridge companies. Each of the companies expressed their own individual style in such details as portal bracing, use of patented innovations, makeup of structural members, and unique builder/date plates.

The change from pin-connected to riveted trusses appears to have taken place around 1920 in Kentucky. Most of the Pratt through trusses were built before 1920 and most were pin-connected. By 1925, nearly all Pratt trusses being built were utilizing the riveted connection at the top and bottom chord panel points. The emergence of the State Department of Highways, which built many of the riveted spans, and a sharp decrease in work by individual bridge companies, is also noted by the 1930s. The longest Pratt truss in Kentucky is 203 feet, the shortest is 75 feet, and the average length is 117 feet.

The Champion Bridge Company of Wilmington, Ohio, was the most prolific builder of Pratt through truss bridges in Kentucky. Thirty-one of the 60 Pratt through trusses with builder/date plates were constructed by the Champion Bridge Company, and many similar structures without identifying plates were probably also constructed by this company.

Figure 6
Metal Truss Types



Source: Comp 1977

There are only 56 Pratt Through truss bridges remaining on the KTC system today. This is down from the 134 bridges identified in 1982. In addition, of the 19 that were determined eligible for listing on the National Register in 1982, only 8 remain on the system today. Since their significance has already been determined, no further work is recommended. The significance of the remaining 48 Pratt Through truss bridges should, however, be re-evaluated. A new site visit should not be necessary, however, since the re-evaluation can be based on the old field-survey, the historic context and questionnaire, and an examination of the KTC files which include maintenance records.

Table 4
Pratt Through Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Bourbon	9-1122-C27	1893	*	
Bluegrass	Bourbon	9-1014-C11	1919		*
Bluegrass	Bourbon	9-1111-C19	1913		*
Bluegrass	Bracken	12-1116-C10	1925		*
Bluegrass	Bracken	12-1321-C23	1883		*
Appalachian	Breathitt	13-30-B17	1935		*
Appalachian	Carter	22-7734-B74	1913		*
Ohio	Daviess	30-81-B55	1934		*
Ohio	Daviess	30-1060-C18	1898	*	
Bluegrass	Fleming	35-1106-C18	1910		*
Appalachian	Floyd	36-550-B16	1933		*
Appalachian	Floyd	36-777-B76	1944		*
Bluegrass	Franklin	37-1026-C5	1877		*
Bluegrass	Grant	41-1228-C20	1930		*
Bluegrass	Grant	41-1315-C26	1890		*
Pennyrile	Green	44-1142-C8	1928		*
Appalachian	Greenup	45-503-B35	1894		*
Pennyrile	Hardin	47-1289-C30	1899		*
Bluegrass	Harrison	49-1062-C26	1885	*	
Pennyrile	Hart	50-1383-C15	1903		*
Bluegrass	Henry	52-1360-B47	1912		*
Ohio	Jefferson	56-9999-C56	1910		*

Table 4, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Appalachian	Lawrence	64-644-B38	1904	*	
Appalachian	Letcher	67-588-B37	1930		*
Appalachian	Lewis	68-10-B3	1930		*
Appalachian	Lewis	68-1007-C4	1910		*
Pennyrile	Logan	71-1249-C23	1925		*
Pennyrile	Logan	71-1253-C24	1910		*
Pennyrile	Logan	71-1256-C26	1920		*
Bluegrass	Marion	78-1113-C24	1935		*
Bluegrass	Marion	78-1120-C31	1910		*
Bluegrass	Marion	78-1227-C57	1919		*
Purchase	Marshall	79-80-B40	1933		*
Bluegrass	Mason	81-1124-C22	1894		*
Bluegrass	Mercer	84-1226-C13	1915	*	
Pennyrile	Metcalfe	85-861-B36	1921		*
Pennyrile	Metcalfe	85-1020-C1	1911		*
Pennyrile	Metcalfe	85-1038-C3	1915		*
Appalachian	Morgan	88-1103-C15	1930		*
Bluegrass	Nelson	90-1229-C33	1919		*
Bluegrass	Nicholas	91-9999-C24	1917		*
Pennyrile	Ohio	92-1032-C10	1904		*
Pennyrile	Ohio	92-1067-C21	1905		*
Pennyrile	Ohio	92-1361-C43			*
Bluegrass	Pendleton	96-1117-C23	1892		*
Appalachian	Powell	99-77-B29	1935		*
Appalachian	Rowan	103-1222-C28	1910		*
Bluegrass	Scott	105-1111-C31	1890	*	
Bluegrass	Scott	105-1218-C34	1910	*	
Bluegrass	Shelby	106-1208-C27	1919		*
Bluegrass	Spencer	108-55-B4	1932		*
Pennyrile	Taylor	109-1236-C15	1920		*
Pennyrile	Union	113-1244-C32			*

Table 4, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Washington	115-1042--C6	1899		*
Appalachian	Whitley	118-9999-C43	1880	*	
Bluegrass	Woodford	120-1213-C12	1930		*
TOTAL				8	46

2. Pratt Pony Trusses

In 1982, there were 63 Pratt Pony trusses in Kentucky. The longest pin-connected Pratt Pony was 85 feet, the longest riveted example was 100 feet, and the average length of the type was 73 feet. The Pratt Pony truss was built throughout the era of metal truss bridges and 40% of the spans in Kentucky in 1982 were pin-connected. Most of the riveted spans were built in the 1920s and 1930s by the newly created State Department of Highways. Today, there are only 23 Pratt Pony truss bridges on the KTC system and only 3 of the 5 that were determined eligible in 1982 have survived. Since there significance has already been determined, no further work is recommended for the three bridges described above, however, the remaining 20 Pratt Pony truss bridges should be re-evaluated. A new site visit should not be necessary, however, since the re-evaluation can be based on the old field-survey, the historic context, and an examination of the KTC files which include maintenance records.

Table 5
Pratt Pony Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Bourbon	9-1214-C37	1919	*	
Appalachian	Boyd	10-1291-C19	1921		*
Appalachian	Boyd	10-1355-C24	1921		*
Bluegrass	Boyle	11-1227-C17	1930		*
Bluegrass	Bracken	12-1110-C9	1920		*
Appalachian	Breathitt	13-1812-B12	1929		*
Bluegrass	Christian	25-1016-C3	1930		*
Ohio	Daviess	30-1159-C46	1923	*	
Bluegrass	Fayette	34-9999-C31	1920		*

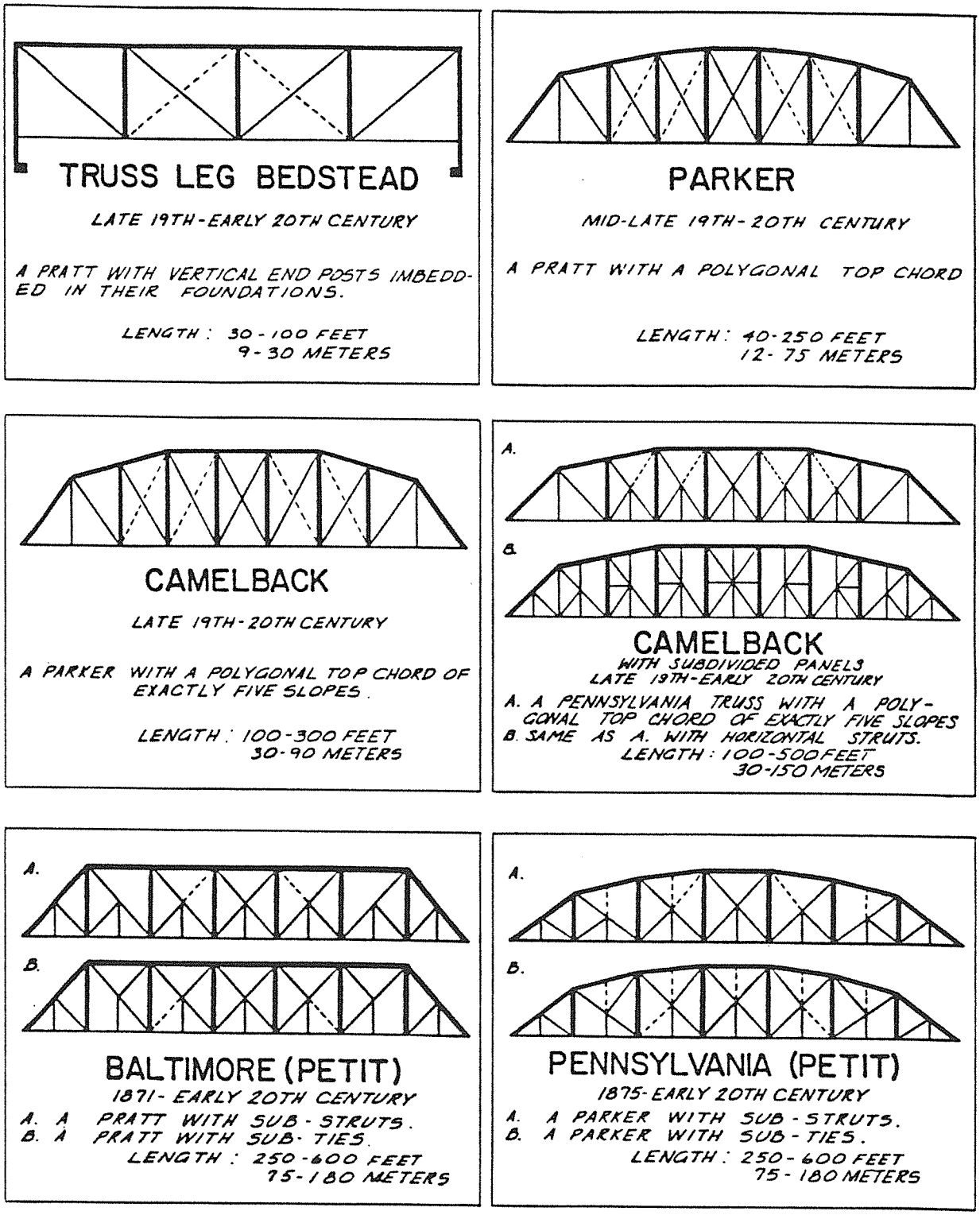
Table 5, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Appalachian	Fleming	36-1277-C23	1920		*
Pennyrile	Hopkins	54-2647-B159	1935		*
Bluegrass	Jessamine	57-1230-C17	1919	*	
Appalachian	Lee	65-1147-C6	1935		*
Appalachian	Magoffin	77-460-B16	1929		*
Bluegrass	Marion	78-1307-C61	1936		*
Bluegrass	Mason	81-1230-C32	1887		*
Pennyrile	Metcalfe	85-1201-C7	1921		*
Bluegrass	Nicholas	91-32-B8	1932		*
Bluegrass	Pendleton	96-1339-C58	1920		*
Appalachian	Perry	97-1102-C5	1919		*
Pennyrile	Pulaski	100-1069-C6	1917		*
Pennyrile	Webster	117-270-B50	1922		*
Bluegrass	Woodford	120-1013-C6	1930		*
Total				3	20

3. Bedpost or Truss Leg Bedstead Pony Trusses

A bedpost or truss leg bedstead bridge is a Pratt Pony truss with a vertical end post that often extends below the deck of the bridge into the abutment (Figure 7). Most of the 29 bridges of this type that were documented in 1982 were found in the western and central portions of the state. These trusses were usually less than 75 feet in length, were built between 1890 and 1920, and all but one was pin-connected. In 1982, two of the 29 Bedpost trusses were determined to be eligible. Today, there are only 6 Bedpost trusses on the KTC system and neither of the two structures that were determined eligible in 1982 have survived. Therefore, all 6 bridges should be re-evaluated. A new site visit is not necessary, however, since the re-evaluation can be based on the old field survey, the historic context, and an examination of the KTC files which include maintenance records.

Figure 7
Metal Truss Types



Source: Comp 1977

Table 6
Bedpost Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Pennyrile	Grayson	43-1520-C20	1945		*
Pennyrile	Grayson	43-1531-C23	1920		*
Pennyrile	Grayson	43-1566-C28	1920		*
Bluegrass	Jessamine	57-1010-C4	1920		*
Appalachian	Laurel	63-1344-C27	1925		*
Bluegrass	Nicholas	91-1010-C4	1910		*
Total				0	6

4. Pratt Half-Hip Pony Trusses

The Pratt half-hip truss is a Pratt Pony truss without a hip-vertical placed in tension (Figure 6). The first panel between the end post and compression post is shortened by a nearly vertical end post. The average length of the trusses documented in 1982 was 58 feet with a range from 25 feet to 100 feet in length. Although 122 of these trusses remained in Kentucky in 1982, only 23 remain on the KTC system today. Most of those documented in 1982 were built between 1890 and 1915 with 98% utilizing the pin-connection in top and bottom chord panel points. Thirty of these bridges had bridge plates identifying the builder. The Champion Bridge Company of Wilmington, Ohio, built 21 of the structures and six other companies built the other nine bridges with extant builder plates in 1982. Five of the Pratt Half-Hip trusses documented in 1982 were determined eligible. None of these structures survive. All 47 surviving Pratt Half-Hip trusses should be re-evaluated. The new evaluation can be based on the old filed-survey, historic context, and an examination of the KTC files which include maintenance records.

Table 7
Pratt Half-Hip Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Pennyrile	Adair	1-1336-C20	1930		*
Bluegrass	Anderson	3-1213-C10	1930		*
Bluegrass	Bourbon	9-1011-C10			*
Bluegrass	Bourbon	9-1214-C37	1919		*
Appalachian	Boyd	10-1291-C19	1921		*
Appalachian	Boyd	10-1355-C24	1921		*
Bluegrass	Boyle	11-1102-C1	1930		*
Bluegrass	Boyle	11-1227-C17	1930		*
Bluegrass	Bracken	12-1110-C9	1920		*
Bluegrass	Bracken	12-1307-C19	1920		*
Appalachian	Breathitt	13-1812-B12	1929		*
Bluegrass	Bullitt	15-1017-C1	1930		*
Bluegrass	Clark	25-1015-C2	1940		*
Bluegrass	Clark	25-1016-C3	1930		*
Ohio	Daviess	30-1159-C46	1923		*
Bluegrass	Fayette	34-9999-C31	1920		*
Appalachian	Floyd	36-1277-C23	1920		*
Pennyrile	Grayson	43-1379-C18	1919		*
Pennyrile	Hopkins	54-2647-B159	1935		*
Ohio	Jefferson	56-9999-C111	1910		*
Bluegrass	Jessamine	57-1230-C17	1919		*
Appalachian	Lawrence	64-1042-C7	1919		*
Appalachian	Lee	65-1147-C6	1935		*
Appalachian	Lewis	68-1045-C7	1882		*
Appalachian	Magoffin	77-460-B16	1929		*
Bluegrass	Marion	78-1307-C61	1936		*
Pennyrile	Logan	71-1388-C41	1925		*
Bluegrass	Mason	81-1230-C32	1887		*
Bluegrass	Mercer	84-1227-C14	1935		*

Table 7, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Mercer	84-1230-C16	1894		*
Bluegrass	Mercer	84-1328-C27	1935		*
Bluegrass	Mercer	84-330-C28	1935		*
Pennyrile	Metcalfe	85-1201-C7	1921		*
Appalachian	Morgan	88-1175-C24	1920		*
Bluegrass	Nelson	90-1106-C22	1924		*
Bluegrass	Nicholas	91-32-B8	1932		*
Bluegrass	Pendleton	96-1064-C11	1910		*
Bluegrass	Pendleton	96-1339-C58	1920		*
Appalachian	Perry	97-1102-C5	1919		*
Pennyrile	Pulaski	100-1069-C6	1917		*
Bluegrass	Spencer	108-1012-C4	1910		*
Pennyrile	Warren	114-1301-C7			*
Bluegrass	Washington	115-1031-C5	1920		*
Pennyrile	Webster	117-270-B50	1922		*
Appalachian	Whitley	118-1002-C1	1935		*
Appalachian	Whitley	118-1174-C12	1947		*
Bluegrass	Woodford	120-1013-C6	1930		*
Total				0	47

5. Pratt Deck Trusses

A Pratt deck truss is similar to a Pratt through truss except the floor system is laid on the top chord rather than the bottom chord. Most of the Pratt deck truss spans in Kentucky were riveted spans used in conjunction with Parker or Pennsylvania through trusses on long span crossings. There are only two Pratt Deck trusses on the KTC system today. One was determined eligible during the 1982 survey and thus needs no further work. The second bridge should be re-evaluated based on the original field survey, historic context and questionnaire, and examination of the KTC files which include maintenance records.

Table 8
Pratt Deck Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Appalachian	Whitley	118-1260-C27	1917	*	
Purchase	Trigg	111-68-B20	1934		*
Total				**1**	**1**

6. Whipple-Murphy or Double-Intersection Pratt Trusses

A Whipple-Murphy or Double-Intersection Pratt truss uses the basic form of a Pratt through truss but has lengthened diagonals and counters that extend across two panels. This bridge type was first patented by Squire Whipple in 1847 and later improved by John W. Murphy and J.H. Linville. There were 6 Whipple trusses in Kentucky in 1982. All were pin-connected. The earliest examples dated to 1881 and the remainder were constructed before or near the turn of the century. The range in length for these structures was from 105 feet to 209 feet. Five of the Whipple trusses documented in 1982 were determined to be eligible. Today, there are only two examples of this truss type on the KTC system. One was determined eligible in 1982, and thus needs no further study, the second should be re-evaluated. The new evaluation can be based on the original field survey, historic context, questionnaire, and KTC files which include maintenance records.

Table 9
Whipple-Murphy Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Lincoln	69-1037-C7	1884		*
Pennyrile	Meade	82-1324-C4	1919	*	
Total				**1**	**1**

7. Camelback Trusses

A Camelback truss is a Pratt truss with a polygonal top chord that has, including the end posts, exactly five slopes. The change in slope on the top chord may occur at the first, second, or third top chord panel point. The polygonal top chord of the Camelback truss affords greater strength and allows longer span lengths than the Pratt through truss. There were 31 Camelback trusses in

Kentucky in 1982. Most of theses structures were built between 1901 and 1920 and 84% are pin-connected. The average length of these spans is 150 feet with the shortest example measuring 130 feet and the longest 200 feet. Two of these trusses were determined eligible in 1982. Both remain on the KTC system today. Since their significance has already been determined no further work is necessary. There are nine additional extant Camelback trusses. All of these structures should be re-evaluated based on the original survey, historic context and KTC files.

Table 10
Camel Back Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Anderson	3-1100-C6	1905		*
Ohio	Jefferson	56-9999-C112	1909		*
Pennyrile	Metcalfe	85-1108-C5	1911		*
Bluegrass	Montgomery	87-1331-B38	1901		*
Bluegrass	Nelson	90-1116-C24	1904	*	
Pennyrile	Ohio	92-1012-C3	1904		*
Appalachian	Rockcastle	102-1140-C13	1905		*
Bluegrass	Washington	115-1020-C4	1916		*
Bluegrass	Washington	115-1304-C28	1904		*
Appalachian	Whitley	118-1260-C26	1940		*
Appalachian	Whitley	118-1804-B16	1917	*	
Total				2	9

8. Parker Trusses

A Parker truss is a Pratt through truss with a polygonal top chord of more than five slopes. In Kentucky, the Parker truss was constructed between 1905 and 1940. Most of the 33 Parker trusses still on the highway system in 1982 were built between 1927 and 1936 by the Kentucky Department of Highways. During this period, few pin-connected trusses were being constructed and 88% of the Parker trusses in Kentucky use riveted connections. Four were pin-connected. There are 18 Parker trusses on the KTC system today. The three that were determined in 1982 have not survived. All 18 extant bridges should be re-evaluated based on the original field survey, historic context and KTC files.

Table 11
Parker Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Bullitt	15-44-B5	1932		*
Appalachian	Carter	22-1947-B34	1922		*
Appalachian	Elliott	32-7-B1	1936		*
Appalachian	Elliott	32-7-B8	1930		*
Ohio	Henderson	51-60-B15	1930		*
Bluegrass	Henry	52-22-B15	1931		*
Appalachian	Knox	61-1175-C35	1905		*
Appalachian	Lawrence	64-581-B49	1924		*
Purchase	Marshall	79-68-B23	1944		*
Bluegrass	Owen	94-355-B6	1942		*
Appalachian	Owsley	95-30-B2	1934		*
Bluegrass	Pendleton	96-22-B7	1927		*
Bluegrass	Pendleton	96-177-B1	1936		*
Appalachian	Perry	97-80-B29	1929		*
Appalachian	Perry	97-451-B16	1927		*
Appalachian	Perry	97-451-B79	1938		*
Appalachian	Pike	98-1499-B42	1935		*
Appalachian	Whitley	118-92-B22	1932		*
Total				**0**	**18**

9. Pennsylvania and Baltimore (Petit) Trusses

The Pennsylvania and Baltimore trusses are also modifications of the basic Pratt truss. The Baltimore truss, first introduced in 1871, adds sub-struts and/or sub-ties to the basic Pratt form with parallel top and bottom chords. The Pennsylvania truss, first introduced in 1875, has sub-struts and/or sub-ties with an arched top chord. The addition of sub-struts and sub-ties strengthened the truss as a response to the increased size, weight, and speed of locomotives in the latter part of the 19th century. These bridge types are named for their extensive use by the Baltimore and Ohio and the Pennsylvania Railroads.

In 1982, there were eight Pennsylvania truss bridges on the KTC system ranging in length from 200 feet to 715 feet. Four of these trusses are pin-connected. There were six Baltimore trusses in

1982 ranging in length from 150 feet to 240 feet. One of the Baltimore trusses was pin-connected. Three of the 7 bridges determined eligible in 1982 remain on the KTC system today. Because their significance has already been determined, no further work is recommended. There is also one Baltimore and three Pennsylvania Petit trusses on the system that were not determined eligible in 1982. They should all be re-evaluated based on the original field survey, historic context, questionnaire and KTC files.

Table 12
Pennsylvania and Baltimore Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Pennyrile	Breckinridge	14-60X-B50	1922		*
Bluegrass	Franklin	37-60-B65	1893	*	
Appalachian	Harlan	48-840-B51	1925		*
Appalachian	Harlan	48-840-B87	1925	*	
Appalachian	Laurel	63-490-B4	1922		*
Pennyrile	McLean	75-81-B23	1928		*
Total				2	4

10. Bowstring Arch Truss

In 1841 Squire Whipple patented the first bowstring arch truss. It was used for numerous highway spans in the 19th century. Its semicircular shape is similar to a bow, and it consists of a curved top-chord compression member held together by a bottom-chord tension member. The vertical tension members hang from the top chord and help support the floor beams. Although some engineers might consider the design more a tied arch than a truss, the latter designation has acheived widespread acceptance. Bowstring arch trusses were inexpensive and lightweight, yet sturdy, designs, and for this reason they were often used for rual highway crossings.

There were 4 bowstring arch trusses on the KTC system in 1982. Today, that number has been reduced to two, both of which were determined eligible in 1982. Since their significance has already been determined, no further work is recommended.

B. Warren Trusses

The Warren truss is named after James Warren, one of two British engineers who first patented this truss type in 1848. The Warren truss has diagonal web members that are alternately placed in compression and tension as a load passes. Vertical members on some Warren trusses provide

bracing. The vertical members can be rigid compression posts to stiffen the top chord or hangers in tension to help support the deck. A Warren truss has no counters.

The Quadrangular, or Warren Double-Intersection, truss uses two intersecting web systems and may also be found with or without vertical members. Warren truss is readily identified by its triangular web and a quadrangular truss by its diamond web outline.

1. Warren Pony Trusses

All of the 82 Warren Pony trusses in Kentucky were constructed with riveted panel point connections. The longest Warren Pony truss is 105 feet in length, the shortest is 36 feet, and the average length is 59 feet. Many of these structures were built after 1920 but surprisingly none are identified as State Department of Highways projects. Some of the early trusses were constructed entirely of channels or I-beams. None of the Warren Pony spans have eyebar members (tension only) in their construction. The 1982 survey concluded that only one Warren Pony bridge met the National Register criteria. This structure is no longer on the KTC system. There are, however, 20 other examples which are extant. Each of these structures should be re-evaluated.

Table 13
Warren Pony Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Bracken	12-1319-C22	1940		*
Pennyrile	Breckinridge	14-1020-C1	1940		*
Pennyrile	Butler	16-1358-C20	1920		*
Ohio	Campbell	19-9999-C37	1888		*
Ohio	Campbell	19-9999-C38	1920		*
Ohio	Campbell	19-9999-C43	1920		*
Ohio	Campbell	19-9999-C44	1920		*
Bluegrass	Clark	25-1130-C23	1935		*
Bluegrass	Clark	25-1210-C29	1945		*
Pennyrile	Cumberland	29-100-B23	1938		*
Pennyrile	Green	44-569-B26	1920		*
Pennyrile	Green	44-1142-C9	1945		*
Pennyrile	Hardin	47-920-B84	1936		*
Bluegrass	Jessamine	57-1004-C2	1914		*
Appalachian	Lewis	68-1206-C22	1930		*

Table 13, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Madison	76-1235-C34	1939		*
Bluegrass	Mason	81-1123-C21	1935		*
Bluegrass	Mason	81-1207-C26	1932		*
Pennyrile	Pulaski	100-1558-C33	1935		*
Bluegrass	Scott	105-25-B2	1932		*
Total				**0**	**20**

2. Warren Through Trusses

There were 30 Warren Through truss bridges on the KTC system in 1982. The average length per span on these bridges was 222 feet. The longest span was a riveted truss 500 feet long and the shortest span was a pin-connected truss measuring 78 feet in length. Sixty-five percent of these bridges had riveted connections at top and bottom chord panel points. Ten of the 13 riveted Warren Through trusses have a polygonal top chord for greater strength and longer span lengths. Six of the ten structures with polygonal top chords apparently were built by the Kentucky Department of Highways. The only pre-1930 riveted Warren Through truss was built by the American Bridge Company in 1920 fro a railroad in eastern Kentucky. It was later converted for local highway traffic. Several of the seven pin-connected examples were also apparently built for railroads and converted to highway use. In 1982 two of the Warren Through trusses were determined to be eligible. One is still on the KTC system today. Since its significance has already been determined, no further work is necessary. The other 13 extant Warren Through trusses remaining on the KTC system should be re-evaluated.

Table 14
Warren Through Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Appalachian	Boyd	10-23S-B40	1930		*
Bluegrass	Clark	25-1205-C28	1940		*
Appalachian	Estill	33-52-B16	1940		*
Bluegrass	Fayette	34-1122-C10	1937		*
Bluegrass	Fayette	34-2328-B10	1871	*	
Appalachian	Floyd	36-2557-B40	1920		*
Ohio	Kenton	59-8-B37	1936		*

Table 14, continued

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Purchase	Livingston	70-60-B17	1931		*
Ohio	McCracken	73-60-B4	1931		*
Pennyrile	McLean	75-431-B18	1939		*
Bluegrass	Madison	76-1101-C15	1930		*
Bluegrass	Marion	78-1114-C26	1935		*
Bluegrass	Mason	81-1122-C18	1935		*
Appalachian	Rockcastle	102-1361-C24	1936		*
Total				1	13

3. Quadrangular or Double-Intersection Warren Trusses

There were three quadrangular truss bridges on the KTC system in 1982. Today that number has been reduced to two structures. All used riveted panel point connections and appeared to date to post-1900. The longest truss was 117 feet in length and the shortest measured 108 feet. In 1982 two of the bridges were determined eligible. One is still extant. Since its significance has been determined, no further work is necessary. The third structure should be re-evaluated.

Table 15
Quadrangular Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Appalachian	Floyd	36-1262-C19	1935		*
Appalachian	Whitley	118-478-B87	1907	*	
Total				1	1

4. Warren Deck Trusses

In 1982, there were seven bridges in Kentucky that used the Warren Deck truss as the main span. On a number of bridges, short Warren deck trusses flanked a long Pennsylvania or Warren Through truss. The seven exclusive Warren deck spans averaged 189 feet in length with the longest example measuring 360 feet and the shortest 100 feet. All seven were rivet-connected and none were considered eligible. There are four Warren Deck trusses on the KTC system today. All should be re-evaluated.

Table 16
Warren Deck Trusses

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Bluegrass	Anderson	3-62-B3	1932		*
Pennyrile	Hart	50-31W-B4	1938		*
Appalachian	McCreary	74-92-B7	1941		*
Bluegrass	Mercer	84-152-B5	1924		*
Total				0	4

II. Suspension Bridges

While the metal truss bridge was by far the most popular type built during this period, 1865-1900, other bridge types, such as the suspension bridge, were being constructed in Kentucky. The suspension bridge was first popularized in America in the early 19th century by James Finley. The early designs incorporated wood towers and suspension chains. During the 1840s John A. Roebling pioneered the use of iron-wire cables and stone towers. Roebling designed several major suspension bridges, including the Covington and Cincinnati Bridge in Kentucky (59-17-B48). During the 20th century suspension bridges have been built with steel towers and have produced spans exceeding 4,000 feet. For crossings that require extremely wide clearances, they are essentially the only type of bridge that can be built economically.

As the name implies, the traffic deck of a suspension bridge is suspended from an iron or steel cable that runs across two tall support towers. To provide for stability this cable is anchored into the abutments at both ends of the crossing using heavy stone or concrete anchorages imbedded in the foundations.

Suspension bridges are relatively simple structures that use few materials for members and thus allow low transportation and erection costs. In mountainous eastern Kentucky, the lower erection costs and ease of transportation of construction materials led to the distinctive "swinging" bridge for small vehicle and pedestrian crossings. These bridges would support only light loads that "swing" in passage because no stiffening truss is used for the deck. The swinging suspension bridge was once numerous in eastern Kentucky. By 1982, however, their number had been reduced to 5 and today their are no suspension bridges in eastern Kentucky on the KTC system.

In fact, only 2 suspension bridges remain on the KTC system statewide. Both of the extant bridges were determined eligible in 1982, thus, since their eligibility has already been

determined, no further work is required.

Table 17
Suspension Bridges

CULTURAL REGION	COUNTY	#	DATE	NATIONAL REGISTER	RE-EVALUATE
Ohio	Kenton	59-17-B48	1867	*	
Bluegrass	Mason	81-62B-41	1931	*	
TOTAL				2	0

IV. THE GOOD ROADS MOVEMENT, 1900-1920

HISTORIC BACKGROUND

The late 1880s and early 1890s saw the beginning of the nationwide "Good Roads Movement." Initiated by bicyclists demanding smooth surfaced roads, the movement was soon joined by farmers needing better market roads and the federal government interested in good roads for rural mail deliveries. The **Office of Road Inquiry** was created in the United States Department of Agriculture in 1893 to investigate, educate, and distribute information on road building. In 1916 this agency became the United States Bureau of Public Roads, the antecedent of the current Federal Highway Administration.

In 1894, the Kentucky Legislature passed an act known as the **Sims Road Law**. The Sims Road Law gave the fiscal court in each county the responsibility for the general supervision of all public roads in their jurisdiction. The public roads were to be maintained either by money collected by taxes or by hands allotted to work in the discretion of the fiscal court. The fiscal court was given full power and authority to levy an ad valorem tax for road and bridge purposes, not exceeding 25 cents on each $100 worth of property, assessed for State and County taxation, and also a per capita tax of not exceeding $1 on each male citizen of the county, liable to work on the roads, between 18 and 50 years of age.

The good roads demands of bicyclists and the rapid acceptance of the automobile drastically changed transportation patterns in Kentucky and intensified the need for better roads and bridges. The hard work of the supporters of the Good Roads Movement bore fruit in 1912 when the Kentucky Legislature created the **Department of Public Roads**.

The Department of Public Roads significantly changed bridge building in the state and made rapid strides in bridge construction. By statute the new department set up a system whereby the counties could obtain bridge design services from the state at no cost. In fact, all bridges costing over $500 to be constructed by counties after 1912 were by law to be designed and plans and estimates prepared by the Department of Public Roads at the request of the fiscal court of the county. The counties were not obligated to follow the plans, however.

Between 1912 and 1913, the Department furnished specifications and estimates for 153 bridges. In addition, specifications for 25 standard bridge plans were designed and traced for use in the Department (DPR 1913:7). By the 1920s the number of bridge companies operating in Kentucky were drastically reduced as a result of the growing influence of the Kentucky Department of Public Roads.

In 1913 it was reported that "road sentiment in the State of Kentucky is now running high." During the same year, Governor A.O. Stanley, who was elected on a platform of the "Good Roads Policy," proclaimed October 24 and 25 "Good Roads Days." Also in 1913, the Kentucky Department of Public Roads sponsored a week long exhibit at the State Fair. The exhibit

included 23 road models covering more than 1,000 square feet of floor space; 300 square feet of wall space consisting of a pictorial exhibit of good and bad roads; and numerous models of reinforced concrete bridges and culverts. The exhibit was estimated to have received 50,000 visitors (DPR 1913:25). At about the same time numerous citizen groups were organizing to promote the construction of "Through Routes" which would cross the state north and south and east and west.

Under the Acts of 1912, the authority of the Department of Public Roads was purely advisory. In 1914, however, supported by the public enthusiasm for "Good Roads," the General Assembly increased the power and duties of the Department. They created a system of public State highways, consisting of roads connecting the county seat of each county with the county seat of the adjoining county on the most direct and practical route. A fund known as **"The State Road Fund"** was provided to pay the State's share of the cost in the improvement of this Inter-County-Seat system under the State Aid plan. As a result, in addition to continuing to furnish the advisory work for counties as required in the 1912 Act, in 1915, the Department began the construction of roads under the State Aid plan. By the end of the year 104 of the 120 counties had applied for State Aid (DPR 1915:4).

The biennial report for the period 1913-1915 reported that counties were "slow to avail themselves of the services of the bridge department because it was a radical departure from the old system of letting bridge contracts." Due to the limited office force and the many requests for plans no attempt was made to prepare detailed designs until the fall of 1914, when sections and stresses were indicated on all designs sent out. Complete designs, however, were prepared for all bridges being constructed under the State Aid plan (DPR 1915:102). Between 1913 and 1915, the Department prepared 272 bridge plans in an advisory capacity and 174 plans were prepared for State Aid bridges (DPR 1915:161) and during the following biennial period, 1915-1919, 839 bridge and culvert plans were completed (DPR 1919:78-107).

It was the Department's policy to build all State Aid bridges of a "permanent nature" (concrete) up to a span of 30 feet. Reinforced concrete slab bridges were usually built for all spans up to 16 feet, but where concrete materials were cheap, this type was used for up to 20 foot spans. Eye beams totally encased in concrete were used between 16 feet and 30 foot spans. According to the report, reinforced concrete "T' beam bridges and through girders were seldom built during the period, owing to the fact that contractors in general were not familiar with reinforced concrete work. Wherever existing conditions would admit, however, they were used for spans from 20 feet to 30 feet. Low riveted trusses were used for all spans from 35 to 80 feet. Beyond this high pin connected trusses were built. Finally, 16 feet was the minimum width of roadways on all State Aid bridges (DPR 1915:102.).

In 1915, the Department of Public Roads reported that a few counties had bought **old railroad bridges** and erected them with their own organizations which, in some cases, had resulted in quite a savings. They warned, however, that several factors needed to be considered when analyzing the cost of each particular case, for example, the increased weight of the railroad

bridge over a highway bridge; the fact that the roadway is seldom over 13 feet; and the fact that contractors were not eager to do this class of work (DPR 1915:102).

Little road work was done during WWI, due to the scarcity and high cost of labor.

BRIDGE SUMMARY

One hundred and twenty five of the bridges on the KTC system today were built during this period. Thirty six percent (45) were built in 1919, the year following WWI, while only 1 was built at the peak of the war in 1918. Most of the bridges are located in the Bluegrass: Bluegrass 58; Appalachian 32; Pennyrile 21; Purchase 14. While there are more steel truss bridges than any other type, this period saw the introduction of the first concrete bridge: steel truss 65; concrete arch 9; masonry arch 3; concrete slab, girder or frame 20; steel girder 27.

PROPERTY TYPES

Reinforced Concrete

It was towards the end of the 19th century that reinforced concrete was for the first time significantly applied to bridge construction. A period of rapid development of various reinforced concrete systems followed. Whereas steel bridges dominated in the long-span range, the early decades of the 20th century saw the general acceptance of reinforced concrete and many short and medium span-bridges were being built out of the composite material.

Although the idea of prestressing concrete probably dates far back, its development only became feasible when high-tensile steels became available. The first concrete bridge built in the United States was the Cleft Ridge Span, constructed in 1871 in Prospect Park, Brooklyn, New York. The Prospect Park bridge was a "plain concrete" (not reinforced) arch bridge. Plain concrete has the same properties as stone masonry, strong in compression and realitively weak in tension. Therefore it was a logical extension to use concrete for massive structures that had sufficient deadload to minimize tension stresses and ensure stability. There are no known "plain concrete" (not reinforced) bridges extant in Kentucky.

The use of plain, or unreinforced-concrete required such large quantities of material that the creation of longer span structures was prohibitively expensive. Steel reinforcing permitted much more efficient use of concrete and thus a savings in materials. It was the blend of steel and concrete that allowed bridge construction to add new dimensions and designs. The plastic characteristics of fresh concrete combined with the strength of steel provided engineers a new building material.

There were numerous systems developed, both in Europe and the United States, utilizing steel

and concrete. In the United States several patents were issued for concrete reinforcing systems. The first American patent appears to have been granted in 1884 when Ernest L. Ransome received one for a square twisted reinforcing bar. Twisted reinforcing bars were used in Ransome's 1889 Alvord Bridge in Golden Park, the first reinforced concrete bridge in the United States.

In addition to Ransome, William Thomas of California and Daniel Luten of Indiana, actively secured concrete bridge patents. Luten was one of the nation's most influential concrete bridge engineers in the early 20th century. By the begining of the 20th century reinforced concrete was becoming an important factor in bridge building in Europe and in the United States. In 1904, Fritz von Emperger wrote:

> *Ten years ago the number of concrete-steel bridges was so small that there would have been no difficulty in giving a complete list, whereas now it would be quite impossible to give such a list...*

Despite Emperger's claim, the term "reinforced-concrete" was not standardized until the turn of the 20th century and the first national standards on reinforcing did not come until 1911 (Frame 1988:E2-3).

There are more reinforced-concrete bridges in Kentucky, 1,326, than any other type. They can be divided into four sub-types: arch, slab, girder and rigid-frame spans.

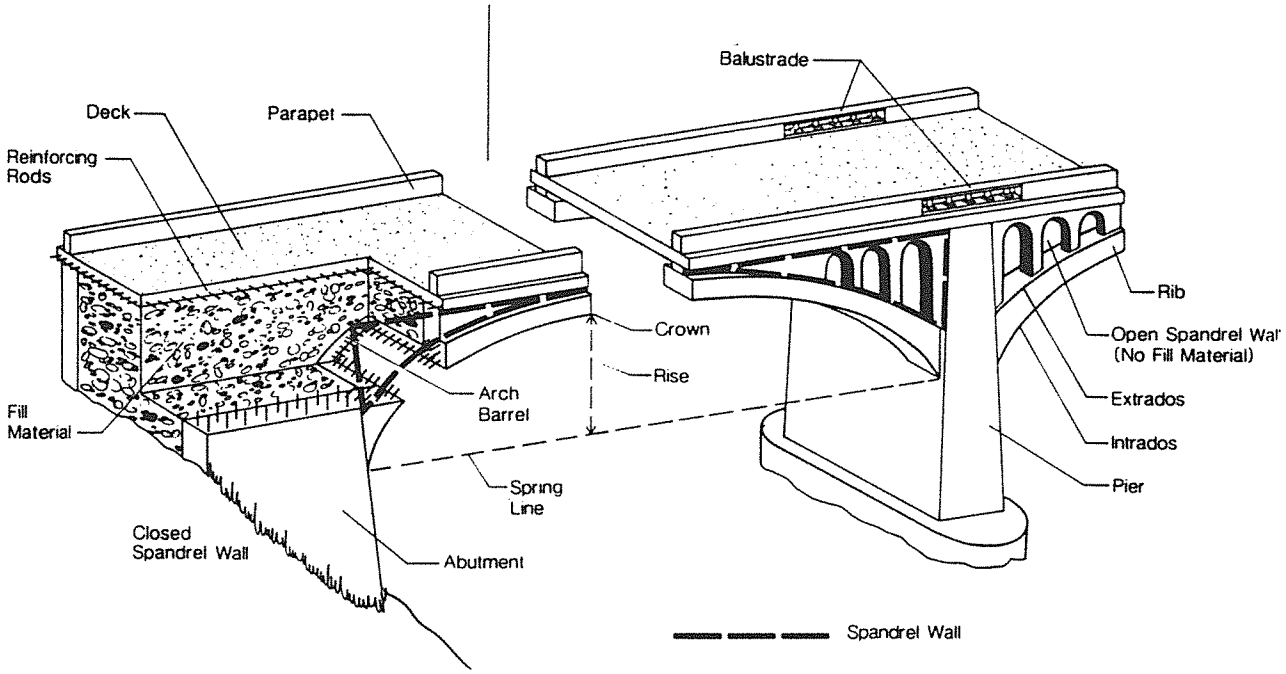
A. Arch Bridges

The masonry-arch bridge has been built since ancient times and its basic features have long been well known. The basic arch form was adapted to both plain and reinforced-concrete construction. Since the mid-19th century, builders had experimented with reinforcing in concrete and in 1889 the first reinforced-concrete bridge was built in the United States.

The space between the bridge arch and the bridge floor, known as the spandrel area, can be treated in a number of ways (Figure 8). In a smaller bridge, the floor is partly supported by longitudinal walls termed spandrel walls, which rise from the arch to the deck. The hollow interior space is filled with earth or other material, and the bridge is termed a "filled-spandrel" arch. This design requires a heavy dead load on the arch which is too great in larger structures. To reduce the weight, the spandrel area is opened up. The walls and fill are replaced by columns or transverse walls that rise from the arch to carry the floor. This is an "open-spandrel" arch.

The average length of 41 concrete arch bridges found in Kentucky in 1982 was 108 feet with the longest span measuring 302 feet and the shortest 20 feet. At the time, there were five open spandral concrete deck arches, one open spandral through arch, and 35 deck arches. Five of the structures were determined eligible. The following three are still extant:

Figure 8
Concrete Arch Bridge



118-779-B77. This bridge was designed by Daniel Luten. It is a three span concrete arch deck bridge near Gausdale in Whitley County built in 1925. This 277 foot long structure has two 94 foot and one 89 foot arch spans. The arches are not solid but are probably hollow or filled with dirt. The arches are narrower than the deck which is supported by cantilevered floor beams on top of the arch. The floor beams are either I-beams encased in concrete or heavily reinforced with rods. This structure acts as an "arched girder" which supports the cantilevered floor beams which in turn support the deck.

118-904-B67. This is another three span concrete arch span built by the Luten Bridge Compnay in Whitley County. It is 355 feet in length and also acts as an arched girder which supports the cantilevered reinforced floor beams which in turn support the deck. Unlike the above example, the floor beams on this structure do not extend across the shallowest portion of the arches.

22-60-B35. This is the longest open spandrel concrete arch in Kentucky. It is found at Olive Hill in Grayson County and measures 392 feet in length. The two 100 foot and one 102 foot arch spans have two reinforced concrete ribs with perpendicular bracing. Reinforced concrete compression posts extend from the top of the arch to support the floor beams, which in turn support the deck. The floor beams are either concrete encased I-beams or heavily reinforced with rods.

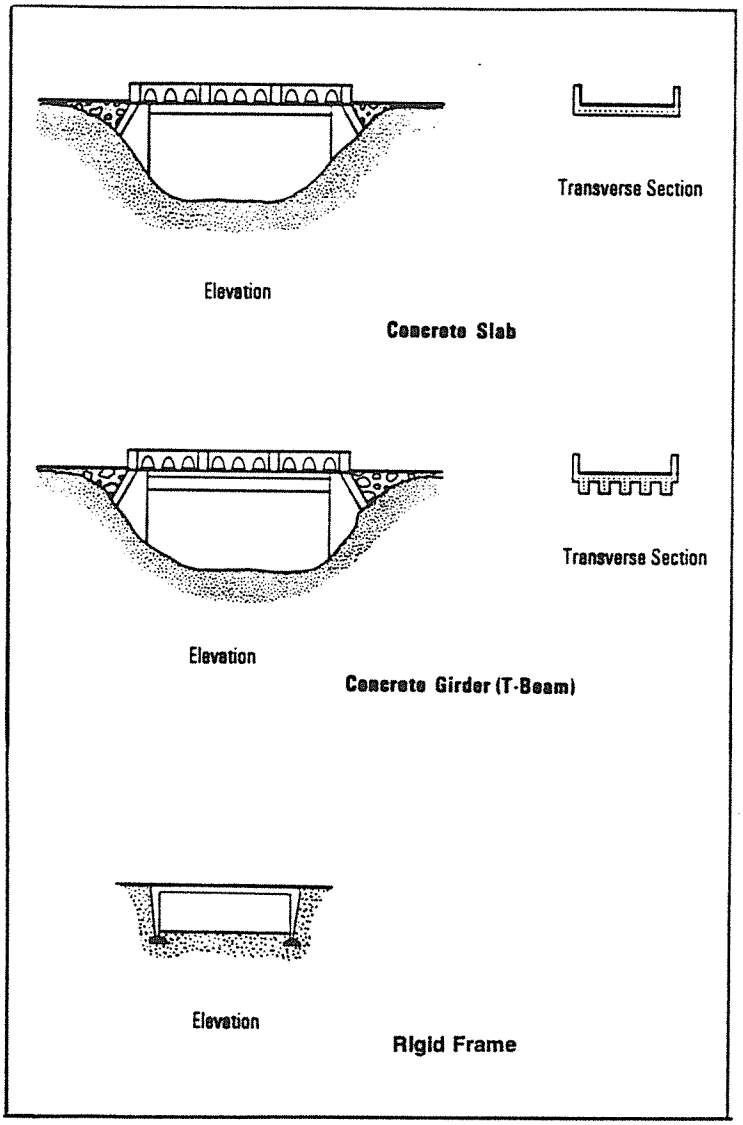
B. Slab, Beam and Girder Bridges

The reinforced-concrete bridge may be best known in its arch form, since that has been the type employed for the largest, most spectacular, and ornate structures. Far more common, however, have been slab, beam and girder bridges (Figure 9). These bridges were built almost as early as reinforced concrete arch bridges, but were used more extensively after the beginning of the state highway commission, which specified them in standard designs as alternatives to wood and metal. After World War I, slabs, beams, and girders were specified almost exclusively for concrete bridges of small to medium spans, with arches recommended only for large spans.

Reinforced concrete slab, beam, and girder bridges are varitations on the same basic design, with the different variations employed to meet the demands of clearance, length, and/or economics. Each could be used for a variety of span lengths, but only certain types were "economical" for certain lengths. For example, a span bridge theoretically could be constructed to almost any span length desired. To acheive a long span with any load-carrying capacity, however, the slab would have to be unreasonably thick and be built with an uneconomically large amount of materials, compared to another design such as a girder. A secondary consideration is the amount of vertical clearance available with each type (Frame 1988).

Any of these span sub-types may exhibit a variety of additonal functional elements, such as railings, abutments, or piers. In addition, these elements, along with the overall structure, may receive architectural or ornamental treatment. By far the most common architectural style given

Figure 9
Slab, Girder and Frame Bridges



to bridges is Classical Revival. This is found throughout all periods. The rustic, Art Deco or Streamline Deco styling were also employed.

In many small bridges, particularly slab and girder designs, architectural treatment is found only in the railings. This is especially true in standardized state designs, where the railing usually is filled-panel slab in the Classical Revival mode. Larger more urban bridges, including urban park bridges, may have an open-balustrade railing with turned balusters. Large bridges also may incorporate Classical Revival elements into the design of piers, abutments and spandrel walls and columns (Frame 1988).

1. Slab Spans

In its most basic form, the slab-span bridge is nothing more than a square or rectangular panel of reinforced concrete with each end resting on an abutment or other vertical support, and with a railing mounted along each side of the slab (Figure 9). This simplicity has the asset of requiring uncomplicated and economical formwork and less labor in placing the reinforcing; it has the liability of requiring more concrete and steel than girder spans. Also, the simple slab can be used in locations requiring a minimum of vertical clearance or headroom. Overall, simple slab bridges are economical for only the shortest spans, since longer slabs require too much concrete and reinforcing material compared to a girder or beam of equivalent length. In 1916, Taylor and Thompson recommended limiting slab length to only 10 to 12 feet for heavy loading (trolleys and trucks) and up to 20 feet for less severe loadings. In 1920 Milo Ketchum stated that slabs could be employed for spans up to 25 feet, but were not economical for spans over 20 feet. Later engineering texts extended the maximum economical length to 30 feet (Frame 1988).

Like the girder and arch, slabs may be employed in a series of simple spans or the slab may be designed as a continous span, where it is extended across a support of some kind. In 1921 Waddell found little difference, economically, between continous and non-continous slabs. In 1939, however, Taylor, Thompson and Smulski reported that the continous design was cheaper, as well as being more rigid (Frame 1988).

Much of the discussion about continous slabs involves the type of support, and one of the most significant innovations in slab design was C.A.P. Turner's adaptation of his flat-slab mushroom-column construction to bridge design. The first span to use this was his 1909 Lafayette bridge in St. Paul. In addition to Turner's mushroom-column support (in which the slab is rigidly connected with the column), slabs can be carried trestle-like, on concrete piles, concrete piers, or framed concrete bents (Frame 1988).

A variation on slab design is the T-beam, which is formed where a concrete floor slab is constructed integrally with the supporting beams so that unity of action is insured. A T-beam slab bridge can be seen as a transitional structure between a simple slab and a deck girder. Generally, the T-beam has been recommended for spans at the longer end of the slab range (20-35 feet). It uses less material than a simple slab, and it possesses some of the deck girder's

disadvantages, i.e. it requires more headroom because of the beam (Frame 1988).

2. Girder Bridges

The steel girder bridge was well developed before the end of the nineteenth century. It continued to be used throughout the 20th century for the great majority of short-span railroad bridges, whether standing as separate structures or as the approach viaduct of truss bridges, and for metropolitan elevated lines. Such evolution that has occurred lay entirely in the constant extension of the length of individual spans and increasing refinement of form, which reached an almost geometric purity in some of the highway bridges of the 1930s (Condit 99).

The great number and essential similarity of girder bridges make it difficult to point out examples of special technical significance. There are a few, however, which stand out either for their structural or visual quality.

The continuous girder followed the traditional structural form and rarely appeared in span lengths greater than 100 feet during the first third of the 20th century. The decisive break from the traditional limitation in the United States came with the construction of the Capital Memorial Bridge at Frankfort, Kentucky (1937), designed by Thomas H. Cutler, chief engineer of the State Department of Highways. The 200-foot main span was considerably longer than any previous examples.

Like its counterpart in steel, the concrete girder bridge is a commonplace structure with a reatively limited range of uses. The concrete girder was introduced in the United States in 1898 by F.W. Patterson of Pittsburgh. By 1905 the simple concrete girder span began to appear essentially in the form in which it has been used ever since.

In 1916, Taylor and Thompson reported that girder construction became practical at the point where the simple slab ceased to be economical, while its maximum economical span was determined not only by the kind of loading provided for but also by the spacing and arrangement of the girders. The girder bridge, they pointed out, is in reality a modification of the slab bridge wherby a comparatively thin slab spans between a series of relatively deep beams which in turn span from abutment to abutment (Figure 9).

Girders are of two main types, single or continous. The continous-girder bridge, with the girder extending over multiple spans, first appeared about 1910. There was not a great amount of economic difference between the two, and as a result, the continous girder was often used, since it gave a solid, monolithic structure. In a multiple-span bridge with any danger of settling, however, a series of simple spans would be preferable (Frame 1988).

The profile of girders can be misleading, since they are not always simply long rectangles, but may have various curves in their profiles. A girder can be given a slight concave curve along its

lower edge for an aesthetically pleasing appearance. Often, they can resemble an arch structure (Frame 1988).

Girder bridges can be either deck girder or through girder. In a deck-girder, the bridge floor slab rests on top of the girders; in the through-girder, the bridge floor is a slab carried between the girders, which act as railings. Each type has its advantages and its liabilities, and assessments of each remained consistant from 1920 to 1939. The deck girder's liability was the depth required for its floor construction; the through girder carries the floor between the girders and therefore is preferred where headroom is limited. The situation is reveresed when the roadway width is a factor. Since the through girder is necessarily limited to the girders containing the floor slab, or about 18 to 20 feet. On the other hand, a deck-girder configuration allows for multiple girders beneath the floor, thus extending the width potential. If necessary, the floor slab can be cantilevered beyond the outmost girders to provide additional width for sidewalks. By 1939, through girders were seldom used for highway bridges. Through girders were not being recommended for any road which might require future widening, a necessity by World War II that had not been anticipated 20 years earlier (Frame 1988).

Begining in the 1920s, and continuing through the 1960s, KYDOT built hundreds of reinforced concrete deck girder (RCDG) bridges and this has become the most common bridge type in the state. Many concrete T-beam bridges have also been constructed in the last 40 years. In the 1970s, the limited length and greater cost of RCDG bridges has led to its replacement by pre-cast I-beam and steel girder bridges.

The number of concrete girder bridges are so great and the design and appearance so nearly uniform that it is difficult to select examples that are more noteworthy than others.

C. Rigid Frame Spans

If a solid, horizontal slab is rigidly connected with vertical walls, a simple rigid frame bridge has been created (Figure 9). The critical point is that the three sides are rigidly connected at the two "knees" or corners, and all work together in carrying a load. In sectional elevation, the rigid frame appears somewhat different from an abutment supported slab. In the conventional slab arrangement, its abutments are heaviest at the bottom and lighter at the top where the bridge seat is located. In the rigid frame, the reverse tends to be true: the transverse vertical walls, which replace traditional abutments, are wedge-shaped, tapering downward to the footing. Overall, the rigid frame bridge is considered much more economical than either the T-beam slab or the fixed arch, particularly when unyielding foundations are easily obtainable. In addition, the rigid frame employs a smaller depth of construction, a decided advantage where headroom is limited and the required elevation of the top of the bridge is fixed. This is why the rigid frame bridge was often used in grade separations (Frame 1988).

Based on European precedents, the rigid frame was developed in the United States in the early

1920s by Arthur Hayden. Hayden suggested that the concrete T-beam slab was probably more economical than the rigid frame for spans below 30 feet, but the concrete rigid frame bridge was more economical from 35 to 80 feet. When built in steel, the rigid frame extended the economic adavantage from 80 to 120 feet.

Hayden pointed out some variations of the rigid frame, which give it a deceptive appearance. At times, the curve of the floor slab, which always has a slight arch, was great enough to make it appear to be a low-rise arch bridge. It is possible that the true nature of a rigid frame bridge may not be known until the bridge plans are reviewed and the bridge structure may be studied without its additional decorative pilasters and walls.

Within 15 years of its introduction, the rigid frame bridge had gained wide popularity, replacing arches, slabs, and girders in many applications.

V. FEDERAL AID, 1920-1935

In 1919, Congress passed an act entitled **"The Federal Aid Road Act,"** generally known as the Bankhead Act. This Act provided for an appropriation for the construction of rural post roads. In order to qualify for the funds, the road had to be built under the requirements of the Office of Public Roads. Shortly after its approval, the Act was amended so that the Federal Government would also pay half the cost of all bridges over 20-feet. By the time the plans for implementing the new Act were submitted to the states, however, war broke out and the program was suspended until 1919.

The booming economy of the 1920s and the availability of federal-aid matching funds led to a major expansion in transportation facilities in Kentucky. Construction standards required to qualify for federal aid, higher speed cars, and increased truck traffic, also necessitated changes in road and bridge design. As a result, the 1920 Kentucky General Assembly passed an Act that created a **Department of State Roads and Highways**. The Department was given central authority over the development of a state highway system.The State Aid law was abolished and in its place, approximately 4,000 miles of the inter-county seat system was declared primary state highways and all State and Federal Aid funds were confined to this system. This gave the Department the first real authority to carry on a constructive plan of road building. The Department grew substantially as a result of the reorganization. By the 1930s, with the exception of very long spans, the Department of Highways was building most of the new bridges in Kentucky and the bridge companies were all but obsolete.

In addition to designing all State and Federal Aid bridges, the Department continued to provide plans, specifications and estimates to counties for all bridges costing over $500.00. As in the past, however, the counties were not required to build according to these plans, unless the bridge was part of a State or Federal Aid Project. In the 1919-1921 Biennial Report, the Department argued that this "requirement necessitates much waste of time... as their plans are discarded in favor of lighter, and therefore cheaper designs than would be sanctioned by good engineering practices" (DSRH 1921:51).

Prior to 1919, practically all bridges designed by the Department were for 16 foot width roadways and a load of one 15 ton truck. With the begining of Federal Aid, however, bridges had to be designed to conform to the requirements of the Federal Engineers. These requirements demanded a 20 foot width of roadway and a structure designed for two 15 ton tractors to pass. This change made it necessary for the Department to discard most of the plans it had previously designed. None of the bridges on the KTC system today that were built after 1919 are under the federal mandated 30 foot wide limit.

In 1921 the Department reported that it was designing all steel truss bridges with riveted connections and concrete floors with bituminous surfaces. Also, by this time, the Department had prepared complete plans, including all necessary drawings, for steel bridges with spans of the following number of feet:

20 ft. Roadway--Low Truss Bridges: 40, 50, 60, 70, 80, 90, 100 ft.
20 ft. Roadway--High Truss Bridges: 130 ft. Plain, 130 ft with sidewalks
162 ft. Plain, 162 ft. with sidewalks
200 ft. Plain
250 ft. with sidewalks
16 ft. Roadway--High Truss Bridges: 140, 150, 162 ft.

In the 1919-1921 biennial report, the Department noted that because of the different classes of engineering problems arising and the special experience required, the design and supervision of concrete and masonry structures had been made a separate department from the steel structures and each department was under the charge of a different assistant bridge engineer. During the biennial period, the concrete bridge sub-department prepared plans for building the following bridges:

CONCRETE BRIDGES			
LENGTH (FT.)	NUMBER	LENGTH (FT.)	NUMBER
6	4	18	2
7	1	20	35
8	2	24	10
10	21	29	10
12	17	30	50
14	6	40	32
15	8	55	2
16	12		

In 1921 an amendment to the Federal Aid Road Act changed the character of the act by limiting the expenditure of Federal Aid funds to a seven per centum system, and eliminating the post road features. Each state was required to select or designate a system of highways not to exceed severn per centum of the total highway mileage. Federal aid could only be used on this system of roads.

In 1922 a revision of the Department's Standard Specifications, was approved by the Bureau of Public Roads at Washington, for use on all Federal Projects in the state. It was also adopted for State Projects. The revisions applied to both road and bridge specifications (SHC1923:7).

Begining in June, 1922, the first number of the *Kentucky Road Builder*, the official bulletin of the State Road Department, was issued. The bulletin was designed to serve as a medium for the Department to inform the public of its activities. The publication was replaced by *Kentucky Highways* in 1926.

In 1923 the Bridge Department was reorganized. No longer were separate engineers assigned to the design of steel and concrete bridges. During the 1921-1923 period, plans were prepared for the following bridges:

Bridge Plans Prepared by
The Kentucky Department of State Roads, 1921-1923

CONCRETE SLAB AND GIRDER BRIDGES		STEEL BRIDGES	
LENGTH (FT.)	NUMBER	LENGTH (FT.)	NUMBER
12	8	30 (I beam)	1
14	2	60 (truss)	1
15	3	70 (truss)	2
16	13	80 (truss)	5
18	3	100 (truss)	4
20	29	130 (truss)	4
21	1	150 (truss)	1
22	1	162 (truss)	1
24	16	250 (truss)	1
27	2		
30	73		
34	14		
40	20		
TOTAL	**185**	**TOTAL**	**20**

In the 1926 Kentucky State Highway Department standard specifications, it was noted that, unless otherwise specified, contractors were required to install name plates furnished by the Department on all bridges of clear span of 20 feet or more. In general, on single span concrete or steel bridges less than 200 feet in length only one plate was used, on multiple span bridges of concrete, steel or combination of concrete and steel having a total length of 200 feet or more two name plates were used.

Each name plate was to be rigidly attached to the structure by means of bolts or lugs cast integral with the plate at such point as directed by the Engineer. In general, on concrete bridges the name plate was placed vertically on the inside face of the end post of through girders or end post of handrail. On steel truss spans, the name plate shall be fastened to the cover plate of the end post, and about five feet above the crown of the roadway (KSHD 1926: 145).

Until 1928, numerous privately owned toll bridges in Kentucky stood in the way of a unified highway system. In that year the General Assembly passed the **Murphy Toll Bridge Act**. Under this act the State was given the power to condemn or purchase privately owned toll bridges and to issue bonds for construction of new bridges over the larger rivers and pay for them out of tolls collected. The act was the center of much controversy, but it withstood several lawsuits and attempts to amend or repeal it. State ownership of bridges paved the way for the construction of a modern road system in Kentucky (Kleber 663).

On February 22, 1929, the offices of the State Highway Department was destroyed by fire and the Bridge office lost all the plans and surveys for toll bridges, also all the special bridge drawings which had been made since the department was created were burned. Some of the more recent plans for structures which were under construction at the time of the fire were retraced from the blue prints in the district offices. Most of the bridge office Standard Drawings were in the fireproof safe and were not damaged (SHC 1929:147).

Throughout most of its history, the work of the Bridge Department was divided into four general classes: designing of drainage structures let in conjunction with road contracts; maintenance repair plans; design of larger structures let as special bridge contracts; and the design and supervision of construction of bridges in the State Toll Bridge Program.

It was the policy of the Commission to include the construction of smaller bridges in contracts for roadway construction. The rugged topography of Kentucky made it impractical to utilize standard plans for a large percentage of these structures and the work of preparing special designs for them comprized a large percentage of the work of the Bridge Department. The total number of spans in special girder bridge plans prepared, exclusive of special structures, between 1930 and 1931 was 300.

Each year an increasing number of old timber, steel and concrete structures built before the existence of the Highway Commission, had to be repaired or strengthened in order to prolong their use. The District Engineers and the Bridge Engineer, co-operating with the Maintenance Engineer, recommended to the Commission each year a list of work to be done the next year. With the rapid increase in size of truck and trailer loads bridge maintenance increased. The total number of structures for which plans were prepared for maintenance repairs and reconstruction during the period (1930-1931) was 123.

In the case of bridges which were considered too large, involved greater cost, were more difficult to construct, or required special equipment, it was the policy of the Department to let as separate construction projects. Due to their size and the varying foundation conditions other special considerations, practically all of this work neccessitated special designs and plans for each structure. The total number of special structures of concrete, structural steel or combination constructed between 1930 and 1931 was 32.

This period witnessed the successful completion of the sale of Bridge Revenue Bonds and in 1930 bids were opened for the construction of: 1) the Ohio River Bridge at Ashland (10-235-840); 2) the Cumberland River Bridge at Burnside (gone); 3) the Green River Bridge at Spottsvillen (51-60-B15); 4) Ohio River Bridge at Maysville (81-62-B41); 5) the Tennessee River Bridge at Paducah (gone); 6) the Cumberland River Bridge at Smithland (gone); 7) the Kentucky River Bridge at Boonesboro; 8) Ohio

River Bridge at Carrollton; 9) the Kentucky River Bridge at Tyrone; 10) the Tennessee River Bridge at Eggner's Ferry (79-68-B23); and 11) the Cumberland River Bridge at Canton. Construction on all of the bridges was completed by 1933. This period also witnessed the agreement between Kentucky and Indiana to build a bridge (51-41-B2) across the Ohio River between Henderson, Kentucky and Evansville, Indiana (SHC 1931:21).

Between 1931 and 1933: 762 bridge plans were completed; and maintenance, reconstrucion and repair plans were completed for 101 bridges. Between 1933 and 1935 plans for 479 bridges were completed.

Bridge Summary

The largest number of extant bridges, 1,068 (48%), were constructed during this period. The majority, 937, are slab, beam or girder spans. They are located throughout the state: Appalachian 272; Bluegrass 324; Ohio 78; Pennyrile 292; Purchase 102.

VI. THE GREAT DEPRESSION AND WORLD WAR II, 1935-1945

During the administration of President Franklin Delano Roosevelt, 1933-1945, generally referred to as the "New Deal" era, a number of federal programs were created to provide Depression Era work for the unemployed and to stimulate private business. Among many of the programs, for example, was the Works Progress Administration (WPA). The WPA was abolished in 1942, its work being absorbed by the Federal Works Agency.

Road construction was more common than any other kind of WPA project. The large majority of the work was on rural roads and highways. Many were farm-to-market roads which increased the farmers' opportunities to market their goods and made it possible for the inhabitants of rural areas to take advantage of cultural and educational opportunities in neighboring cities.

The character of the work differed greatly in different areas. In remote or financially poor areas the road building officials often lacked the engineering skill requisite for designing high-type road construction or improvements. A project in such areas might merely call for the addition of a gravel surface to a rural road, perhaps with some work on drainage and the clearance of the roadside right-of-way.

As the program developed, however, the WPA increasingly required compliance with minumum standards of road construction, including the width of the right-of-way, sight distance, the degree of horizontal and vertical curves, the size of drainage openings, the character of construction, and the specifications for surfacing materials. The use of native materials was encouraged, especially when sponsors' funds were meager.

Bridges and viaducts were usually constructed or improved in connection with work being done on highways and roads. In the 8-year period from 1935-43, the WPA constructed 78,000 new bridges and viaducts and improved more than 46,000 others. Almost two-thirds of these structures, 81,000, were wood. In the later years of the program, timber and masonry were often used in bridge construction in order to conserve critical war materials. At times, they incorporated traditional stone masonry as a way of providing employement. Many of the bridges were small, replacing srtructures that were dilapidated or inadequate, or taking the place of fords; and many were two-lane bridges built to replace one-lane bridges (FWA 1946:53).

WPA bridges usually were designed in one or the other of two contemporary architectural style trends: a rustic, traditional style, or a WPA/government Deco Moderne style. Because the WPA funded parks projects, many WPA bridges were built in park or park-like settings. These bridges were built in a version of the rustic mode, either of wood or stone.

Fifty-five percent of all WPA funds received by Kentucky were expended on highway and road projects (FWA 1946:127). The state used these funds to construct or repair 3,660 bridges and viaducts between 1935 and 1943 (FWA 1946:135).

Prior to 1936 no funds of the Kentucky Department of State Roads and Highways were expended directly for rural highways, or roads outside the State Maintained system. In that year, however, the General Assembly created the **Department of Rural Highways**. The law set aside two million dollars annually for work on roads outside the State System and outside incorporated towns and cities. During

the period 1936 to 1939, 98 bridges of over 20 foot span and located on rural roads, were constructed or repaired under this program. This did not include a large number of small bridges that were built as part of road projects. Between 1942 and 1944, 93 additional bridges were built or repaired under the program. From 1936 until 1943 the work of the Kentucky Department of Rural Highways was done jointly with the WPA, thus enabling the funds to go much farther.

The separation of streets and railroads, and crossings at grades, had been given little consideration until 1936 and the advent of the Public Works Administration and the **Hayden-Cartwright Act**, in which the Federal Government allocated funds for grade separation.

In 1941 the U.S. Congress passed legislation authorizing the Tennessee Valley Authority (TVA) to assume the cost for altering, reconstructing or relocating highway bridges in connection with the construction of power dams. The Eggners Ferry Bridge over the Tennessee River near Gilbertsville Dam and the Burnside Bridge over the Cumberland River near Wolf Creek Dam were the principal Kentucky bridges to be affected. The Eggners Ferry Bridge had to be raised 21 feet to meet War Department clearance requirements for navigation purposes (Arnold 1945).

Between 1940 and 1942, Kentucky entered into contracts for the construction of 111 bridges. In its biennial report, the Department reported that five of these bridges had "unusual characteristics," (29):

The Kentucky River Bridge at Clays Ferry, Fayette-Madison Counties (34-2328-B10)
This bridge was on US Route 25 and replaced the old iron bridge built in 1869. It eliminated long grades and sharp curves in the old road that descended and ascended from the river valley. The bridge consisted of a deck steel truss and concrete spans having a total length of 1,736 feet. The main river crossing was a three-span continuous deck steel truss with center span of 448 feet and side spans of 320 feet each. The bridge had a reinforced concrete deck of 26 feet clear roadway and two 3-foot safety walks. The floor of the bridge was 250 feet above normal pool. At the time, it was the highest bridge east of the Mississippi River.

The Salt River Bridge at West Point, Jefferson-Hardin Counties (56-31W-B34)
This bridge was on US Routes 31-W and 60 and replaced an existing narrow steel bridge. It was a part of the modenrization of these routes to adequately serve the anticipated traffic between Louisville and Fort Knox. The bridge consisted of steel deck plate girders having a total length of 877 feet. The main river crossing was a three-span continous steel deck plate girder with center span of 200 feet and side spans of 135 feet each. The bridge had a reinforced concrete deck of 48 feet clear roadway and two 2.5 foot safety walks.

Barren River Bridge at Bowling Green, Warren County (114-3225-B7)
This bridge was on US Route 31-W and provided a better entrance to the city of Bowling Green. It was part of the modernization of US Route 31-W. The bridge consisted of steel deck plate girders having a total length of 440 feet. The four spans of the superstructure were continous steel deck plate girders of 110 feet each. The bridge had a reinforced concrete deck of 26-foot clear roadway and two 5-foot sidewalks. The foundations of the bridge were in cavernous

limestone and difficult conditions were encountered in construction (see article).

Kentucky River Bridge at Carrollton, Carroll County
This bridge was on US Route 42 and replaced a weak, inadequate steel bridge. It consisted of a steel truss and steel deck plate girder spans having a total length of 1,277 feet. The main river crossing was a three-span continuous through steel truss with a center span of 300 feet and side spans of 200 feet each. The bridge had a reinforced concrete deck of 26-foot clear roadway and two 5-foot sidewalks.

L&N.R.R. and I.C.R.R. Overhead Bridge at West Point, Hardin County
This highway railroad grade seperation bridge wa on US Routes 31-W and 60 and is a part of the relocation and construction of these routes around the town of West Point. The bridge was unique in that it crosses the railroad tracks at their intersection and the same spans provide grade separation for each of the railroad tracks. The bridge consists of concrete deck girder spans having a total length of 630 feet and clear roadway of 48 feet with 2.5 foot safety walks. The bridge consisted of concrete deck girder spans having a total length of 630 feet and clear roadway of 48 feet with 2.5 foot safety walks.

On May 27, 1941, an Unlimited National Emergency was proclaimed by the President of the United States, followed, shortly thereafter, by a declaration of war. Immediately following the declaration, shortages of some construction materials became acute and many of the projects listed above were delayed in completion.

Due to the limited supply of steel, structural lumber and other similar materials, the Department frequently revised previously prepared plans to eliminate, as far as possible, the use of these critical materials. Substitutes were developed as rapidly as possible. For example, the use of timber and stone masonry was practiced for several years and in 1942 plans were being made to increase the use of these materials as well as the use of pipe culverts made without reinforcing steel (53).

During the War, the Department's work was limited almost entirely to maintaining the existing roads and bridges. In some cases, new construction was performed, but only on major routes which were considered of such importance by Federal authorities as to warrent the use of critical materials and manpower. The Department also supervised the construction and maintenance of access roads to mines, timber areas, etc., which were not located on the State Highway system, but due to the needs of raw materials were important for the war effort. These projects were usually financed entirely by the Federal Government with money allotted by the Defense Highway Act of 1941. A few exceptions were made, however, where the road was a major route and accommodated civilian as well as war traffic; for example, Routes 60 and US 31-E in the vicinity of Fort Knox. In such cases the State participated in the cost of the project, as the improvement of such roads not only benefited the war effort but was beneficial to civilian traffic (DOH 1944:15).

Since the physiography of the State varies considerably from the east to the west, so to did the type of War work being performed. In the southeastern part of the State the main contribution to the War effort was the increased production of coal and timber. Representative of the work in this area was the Fourseam-Avawam Road in Perry County. It started at the tipple of the Fourseam Coal Company, extended to the top of the mountain and then down the mountain to Jack's Branch. This enabled the coal to be mined at the top of the mountain by the stripping method, and to be transported by Euclid trucks to the Company's tipple. Prior to construction of this road the daily average production of the mine was 400 tons per day. After its completion, coal production reached an average of 1500 tons per day (DOH 1945:15).

Another example was the construction in Leslie County of the Greasy Creek Access Road from the mouth of Laurel Fork to the mouth of Lewis Creek, a distance of approximately 3.135 miles. It enabled the Inter-Mountain Lumber Company, and other lumber producers, to transport logs directly from the woods to a mill at Putney in Harlan County. Ninty-five per cent of this production went to either the Army or the Navy (DOH 1945:16).

Work on the Louisa-Painstville Road in Lawrence County was the largest construction project during this period. This was the last gap on US Route 23 which had carried a low surface for several years.

In the southeastern part of the State on US Route 25 from Saxton to Jellico, there were several weak bridges and underpasses with a very low clearance which restricted truck transportation. This problem was eliminated by the construction of 3.216 miles of cement concrete pavement on the Williamsburg-Jellico Road from Saxton to Jellico (16). (118-25W-B40)

Strader Avenue is a representative project of the type constructed in the vicinity of Louisville, and consisted of a grade and drain and Class F bituminous surface access road to the Nichols Hospital (16).

All State and County roads in the vicinity of Fort Knox were used extensively by troops of the Armored Force training at the post. Great damage was done in numerous instances by heavy tanks and track crawling vehicles. The Department repaired the damage and will be reimbursed by the Federal Government, under the War Damage Claims Act (18).

A large number of War industries were located in the extreme western part of the State: the Kentucky Ordinance Works near Paducah; the Shell Loading Plant operated by the National Fire Works Compnay near Mayfield; the Ohio River Ordnance Works, an Ammonia Plant near Henderson; Camp Breckinridge at Morganfield; and Camp Campbell near Hopkinsville. Work was completed on the roads in these areas in order to keep the traffic flowing between the War industries and to provide safe travel for employees of these industries. Representative of this type of project was work completed on the Paducah-Bardwell Road in McCracken County.

Bridge Summary

Thirty seven percent, 826, of the historic bridges on the KTC system today, were constructed during this period. The majority, 771, are concrete slab, beam or girder spans. They are located throughout the state: Appalachian 256, Bluegrass 220; Ohio 70; Pennyrile 196; Purchase 84.

VII. THE POST WAR ERA, 1945-1950

Throughout the War, the Department conducted a long range planning program for post war execution. As a result, in a 1942 report to the House Appropriations Committee, Major General B. Fleming, Federal Administrator of the Public Works Program, acknowledged that only four states outranked Kentucky in highway projects already approved for post-war construction by the Federal Works Agency (DOH 1942:15).

Although highway and bridge construction accelerated after the war, construction monies were still scarce. As a result, many of the aesthetic considerations common to earlier bridges were foregone in favor of utility and cost-effectiveness. Steel was once again available to bridge designers, and deck girder and deck truss structures were particularly common in this period.

In 1944 the National Congress passed the **Post War Highway Act** appropriating funds for "feeder" roads. In 1946 the Kentucky General Assembly increased the State's annual **Rural Highway Fund** from two to five million dollars.

The following toll bridges were freed during 1945: Boonesboro (1931); Burnside (1931); Spottsville (1931); Tyrone (1932); Paducah (1932); Eggner's Ferry (1932); Maysville (1931); Canton (1932); Smithland (1931). Livermore Bridge was freed in 1946.

In 1946 an amendment to the Kentucky constitution, popularly called the **"Good Roads Amendment,"** was submitted for ratification. It provided that all money acquired by taxing motor fuels, licenses or other exises realting to motor vehicles must be earmarked for building, maintaining, policing and marking highways. In the past these funds were added to the General Fund.

The amendment was sponsored by 64 civic, trade, professional and religious organizations under the name of the **"Kentucky Good Roads Federation."** The public endorsement brought out a four-to-one favorable vote (DOH 1946:15). The amendment provided noteworthy increases to the road fund.

The Department identified 8 bridges that remain on the KTC system today and were designed during this period, as important structures:

96-27-B21. Licking River Bridge near Butler in Pendleton County.

114-31W-B16. The L&N Raidroad overpass on US Route 31W in Warren County.

50-31E-B2. The Green River Bridge near Rio in Hart County.

90-55-B22. The Beech Fork Bridge on the Washington and Nelson County line.

118-25W-41 and **118-25W-42**. Clear Fork Bridges in Whitley County.

92-54-31. Rough River Bridge on Route 54 in Ohio County.

Bridge Summary

Only 176 (8%) of the historic bridges on the KTC system today were constructed during this period. Nearly all, 168, are concrete slap, beam or girder spans. They are located throughout the state: Appalachian 55; Bluegrass 46; Ohio 12; Pennyrile 49; and Purchase 14.

HISTORIC BRIDGES OF KENTUCKY

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APPENDIX A:

CULTURAL LANDSCAPES

APPENDIX A

THE CULTURAL LANDSCAPES OF KENTUCKY

The concept of cultural landscape is used by the Kentucky Heritage Council to organize various sets of historic properties by geographic area. Each region has a different cultural landscape which is reflective of its mineral and soil resources, and its historical economic development. Although the buildings townscapes, and landscapes of all five major areas have many common features, the unique qualities of each is readily distinguishable. A brief summary of the five general cultural landscapes and the subdivisions follows. The attached map provides the boundaries for each.

I. West Kentucky includes the relatively level lands west of the Tennessee River and the generally rugged lands in the watershed of the Lower Cumberland and Tennessee Rivers, except for the City of Paducah which has more in common with other commercial centers on the Ohio River.

A. The Purchase Area is a relatively flat region with highly productive farm lands. Access to regional markets has been historically available via the Ohio-Mississippi River system and the Illinois Central Railroad. This area was the last are of the state to be opened for settlement. Thus the earliest buildings date from the 1820s and 1830s and most of the towns appear to reflect the planning and architectural concepts of the post Civil War era. Since World War II, the rate of population growth in this area has been low.

B. Although lands that border the Lower Cumberland and Tennessee Rivers were accessible to early settlement, the rugged character of the land limited the agricultural potential of this area. Most population growth in the 19th century was related to the needs of the river transportation system. In the 20th century, this area has lost population due to the changing economy and as a result of Federal project development. The development of Kentucky Lake, Barkely Lake, and T.V.A.'s Land Between the Lakes Recreation Area has resulted in the displacement of a substantial part of the population and the loss of many historic resources. No area of Kentucky has lost more of its early heritage to Federal projects than this area.

II. The Pennyrile or Mississippian Plateau Region includes the large part of west central Kentucky within the watersheds of the Green, Tradewater, and Lower Ohio Rivers. The cities of Henderson and Owensboro are not included because of their similarity to other commercial centers in the Ohio Valley.

A. The western coalfield area in the west central part of the Pennyrile is an area of limited agricultural potential where coal has been mined extensively since the 1870s. This area has numerous railroad centers and mining communities in addition to the county seats. Substantial areas--over 30 percent of the land area of one county--have been surfaced mined to date and future mining activities will continue to destroy large areas.

B. The Pennyrile plain includes the fertile agricultural lands of the Nashville Basin and the Lower Ohio River which encircle the western coalfields. This area experienced settlement beginning in the 1790s and has been, after the Inner Bluegrass, the most productive agricultural area of Kentucky. The county seat towns reflect the ongoing prosperity of this area and the rural areas contain many antebellum farm complexes.

C. The hilly eastern Pennyrile area contains substantially less usable land than the Pennyrile plain or the Outer Bluegrass. Although settled early, this area has been relatively undeveloped due to its poor transportation facilities. The population of the area has not changed substantially in the last century with many counties experiencing population loss during this period. The land is divided into relatively small, often marginal farms which historically have not extensively utilized slaves or sharecroppers in agricultural production.

III. The Ohio Valley Urban Centers of Kentucky are products of the industrialization of the Ohio Valley which began in the 1840s and continued into the 20th century. These communities developed into industrial and regional commercial centers during the last half of the 19th century in large part due to their location on the Ohio River. They contain one-third of the present population of Kentucky.

A. Louisville, Kentucky's largest population center, experienced its greatest growth and expansion during the period of 1870-1900. Sometimes described as a Victorian museum, the city contains numerous neighborhoods, commercial areas, and industrial buildings from the late 19th century. Few buildings survive from the antebellum period

B. The northern Kentucky suburbs of Cincinnati experienced tremendous growth after the Civil War due to the rapid growth of Cincinnati as an industrial-commercial center. Covington and Newport were from 1870 to 1900 the second and third largest cities in Kentucky as housing for workers at Cincinnati factories and warehouses was rapidly built. Both cities attracted large settlements of German and Irish immigrant families.

C. Paducah, Owensboro, and Henderson experienced substantial growth in the last half of the 19th century, becoming regional transportation and commercial centers. Although they attracted fewer immigrants than

Louisville or Northern Kentucky, all three grew rapidly. All three cities have a substantial number of Italianate and Victorian houses, commercial buildings, and industrial/warehouse buildings from the late 19th century.

IV. The Bluegrass Area of north-central Kentucky was the destination of the first settlers who came to Kentucky. This rolling, fertile area was settled rapidly and has been a productive agricultural area for two centuries. Most of the political and educational institutions of the state are located in this area which has tended to dominate the politics of Kentucky more than any other region.

A. The Inner Bluegrass contains the most productive, highest valued agricultural land in the state. Most of the land was claimed and settled before 1800 and most of Kentucky's surviving 18th century buildings are found here. This area contains the only counties where slaves out-numbered whites prior to the Civil War. It contains more architect-designed plantation and farm houses than other areas of Kentucky from the 19th century to the present, except for the late 19th century. In addition to the numerous preserved rural sites, the area contains many early villages and 19th century landscapes. The county seats in this area retain a high percentage of 19th century buildings.

B. The Outer Bluegrass area which surrounds the Inner Bluegrass is a productive agricultural area. Parts of this area are unsuited for plowing and the Eden Shale Belt is an area of poor soil suited for forests and some pasturage. In general, this area has experiences less industrialization than other regions. As a result, most counties have approximately the same population as they had in 1870 and agriculture remains the primary economic activity. Substantial portions of this region contain highly productive lands with pretentious farm houses from every period since the early 19th century.

V. The Appalachian Mountain Region of Kentucky makes up almost one-third of the state. Less than ten percent of this rugged area is suitable for agricultural activities. As a consequence, early settlement in this area was sparse. Called Kentucky's Last Frontier by one writer, many counties were formed after 1850 and the more populous counties now have a population of four to six times their 1870 level.

A. The Appalachia Highlands area experienced limited settlement until the construction of railroads at the turn of the century and the subsequent growth of coal mining activity. Most of the buildings and structures in this area date from the 20th century and are associated with coal. Numerous towns were constructed from 1910-1940 by coal companies to house their employees. Due to the topography of the area, roads, housing, and coal processing facilities are limited to a small area which undergoes

extensive ongoing alteration. As a result, few 19th century buildings or landscapes survive.

B. The Appalachia Foothills region has experienced little coal mining. This rugged area contains some river valleys with limited farming activity. Lumbering industry practices in the early 20th century adversely affected a large part of this area which has since come under Federal Government management as part of the Daniel Boone National Forest. This area is the least densely populated area of Kentucky and contains the counties with the lowest per capita income in the state.

COUNTIES IN CULTURAL LANDSCAPES OF KENTUCKY

I. WESTERN KENTUCKY

Ballard
Calloway
Carlisle
Fulton
Graves
Hickman
Livingston
Lyon
McCracken
Marshall
Trigg

II. PENNYRILE

Adair
Allen
Barren
Breckinridge
Butler
Caldwell
Casey
Christian
Clinton
Crittendon
Cumberland
Daviess
Edmonson
Grayson
Green
Hancock
Hardin
Hart
Henderson
Hopkins
Larue
Logan
McLean
Meade
Metcalf
Monroe

Pennyrile cont'd.
Muhlenberg
Ohio
Pulaskie
Russell
Simpson
Taylor
Todd
Union
Warren
Wayne
Webster

III. OHIO VALLEY URBAN CENTERS

Covington-Newport-Gr. Cincinnati
(Kenton & Campbell Counties)

Louisville
(Jefferson County)

Owensboro-Henderson-Paducah
(Daviess, Henderson, &
McCracken Counties)

IV. BLUEGRASS

Anderson
Bath
Boone
Bourbon
Boyle
Bracken
Bullitt
Campbell
Carroll
Clark
Fayette
Fleming
Franklin

Gallatin
Garrard
Grant

Bluegrass cont'd.

Harrison
Henry
Jefferson
Jessamine
Kenton
Lincoln
Madison
Mason
Marion
Mercer
Montgomery
Nelson
Nicholas
Oldham
Owen
Pendleton
Robertson
Scott
Shelby
Spencer
Trimble
Washington
Woodford

V. APPALACHIA

Bell
Boyd
Breathitt
Carter
Clay
Elliott
Estill
Floyd
Greenup
Harlan
Jackson
Johnson
Knott
Knox
Laurel
Lawrence
Lee
Leslie

Appalachia cont'd.

Letcher
Lewis
McCreary
Magoffin
Martin
Menifee
Morgan
Owsley
Perry
Pike
Powell
Rockcastle
Rowan
Whitley
Wolfe

APPENDIX B:
POTENTIALLY SIGNIFICANT BRIDGES

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built	Builder
Y		Pennyrile	1	1336	C00020	Pratt 1/2 Hip Po	1930	
Y	Y	Bluegrass	3	0062	B00003	Warren Deck	1932	KDOH
Y		Bluegrass	3	1100	C00006	Camelback	1905	Champ
Y		Bluegrass	3	1213	C00010	Pratt 1/2 Hip Po	1930	
Y		Purchase	4	0051	B00021	Cantilever	1937	Mt. Verno
		Appalach	7	1146	C00021	steel truss	1928	
Y		Appalach	7	2079	B00092	Concrete Arch	1943	
		Appalach	7	8019	SP0001	Concrete Arch	1935	
		Bluegrass	8	0025	B00001	Concrete Arch	1928	
Y		Bluegrass	8	1001	C00001	concrete beam	1919	
Y		Bluegrass	9	1011	C00010	Pratt 1/2 Hip Po	0	
Y	Y	Bluegrass	9	1014	C00011	Pratt Thru	1919	Champion
Y		Bluegrass	9	1111	C00019	Pratt Thru	1913	Champion
Y	Y	Bluegrass	9	1122	C00027	Pratt Through	1893	Toledo
Y	Y	Bluegrass	9	1214	C00037	Pratt Pony	1919	King
		Bluegrass	9	1310	C00043		1923	
		Bluegrass	9	3364	B00056	steel truss	1901	
		Bluegrass	9	3364	B00057	steel truss	1881	
Y	Y	Bluegrass	9	5016	B00050	Covered	1870	
Y	Y	Appalach	10	235	B00040	Warren Thru/Ca	1930	Mt. Verno
		Appalach	10	0003	B00005		1923	
		Appalach	10	0003	B00007		1923	
		Appalach	10	0003	B00043		1923	
Y		Appalach	10	1274	C00012	Concrete Arch	1930	
Y		Appalach	10	1291	C00019	Pratt Pony	1921	
Y		Appalach	10	1338	C00025	steel girder	0	
Y		Appalach	10	1355	C00024	Pratt Pony	1921	
		Appalach	10	3291	B00059		1923	
Y		Bluegrass	11	1002	C00001	Pratt 1/2 Hip Po	1930	Champion
Y		Bluegrass	11	1227	C00017	Pratt Pony	1930	
		Bluegrass	11	3042	B00005	steel truss	1924	
Y	Y	Bluegrass	12	1012	C00003	Bowstring	1920	
Y		Bluegrass	12	1110	C00009	Pratt Pony	1920	Champion
Y		Bluegrass	12	1116	C00010	Pratt Thru	1925	
Y		Bluegrass	12	1307	C00019	Pratt 1/2 Hip Po	1920	Champion
Y		Bluegrass	12	1319	C00022	Warren Pony	1940	
Y	Y	Bluegrass	12	1321	C00023	Pratt Thru	1883	King
Y		Appalach	13	0030	B00017	Pratt Thru	1935	
Y		Appalach	13	1812	B00012	Pratt Pony	1929	KDOH
Y		Pennyrile	14	060X	B00050	Pennsylvania Pe	1922	Pan-Am
		Pennyrile	14	0992	B00011		1923	
Y		Pennyrile	14	1020	C00001	Warren Pony	1940	
		Pennyrile	14	5312	C00028		1940	
		Pennyrile	14	5312	C00030		1940	
Y		Bluegrass	15	0044	B00005	Parker	1932	
Y		Bluegrass	15	1017	C00001	Pratt 1/2 Hip Po	1930	
		Bluegrass	15	9999	C00027	steel truss	1901	
		Pennyrile	16	1274	C00017	steel girder	1902	
Y		Pennyrile	16	1358	C00020	Warren Pony	1920	
		Pennyrile	17	0091	B00039		1923	
		Pennyrile	17	1058	C00013	steel truss	1898	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

		Pennyrile	17	5203	C00037	steel truss	1940	
		Purchase	18	5239	C00106	steel girder	1902	
		Ohio	19	0008	B00003	steel truss	1946	
		Ohio	19	1103	C00009		1920	
		Ohio	19	1103	C00010		1920	
		Ohio	19	1120	C00014		1920	
		Ohio	19	1312	C00026		1920	
Y		Ohio	19	9999	C00037	Warren Pony	1888	
Y		Ohio	19	9999	C00038	Warren Pony	1920	
Y		Ohio	19	9999	C00043	Warren Pony	1920	
Y		Ohio	19	9999	C00044	Warren Pony	1920	
		Purchase	20	0051	B00004		1920	
		Purchase	20	0051	B00007		1920	
Y	Y	Appalach	22	0060	B00035	Concrete Arch	1927	
		Appalach	22	0060	B00036		1923	
		Appalach	22	0060	B00037		1923	
		Appalach	22	0060	B00038		1923	
		Appalach	22	0060	B00041		1923	
Y		Appalach	22	0773	B00074	Pratt Thru	1913	
		Appalach	22	0773	B00075	steel truss	1913	
		Appalach	22	1910	B00136	steel truss	1900	
Y	Y	Appalach	22	1947	B00034	Parker Pony	1922	Brookville
		Pennyrile	24	1078	C00018	steel truss	1894	
		Pennyrile	24	1078	C00019	steel truss	1894	
		Bluegrass	25	0060	B00004		1921	
		Bluegrass	25	0060	B00006		1921	
		Bluegrass	25	0060	B00007		1921	
		Bluegrass	25	0089	B00021	steel truss	1932	
		Bluegrass	25	0974	B00088	steel truss	1945	
		Bluegrass	25	0974	B00089	steel truss	1945	
Y		Bluegrass	25	1015	C00002	Pratt 1/2 Hip Po	1940	
Y		Bluegrass	25	1016	C00003	Pratt Pony	1930	
Y		Bluegrass	25	1130	C00023	Warren Pony	1935	Champion
Y		Bluegrass	25	1205	C00028	Poly Warren Po	1940	
Y		Bluegrass	25	1210	C00029	Warren Pony	1945	
		Bluegrass	25	5123	RR0614	steel girder	1919	
		Bluegrass	25	9999	RR0612	steel truss	1920	
		Bluegrass	25	9999	RR0613	timber girder	1915	
		Pennyrile	27	5999	C00012		1922	
		Pennyrile	27	5999	C00013		1922	
		Pennyrile	28	0641	B00014		1922	
Y		Pennyrile	29	0100	B00023	Warren Pony	1938	
Y		Ohio	30	0081	B00055	Pratt Thru	1934	
Y		Ohio	30	0231	B00118	Cantilever	1940	WPA
Y	Y	Ohio	30	1060	C00018	Pratt Through	1898	Smith
		Ohio	30	1068	C00021		1920	
Y	Y	Ohio	30	1159	C00046	Pratt Pony	1923	Vincennes
		Ohio	30	9999	C00168	steel truss	1920	
Y		Appalach	32	0007	B00001	Parker	1936	
Y		Appalach	32	0007	B00008	Parker	1930	
Y		Appalach	33	0052	B00016	Poly Warren Thr	1940	
		Bluegrass	34	0060	B00121	Concrete Arch	1939	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y		Bluegrass	34	0075	B00074	Continuous/War	1946	
		Bluegrass	34	1015	C00004	steel girder	1905	
Y		Bluegrass	34	1122	C00010	Poly Warren Po	1937	
		Bluegrass	34	1927	B00146	concrete beam	93	
Y	Y	Bluegrass	34	2328	B00010	Warren Thru	1871	
		Bluegrass	34	9999	C00024	steel girder	1903	
Y		Bluegrass	34	9999	C00031	Pratt Pony	1920	
		Bluegrass	34	9999	C00046	masonry arch	1902	
		Bluegrass	35	1055	C00015		1940	
Y		Bluegrass	35	1106	C00018	Pratt Thru	1910	
		Bluegrass	35	1144	C00027	steel truss	1910	
Y	Y	Bluegrass	35	5101	B00073	Covered	1880	
Y		Appalach	36	0550	B00016	Pratt Thru	1933	
Y		Appalach	36	0777	B00076	Pratt Thru	1944	
Y	Y	Appalach	36	1262	C00019	Quadrangular	1935	
Y		Appalach	36	1277	C00023	Pratt Pony	1920	
		Appalach	36	1428	B00012	steel truss	1930	
		Appalach	36	1428	B00013	steel truss	1930	
Y	Y	Appalach	36	2557	B00040	Warren Thru	1920	American
		Appalach	36	3384	B00124	Concrete Arch	1910	
		Bluegrass	37	0012	B00040	Concrete Arch	1926	
Y	Y	Bluegrass	37	0060	B00065	Pennsylvania Pe	1893	King
Y		Bluegrass	37	1026	C00005	Pratt Thru	1877	
		Bluegrass	40	0052	B00002		1921	
		Bluegrass	40	1109	C00014	steel truss	1915	
		Bluegrass	40	5351	C00029	steel truss	1927	
		Bluegrass	41	1138	C00014	steel girder	1917	
Y		Bluegrass	41	1228	C00020	Pratt Thru	1930	
Y		Bluegrass	41	1315	C00026	Pratt Thru	1890	King
		Purchase	42	0097	B00046		1922	
		Purchase	42	0097	B00047		1922	
		Purchase	42	0097	B00048		1922	
		Purchase	42	0339	B00101		1939	
		Purchase	42	0339	B00102		1939	
		Purchase	42	0408	B00123		1941	
		Purchase	42	5048	C00024		1939	
		Purchase	42	5107	C00040		1937	
		Purchase	42	5177	C00052		1938	
		Purchase	42	5334	C00085		1939	
		Purchase	42	5340	C00083		1939	
		Purchase	42	5419	C00169		1940	
		Purchase	42	5430	C00179		1940	
		Purchase	42	9999	C00197		1920	
Y		Pennyrile	43	1379	C00018	Pratt 1/2 Pony	1919	
Y		Pennyrile	43	1520	C00020	Bedpost Pony	1945	
Y	Y	Pennyrile	43	1531	C00023	Bedpost Pony	1920	
Y		Pennyrile	43	1566	C00028	Bedpost Pony	1920	
		Pennyrile	43	5147	C00033	steel truss	1919	
Y		Pennyrile	44	0569	B00026	Warren Pony	1920	
Y		Pennyrile	44	1142	C00008	Pratt Thru	1928	Champion
Y		Pennyrile	44	1142	C00009	Warren Pony	1938	Champion
		Pennyrile	44	9999	XX0001	steel girder	1919	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y		Appalach	45	0503	B00035	Pratt Thru	1894	
		Appalach	45	1283	C00020	Concrete Arch	1927	
		Appalach	45	3306	B00063	steel truss	1868	
Y	Y	Appalach	45	5054	B00046	Covered	1856	
Y		Appalach	45	9999	C00051	concrete beam	1916	
		Pennyrile	46	1301	C00022	Pratt Pony	1920	
		Pennyrile	46	1324	C00028	Pratt 1/2 Hip Po	1920	
Y		Pennyrile	47	0920	B00084	Warren Pony	1936	
Y		Pennyrile	47	1289	C00030	Pratt Thru	1899	Champion
		Pennyrile	47	5292	C00063		1943	
		Appalach	48	0072	B00095	Concrete Arch	1945	
Y		Appalach	48	0840	B00051	Baltimore Petit	1925	Vicennes
Y	Y	Appalach	48	0840	B00087	Baltimore Petit	1925	Vincennes
Y		Appalach	48	1320	C00067	Concrete Arch	1919	
		Appalach	48	3454	B00142	steel truss	1930	
Y	Y	Bluegrass	49	1062	C00026	Pratt Through	1885	Massillon
		Bluegrass	49	1112	C00030	concrete slab	1917	
		Bluegrass	49	1135	C00041	concrete slab	1915	
Y		Pennyrile	50	031W	B00004	Warren Deck	1938	
Y		Pennyrile	50	1383	C00015	Pratt Thru/1/2 Hi	1903	Champion
Y	Y	Ohio	51	0041	B00002	Cantilever	1932	
Y		Ohio	51	0060	B00015	Parker	1930	
		Ohio	51	0136	B00041		1920	
		Ohio	51	1169	C00047	Concrete Arch	1930	
Y		Bluegrass	52	0022	B00015	Parker/Warren	1931	
		Bluegrass	52	1147	C00021		1920	
		Bluegrass	52	1310	C00027	steel girder	1919	
Y		Bluegrass	52	1360	B00047	Pratt Thru	1912	Champion
		Bluegrass	52	3175	B00064	concrete beam	1917	
		Bluegrass	52	5029	C00037	steel girder	1919	
		Bluegrass	52	5127	C00036	steel girder	1919	
		Purchase	53	0058	B00042	Pratt Pony	1928	KDOH
		Purchase	53	1213	C00023	steel truss	1900	
		Purchase	53	5029	C00049	Channel	1919	
		Purchase	53	5053	C00051	steel girder	1919	
		Purchase	53	9999	C00039		1935	
		Pennyrile	54	0062	B00049	steel truss	1928	
		Pennyrile	54	0070	B00168	Concrete Arch	1935	
		Pennyrile	54	1286	C00032	Frame	1919	
y		Pennyrile	54	2647	B00159	Pratt Pony	1935	
Y	Y	Ohio	56	0031	B00136	Cantilever	1929	Various
		Ohio	56	1703	B00296	masonry arch	1940	
Y		Ohio	56	9999	C00006	Concrete Arch	1910	
Y		Ohio	56	9999	C00024	Masonry Arch	1930	
Y		Ohio	56	9999	C00026	Masonry Arch	1919	
Y		Ohio	56	9999	C00028	Masonry Arch	1920	
Y		Ohio	56	9999	C00029	Masonry Arch	1920	
Y		Ohio	56	9999	C00030	Concrete Arch	1910	
Y		Ohio	56	9999	C00031	Concrete Arch	1935	
Y		Ohio	56	9999	C00032	Concrete Arch	1930	
Y		Ohio	56	9999	C00033	Concrete Arch	1928	
Y		Ohio	56	9999	C00034	Concrete Arch	1901	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y		Ohio	56	9999	C00052	Concrete Arch	1914	
Y		Ohio	56	9999	C00054	Concrete Arch	1940	
Y		Ohio	56	9999	C00056	Pratt Thru	1910	
Y		Ohio	56	9999	C00083	Concrete Arch	1930	
Y		Ohio	56	9999	C00111	Pratt 1/2 Hip Po	1910	
Y		Ohio	56	9999	C00112	Camelback	1909	
Y		Ohio	56	9999	C00113	Concrete Arch	1930	
		Ohio	56	9999	C00116	concrete beam	1910	
		Ohio	56	9999	C00128	Frame	1930	
Y		Ohio	56	9999	C00131	Concrete Arch	1920	
Y		Ohio	56	9999	C00134	Concrete Arch	1914	
		Ohio	56	9999	C00136		1920	
Y		Ohio	56	9999	C00138	Concrete Arch	1930	
Y		Ohio	56	9999	C00139	Concrete Arch	1930	
Y		Ohio	56	9999	C00150	Concrete Arch	1911	
		Ohio	56	9999	C00183	concrete beam	1919	
		Ohio	56	9999	C00185	concrete slab	1919	
Y		Bluegrass	57	1004	C00002	Warren Pony	1914	Empire
Y		Bluegrass	57	1010	C00004	Bedpost Pony	1920	
Y	Y	Bluegrass	57	1230	C00017	Pratt Pony	1919	Brackett
		Appalach	58	0040	B00007	steel truss	1924	
		Ohio	59	0008	B00035	concrete beam	1917	
Y		Ohio	59	0008	B00037	Poly Warren Thr	1936	
Y	Y	Ohio	59	0017	B00048	Suspension	1867	Cov-Cinc
		Ohio	59	1120	B00076	steel truss	1914	
		Ohio	59	9999	C00036		1923	
		Ohio	59	9999	C00049	concrete beam	1919	
		Appalach	60	1108	C00022	steel girder	50	
		Appalach	60	9999	C00056	steel girder	1919	
		Appalach	61	1067	C00023		1935	
Y		Appalach	61	1175	C00035	Parker	1905	
Y		Appalach	63	0490	B00004	Pennsylvania Pe	1922	Louisville
		Appalach	63	1330	C00024	steel truss	1892	
Y		Appalach	63	1344	C00027	Bedpost Pony	1925	
		Appalach	63	1956	B00045	steel truss	1932	
		Appalach	63	5223	C00036	steel truss	1925	
Y		Appalach	64	0581	B00049	Parker Pony	1924	Vincennes
Y	Y	Appalach	64	0644	B00038	Pratt Thru	1904	
Y		Appalach	64	1042	C00007	Pratt 1/2 Hip Po	1919	Champion
Y		Appalach	65	1147	C00006	Pratt Pony/Park	1935	
		Appalach	65	5124	RR0604		1940	
		Appalach	66	2008	B00065	steel girder	1919	
		Appalach	66	2009	B00024	steel girder	1919	
		Appalach	67	0007	B00038	steel truss	1940	
		Appalach	67	015X	B00121		1921	
Y		Appalach	67	0588	B00037	Pratt Thru	1930	KDOH
Y		Appalach	67	1134	C00012	Concrete Arch	1919	
		Appalach	67	1303	C00032	concrete slab	1906	
		Appalach	67	1862	B00090	Concrete Arch	1926	
		Appalach	67	2545	B00112	concrete beam	85	
Y		Appalach	68	0010	B00003	Pratt/Parker Thr	1930	
Y		Appalach	68	1007	C00004	Pratt Thru	1910	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y	Y	Appalach	68	1045	C00007	1/2 Hip Pony	1882	Champion
Y		Appalach	68	1206	C00022	Warren Pony	1930	
		Bluegrass	69	0328	B00065		1949	
Y		Bluegrass	69	1037	C00007	Whipple-Murphy	1884	King
		Bluegrass	69	1247	B00014		1922	
		Bluegrass	69	1339	C00029		1935	
		Bluegrass	69	5322	C00057	steel truss	1914	
Y	Y	Purchase	70	0060	B00017	Poly Warren Thr	1931	Nashville
		Purchase	70	0070	B00023		1940	
		Purchase	70	0070	B00024		1940	
		Purchase	70	0070	B00026		1940	
		Purchase	70	0453	B00029		1923	
		Purchase	70	0453	B00030		1923	
		Purchase	70	0453	B00031		1923	
		Pennyrile	71	0765	B00058	steel truss	1920	
Y		Pennyrile	71	1249	C00023	Pratt Thru	1925	
Y		Pennyrile	71	1253	C00024	Pratt Thru	1910	
Y		Pennyrile	71	1256	C00026	Pratt Thru	1920	
		Pennyrile	71	1280	C00029	steel truss	1910	
		Pennyrile	71	1308	B00064	steel truss	1897	
		Pennyrile	71	1357	C00038	steel truss	1925	
Y		Pennyrile	71	1388	C00041	Pratt 1/2 Pony	1925	
		Pennyrile	71	2375	B00079	steel truss	1930	
Y	Y	Ohio	73	0045	B00001	Pennsylvania/W	1929	Wisconsin
Y	Y	Ohio	73	0060	B00004	Warren Thru	1931	Wisc., Inte
		Ohio	73	1565	B00044	steel truss	1918	
Y		Appalach	74	0092	B00007	Warren Deck	1941	
		Appalach	74	1651	B00004	Frame	1936	
		Appalach	74	5130	NP0004	steel girder	1903	
		Appalach	74	5274	C00013	steel girder	1919	
Y	Y	Pennyrile	75	0081	B00023	Penn Petit/Warr	1928	
		Pennyrile	75	0085	B00016		1937	
Y	Y	Pennyrile	75	0431	B00018	Poly Warren Thr	1939	PWA
		Pennyrile	75	2385	B00066	Channel	1940	
Y		Bluegrass	76	1101	C00015	Warren Thru	1930	
Y		Bluegrass	76	1235	C00034	Warren Pony	1939	
		Bluegrass	76	3376	B00086		1922	
		Bluegrass	76	5067	C00054	concrete beam	1910	
Y		Appalach	77	0460	B00016	Pratt Pony	1929	
		Appalach	77	1888	B00005		1939	
		Bluegrass	78	0289	B00023	steel truss	1923	
Y		Bluegrass	78	1113	C00024	Pratt Thru	1935	
Y		Bluegrass	78	1114	C00026	Warren Thru	1935	
Y		Bluegrass	78	1120	C00031	Pratt Thru	1910	
Y		Bluegrass	78	1227	C00057	Pratt Thru	1919	
Y		Bluegrass	78	1307	C00061	Pratt Pony	1936	
Y		Purchase	79	0068	B00023	Parker/Pratt Thr	1944	
Y		Purchase	79	0080	B00040	Pratt Thru	1933	
		Purchase	79	1190	C00009	steel truss	1919	
		Purchase	79	1528	B00016		1936	
Y	Y	Bluegrass	81	0062	B00041	Suspension	1931	KDOH
Y		Bluegrass	81	1122	C00018	Poly Warren Po	1935	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y		Bluegrass	81	1123	C00021	Warren Pony	1935	
Y		Bluegrass	81	1124	C00022	Pratt Thru	1894	Toledo
Y		Bluegrass	81	1207	C00026	Warren Pony	1932	
Y		Bluegrass	81	1230	C00032	Pratt Pony	1887	
Y		Bluegrass	81	1237	B00062	concrete beam	88	
Y	Y	Bluegrass	81	5321	B00048	Covered	1835	
Y		Pennyrile	82	0031	XX0900	concrete beam	1919	
Y	Y	Pennyrile	82	1324	C00004	Whipple-Murphy	1919	Smith
		Appalach	83	0460	B00009		1923	
		Appalach	83	0460	B00010		1923	
		Bluegrass	84	0068	B00001		1922	
Y		Bluegrass	84	0152	B00005	Warren Deck	1924	
Y	Y	Bluegrass	84	1226	C00013	Pratt Through	1915	Empire
Y		Bluegrass	84	1227	C00014	Pratt 1/2 Hip Po	1935	Champion
Y		Bluegrass	84	1230	C00016	Pratt 1/2 Hip Po	1894	
Y		Bluegrass	84	1328	C00027	Pratt 1/2 Hip Po	1935	
Y		Bluegrass	84	1330	C00028	Pratt 1/2 Hip Po	1935	
		Bluegrass	84	1915	B00024	Concrete Arch	1925	
		Bluegrass	84	1988	B00037	steel truss	1930	
Y		Pennyrile	85	0861	B00036	Pratt Thru	1921	Vincennes
Y	Y	Pennyrile	85	1020	C00001	Pratt Thru	1911	Champion
Y		Pennyrile	85	1038	C00003	Pratt Thru	1915	
Y		Pennyrile	85	1108	C00005	Camelback	1911	
Y		Pennyrile	85	1201	C00007	Pratt Pony	1921	Vincennes
		Pennyrile	86	0163	B00001	concrete beam	29	
		Bluegrass	87	0460	B00041		1940	
		Bluegrass	87	0713	000001	steel girder	1911	
Y		Bluegrass	87	1331	B00038	Camelback	1901	Brackett
		Appalach	88	0589	B00063	steel girder	1901	
Y		Appalach	88	1103	C00015	Pratt Thru	1930	
Y		Appalach	88	1175	C00024	Pratt 1/2 Hip Po	1920	
		Pennyrile	89	5049	RR0605		1940	
		Pennyrile	89	5244	C00027	concrete slab	1903	
		Pennyrile	89	5401	C00029	steel girder	0	
		Bluegrass	90	031E	B00045	Parker	1932	
Y		Bluegrass	90	1106	C00022	Pratt 1/2 Pony	1924	
Y	Y	Bluegrass	90	1116	C00024	Camelback	1904	Champion
Y		Bluegrass	90	1229	C00033	Pratt Thru	1919	
Y		Bluegrass	91	0032	B00008	Pratt Pony	1932	
Y		Bluegrass	91	1010	C00004	Bedpost	1910	
		Bluegrass	91	3315	B00052	steel truss	1920	
Y		Bluegrass	91	9999	C00024	Pratt Thru	1917	
Y	Y	Pennyrile	92	0062	B00050	Continuous	1939	PWA
Y	Y	Pennyrile	92	1012	C00003	Camelback	1904	Champion
Y		Pennyrile	92	1032	C00010	Pratt Thru	1904	Champion
Y		Pennyrile	92	1067	C00021	Pratt Thru	1905	Champion
Y		Pennyrile	92	1361	C00043	Pratt Thru	0	
Y		Bluegrass	94	0355	B00006	Parker	1942	KDOH
Y		Appalach	95	0030	B00002	Parker	1934	
Y		Bluegrass	96	0022	B00007	Parker	1927	KDOH
Y		Bluegrass	96	0177	B00001	Parker	1936	
Y		Bluegrass	96	1064	C00011	Pratt 1/2 Hip Po	1910	Champion

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

		Bluegrass	96	1110	C00019	steel girder	0	
Y	Y	Bluegrass	96	1117	C00023	Pratt Thru	1892	King
		Bluegrass	96	1318	C00054		1920	
Y		Bluegrass	96	1339	C00058	Pratt Pony	1920	
Y		Appalach	97	0080	B00029	Parker	1929	
Y	Y	Appalach	97	0451	B00016	Parker	1927	St. Louis
Y		Appalach	97	0451	B00079	Parker	1938	
		Appalach	97	0476	B00001	Concrete Arch	1925	
Y	Y	Appalach	97	1102	C00005	Pratt Pony	1919	Atlantic
		Appalach	97	2448	B00078	Pratt Thru	1934	
		Appalach	97	5132	C00039	steel truss	1919	
		Appalach	97	9999	C00048	steel girder	1919	
		Appalach	97	9999	C00049	steel girder	1919	
		Appalach	97	9999	C00050	steel girder	1919	
		Appalach	97	9999	C00051	steel girder	1919	
		Appalach	97	9999	C00052	steel girder	1919	
		Appalach	98	0119	B00013		1921	
		Appalach	98	0119	B00014		1921	
		Appalach	98	0119	B00015		1921	
		Appalach	98	0119	B00016		1921	
		Appalach	98	0119	B00017		1921	
		Appalach	98	0119	B00018		1923	
		Appalach	98	0119	B00020		1923	
		Appalach	98	0119	B00021		1923	
		Appalach	98	0119	B00022		1923	
		Appalach	98	0119	B00026		1923	
Y		Appalach	98	1499	B00042	Parker	1935	KDOH
		Appalach	99	0011	B00034		1923	
		Appalach	99	0011	B00037		1923	
		Appalach	99	0011	B00038		1923	
		Appalach	99	0011	B00039		1923	
Y		Appalach	99	0077	B00029	Pratt Thru	1935	
Y		Pennyrile	100	1069	C00006	Pratt Pony	1917	
Y		Pennyrile	100	1558	C00033	Warren Pony	1935	
		Pennyrile	100	5999	C00050	steel truss	1932	
		Appalach	102	0490	B00008		1923	
		Appalach	102	1090	C00010	steel truss	1905	
Y		Appalach	102	1140	C00013	Camelback	1905	Champion
Y		Appalach	102	1361	C00024	Poly Warren Po	1936	Champion
		Appalach	103	0060	B00077	concrete girder	88	
		Appalach	103	0060	B00078	concrete beam	88	
		Appalach	103	0799	B00034	concrete beam	1902	
Y		Appalach	103	1222	C00028	Pratt Thru	1910	
		Appalach	103	5225	C00054	steel truss	1921	
Y		Bluegrass	105	0025	B00002	Warren Pony	1932	
		Bluegrass	105	0025	B00018	concrete beam	1917	
		Bluegrass	105	0062	B00011		1923	
		Bluegrass	105	1023	RR0607	steel girder	1917	
Y	Y	Bluegrass	105	1111	C00031	Pratt Thru	1890	Champion
Y	Y	Bluegrass	105	1218	C00034	Pratt Thru	1910	Empire
		Bluegrass	105	5208	C00059	steel truss	1919	
Y		Bluegrass	106	1009	C00007	Masonry Arch	1919	

APPENDIX B
POTENTIALLY SIGNIFICANT BRIDGES

Y		Bluegrass	106	1208	C00027	Pratt Thru	1919	Champion
		Bluegrass	106	5153	C00048	steel girder	1919	
Y		Bluegrass	108	0055	B00004	Pratt Thru	1932	
Y		Bluegrass	108	1012	C00004	Pratt 1/2 Hip Po	1910	Champion
		Bluegrass	108	3192	B00014	concrete beam	1919	
		Pennyrile	109	0323	B00051		1922	
Y		Pennyrile	109	1236	C00015	Pratt Thru	1920	
		Pennyrile	110	0068	B00021		1922	
		Pennyrile	110	0068	B00022		1922	
Y	Y	Purchase	111	0068	B00020	Pratt Deck/Park	1934	
Y		Bluegrass	112	0421	B00001	Cantilever	1928	
		Bluegrass	112	3175	B00020	steel truss	1901	
		Bluegrass	112	5104	C00016	steel truss	1919	
Y		Pennyrile	113	1244	C00032	Pratt Thru	0	
Y		Pennyrile	114	1301	C00007	Pratt 1/2 Pony	0	Champion
Y	Y	Pennyrile	114	1350	C00011	Bowstring	1920	King
		Bluegrass	115	0528	B00043		1923	
Y		Bluegrass	115	1020	C00004	Camelback	1916	Vincennes
Y		Bluegrass	115	1031	C00005	Pratt 1/2 Pony	1920	Champion
Y		Bluegrass	115	1042	C00006	Pratt Thru	1899	Champion
		Bluegrass	115	1243	C00026		1935	
Y		Bluegrass	115	1304	C00028	Camelback	1904	Champion
		Bluegrass	115	1584	B00042	concrete slab	1916	
		Pennyrile	116	5999	C00036	steel girder	1919	
		Pennyrile	116	5999	C00037	steel girder	1919	
Y	Y	Pennyrile	117	0270	B00050	Pratt Pony	1922	M & P
		Appalach	118	0092	B00012	steel truss	1937	
Y		Appalach	118	0092	B00022	Parker	1932	
		Appalach	118	025W	B00041		1947	
		Appalach	118	025W	B00042		1946	
Y	Y	Appalach	118	0478	B00087	Quadrangular	1907	Capitol
Y	Y	Appalach	118	0779	B00077	Concrete Arch	1925	Luten
Y	Y	Appalach	118	0904	B00067	Concrete Arch	1923	Luten
Y		Appalach	118	1002	C00001	Pratt 1/2 Hip Po	1935	
Y		Appalach	118	1174	C00012	Pratt 1/2 Hip Po	1947	
Y		Appalach	118	1260	C00026	Camelback/War	1940	
Y	Y	Appalach	118	1260	C00027	Pratt Deck	1917	
Y	Y	Appalach	118	1804	B00016	Camelback/War	1917	Champion
		Appalach	118	1804	B00017		1920	
Y	Y	Appalach	118	9999	C00043	Pratt Thru	1880	
		Bluegrass	120	0062	B00033		1938	
Y	Y	Bluegrass	120	1013	C00006	Pratt Pony	1930	
Y		Bluegrass	120	1213	C00012	Pratt Thru	1930	
	Grand Co	458						

APPENDIX C:
BRIDGES ALREADY DETERMINED ELIGIBLE

APPENDIX C

BRIDGES ALREADY DETERMINED ELIGIBLE

Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built	Builder
Bluegrass	3	0062	B00003	Warren Deck	1932	KDOH
Bluegrass	9	1014	C00011	Pratt Thru	1919	Champion
Bluegrass	9	1122	C00027	Pratt Through	1893	Toledo
Bluegrass	9	1214	C00037	Pratt Pony	1919	King
Bluegrass	9	5016	B00050	Covered	1870	
Appalach	10	235	B00040	Warren Thru/Ca	1930	Mt. Verno
Bluegrass	12	1012	C00003	Bowstring	1920	
Bluegrass	12	1321	C00023	Pratt Thru	1883	King
Appalach	22	0060	B00035	Concrete Arch	1927	
Appalach	22	1947	B00034	Parker Pony	1922	Brookville
Ohio	30	1060	C00018	Pratt Through	1898	Smith
Ohio	30	1159	C00046	Pratt Pony	1923	Vincennes
Bluegrass	34	2328	B00010	Warren Thru	1871	
Bluegrass	35	5101	B00073	Covered	1880	
Appalach	36	1262	C00019	Quadrangular	1935	
Appalach	36	2557	B00040	Warren Thru	1920	American
Bluegrass	37	0060	B00065	Pennsylvania Pe	1893	King
Pennyrile	43	1531	C00023	Bedpost Pony	1920	
Appalach	45	5054	B00046	Covered	1856	
Appalach	48	0840	B00087	Baltimore Petit	1925	Vincennes
Bluegrass	49	1062	C00026	Pratt Through	1885	Massillon
Ohio	51	0041	B00002	Cantilever	1932	
Ohio	56	0031	B00136	Cantilever	1929	Various
Bluegrass	57	1230	C00017	Pratt Pony	1919	Brackett
Ohio	59	0017	B00048	Suspension	1867	Cov-Cinc
Appalach	64	0644	B00038	Pratt Thru	1904	
Appalach	68	1045	C00007	1/2 Hip Pony	1882	Champion
Purchase	70	0060	B00017	Poly Warren Thr	1931	Nashville
Ohio	73	0045	B00001	Pennsylvania/W	1929	Wisconsin
Ohio	73	0060	B00004	Warren Thru	1931	Wisc., Inte
Pennyrile	75	0081	B00023	Penn Petit/Warr	1928	
Pennyrile	75	0431	B00018	Poly Warren Thr	1939	PWA
Bluegrass	81	0062	B00041	Suspension	1931	KDOH
Bluegrass	81	5321	B00048	Covered	1835	
Pennyrile	82	1324	C00004	Whipple-Murphy	1919	Smith
Bluegrass	84	1226	C00013	Pratt Through	1915	Empire
Pennyrile	85	1020	C00001	Pratt Thru	1911	Champion
Bluegrass	90	1116	C00024	Camelback	1904	Champion
Pennyrile	92	0062	B00050	Continuous	1939	PWA
Pennyrile	92	1012	C00003	Camelback	1904	Champion
Bluegrass	96	1117	C00023	Pratt Thru	1892	King
Appalach	97	0451	B00016	Parker	1927	St. Louis
Appalach	97	1102	C00005	Pratt Pony	1919	Atlantic
Bluegrass	105	1111	C00031	Pratt Thru	1890	Champion
Bluegrass	105	1218	C00034	Pratt Thru	1910	Empire
Purchase	111	0068	B00020	Pratt Deck/Park	1934	
Pennyrile	114	1350	C00011	Bowstring	1920	King
Pennyrile	117	0270	B00050	Pratt Pony	1922	M & P
Appalach	118	0478	B00087	Quadrangular	1907	Capitol
Appalach	118	0779	B00077	Concrete Arch	1925	Luten
Appalach	118	0904	B00067	Concrete Arch	1923	Luten

APPENDIX C
BRIDGES ALREADY DETERMINED ELIGIBLE

Appalach	118	1260	C00027	Pratt Deck	1917	
Appalach	118	1804	B00016	Camelback/War	1917	Champion
Appalach	118	9999	C00043	Pratt Thru	1880	
Bluegrass	120	1013	C00006	Pratt Pony	1930	
55						

APPENDIX D:
BRIDGES TO BE RE-EVALUATED

APPENDIX D
BRIDGES TO BE RE-EVALUATED

Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Pennyrile	1	1336	C00020	Pratt 1/2 Hip Po	1930
Bluegrass	3	1100	C00006	Camelback	1905
Bluegrass	3	1213	C00010	Pratt 1/2 Hip Po	1930
Purchase	4	0051	B00021	Cantilever	1937
Appalach	7	2079	B00092	Concrete Arch	1943
Bluegrass	8	1001	C00001	concrete beam	1919
Bluegrass	9	1011	C00010	Pratt 1/2 Hip Po	0
Bluegrass	9	1111	C00019	Pratt Thru	1913
Appalach	10	1274	C00012	Concrete Arch	1930
Appalach	10	1291	C00019	Pratt Pony	1921
Appalach	10	1338	C00025	steel girder	0
Appalach	10	1355	C00024	Pratt Pony	1921
Bluegrass	11	1002	C00001	Pratt 1/2 Hip Po	1930
Bluegrass	11	1227	C00017	Pratt Pony	1930
Bluegrass	12	1110	C00009	Pratt Pony	1920
Bluegrass	12	1116	C00010	Pratt Thru	1925
Bluegrass	12	1307	C00019	Pratt 1/2 Hip Po	1920
Bluegrass	12	1319	C00022	Warren Pony	1940
Appalach	13	0030	B00017	Pratt Thru	1935
Appalach	13	1812	B00012	Pratt Pony	1929
Pennyrile	14	060X	B00050	Pennsylvania Pe	1922
Pennyrile	14	1020	C00001	Warren Pony	1940
Bluegrass	15	0044	B00005	Parker	1932
Bluegrass	15	1017	C00001	Pratt 1/2 Hip Po	1930
Pennyrile	16	1358	C00020	Warren Pony	1920
Ohio	19	9999	C00037	Warren Pony	1888
Ohio	19	9999	C00038	Warren Pony	1920
Ohio	19	9999	C00043	Warren Pony	1920
Ohio	19	9999	C00044	Warren Pony	1920
Appalach	22	0773	B00074	Pratt Thru	1913
Bluegrass	25	1015	C00002	Pratt 1/2 Hip Po	1940
Bluegrass	25	1016	C00003	Pratt Pony	1930
Bluegrass	25	1130	C00023	Warren Pony	1935
Bluegrass	25	1205	C00028	Poly Warren Po	1940
Bluegrass	25	1210	C00029	Warren Pony	1945
Pennyrile	29	0100	B00023	Warren Pony	1938
Ohio	30	0081	B00055	Pratt Thru	1934
Ohio	30	0231	B00118	Cantilever	1940
Appalach	32	0007	B00001	Parker	1936
Appalach	32	0007	B00008	Parker	1930
Appalach	33	0052	B00016	Poly Warren Thr	1940
Bluegrass	34	0075	B00074	Continuous/War	1946
Bluegrass	34	1122	C00010	Poly Warren Po	1937
Bluegrass	34	9999	C00031	Pratt Pony	1920
Bluegrass	35	1106	C00018	Pratt Thru	1910
Appalach	36	0550	B00016	Pratt Thru	1933
Appalach	36	0777	B00076	Pratt Thru	1944
Appalach	36	1277	C00023	Pratt Pony	1920
Bluegrass	37	1026	C00005	Pratt Thru	1877
Bluegrass	41	1228	C00020	Pratt Thru	1930
Bluegrass	41	1315	C00026	Pratt Thru	1890

APPENDIX D
BRIDGES TO BE RE-EVALUATED

Pennyrile	43	1379	C00018	Pratt 1/2 Pony	1919
Pennyrile	43	1520	C00020	Bedpost Pony	1945
Pennyrile	43	1566	C00028	Bedpost Pony	1920
Pennyrile	44	0569	B00026	Warren Pony	1920
Pennyrile	44	1142	C00008	Pratt Thru	1928
Pennyrile	44	1142	C00009	Warren Pony	1938
Appalach	45	0503	B00035	Pratt Thru	1894
Appalach	45	9999	C00051	concrete beam	1916
Pennyrile	47	0920	B00084	Warren Pony	1936
Pennyrile	47	1289	C00030	Pratt Thru	1899
Appalach	48	0840	B00051	Baltimore Petit	1925
Appalach	48	1320	C00067	Concrete Arch	1919
Pennyrile	50	031W	B00004	Warren Deck	1938
Pennyrile	50	1383	C00015	Pratt Thru/1/2 Hi	1903
Ohio	51	0060	B00015	Parker	1930
Bluegrass	52	0022	B00015	Parker/Warren	1931
Bluegrass	52	1360	B00047	Pratt Thru	1912
Pennyrile	54	2647	B00159	Pratt Pony	1935
Ohio	56	9999	C00006	Concrete Arch	1910
Ohio	56	9999	C00024	Masonry Arch	1930
Ohio	56	9999	C00026	Masonry Arch	1919
Ohio	56	9999	C00028	Masonry Arch	1920
Ohio	56	9999	C00029	Masonry Arch	1920
Ohio	56	9999	C00030	Concrete Arch	1910
Ohio	56	9999	C00031	Concrete Arch	1935
Ohio	56	9999	C00032	Concrete Arch	1930
Ohio	56	9999	C00033	Concrete Arch	1928
Ohio	56	9999	C00034	Concrete Arch	1901
Ohio	56	9999	C00052	Concrete Arch	1914
Ohio	56	9999	C00054	Concrete Arch	1940
Ohio	56	9999	C00056	Pratt Thru	1910
Ohio	56	9999	C00083	Concrete Arch	1930
Ohio	56	9999	C00111	Pratt 1/2 Hip Po	1910
Ohio	56	9999	C00112	Camelback	1909
Ohio	56	9999	C00113	Concrete Arch	1930
Ohio	56	9999	C00131	Concrete Arch	1920
Ohio	56	9999	C00134	Concrete Arch	1914
Ohio	56	9999	C00138	Concrete Arch	1930
Ohio	56	9999	C00139	Concrete Arch	1930
Ohio	56	9999	C00150	Concrete Arch	1911
Bluegrass	57	1004	C00002	Warren Pony	1914
Bluegrass	57	1010	C00004	Bedpost Pony	1920
Ohio	59	0008	B00037	Poly Warren Thr	1936
Appalach	61	1175	C00035	Parker	1905
Appalach	63	0490	B00004	Pennsylvania Pe	1922
Appalach	63	1344	C00027	Bedpost Pony	1925
Appalach	64	0581	B00049	Parker Pony	1924
Appalach	64	1042	C00007	Pratt 1/2 Hip Po	1919
Appalach	65	1147	C00006	Pratt Pony/Park	1935
Appalach	67	0588	B00037	Pratt Thru	1930
Appalach	67	1134	C00012	Concrete Arch	1919
Appalach	68	0010	B00003	Pratt/Parker Thr	1930

APPENDIX D
BRIDGES TO BE RE-EVALUATED

Appalach	68	1007	C00004	Pratt Thru	1910
Appalach	68	1206	C00022	Warren Pony	1930
Bluegrass	69	1037	C00007	Whipple-Murphy	1884
Pennyrile	71	1249	C00023	Pratt Thru	1925
Pennyrile	71	1253	C00024	Pratt Thru	1910
Pennyrile	71	1256	C00026	Pratt Thru	1920
Pennyrile	71	1388	C00041	Pratt 1/2 Pony	1925
Appalach	74	0092	B00007	Warren Deck	1941
Bluegrass	76	1101	C00015	Warren Thru	1930
Bluegrass	76	1235	C00034	Warren Pony	1939
Appalach	77	0460	B00016	Pratt Pony	1929
Bluegrass	78	1113	C00024	Pratt Thru	1935
Bluegrass	78	1114	C00026	Warren Thru	1935
Bluegrass	78	1120	C00031	Pratt Thru	1910
Bluegrass	78	1227	C00057	Pratt Thru	1919
Bluegrass	78	1307	C00061	Pratt Pony	1936
Purchase	79	0068	B00023	Parker/Pratt Thr	1944
Purchase	79	0080	B00040	Pratt Thru	1933
Bluegrass	81	1122	C00018	Poly Warren Po	1935
Bluegrass	81	1123	C00021	Warren Pony	1935
Bluegrass	81	1124	C00022	Pratt Thru	1894
Bluegrass	81	1207	C00026	Warren Pony	1932
Bluegrass	81	1230	C00032	Pratt Pony	1887
Bluegrass	81	1237	B00062	concrete beam	88
Pennyrile	82	0031	XX0900	concrete beam	1919
Bluegrass	84	0152	B00005	Warren Deck	1924
Bluegrass	84	1227	C00014	Pratt 1/2 Hip Po	1935
Bluegrass	84	1230	C00016	Pratt 1/2 Hip Po	1894
Bluegrass	84	1328	C00027	Pratt 1/2 Hip Po	1935
Bluegrass	84	1330	C00028	Pratt 1/2 Hip Po	1935
Pennyrile	85	0861	B00036	Pratt Thru	1921
Pennyrile	85	1038	C00003	Pratt Thru	1915
Pennyrile	85	1108	C00005	Camelback	1911
Pennyrile	85	1201	C00007	Pratt Pony	1921
Bluegrass	87	1331	B00038	Camelback	1901
Appalach	88	1103	C00015	Pratt Thru	1930
Appalach	88	1175	C00024	Pratt 1/2 Hip Po	1920
Bluegrass	90	1106	C00022	Pratt 1/2 Pony	1924
Bluegrass	90	1229	C00033	Pratt Thru	1919
Bluegrass	91	0032	B00008	Pratt Pony	1932
Bluegrass	91	1010	C00004	Bedpost	1910
Bluegrass	91	9999	C00024	Pratt Thru	1917
Pennyrile	92	1032	C00010	Pratt Thru	1904
Pennyrile	92	1067	C00021	Pratt Thru	1905
Pennyrile	92	1361	C00043	Pratt Thru	0
Bluegrass	94	0355	B00006	Parker	1942
Appalach	95	0030	B00002	Parker	1934
Bluegrass	96	0022	B00007	Parker	1927
Bluegrass	96	0177	B00001	Parker	1936
Bluegrass	96	1064	C00011	Pratt 1/2 Hip Po	1910
Bluegrass	96	1339	C00058	Pratt Pony	1920
Appalach	97	0080	B00029	Parker	1929

APPENDIX D
BRIDGES TO BE RE-EVALUATED

Appalach	97	0451	B00079	Parker	1938
Appalach	98	1499	B00042	Parker	1935
Appalach	99	0077	B00029	Pratt Thru	1935
Pennyrile	100	1069	C00006	Pratt Pony	1917
Pennyrile	100	1558	C00033	Warren Pony	1935
Appalach	102	1140	C00013	Camelback	1905
Appalach	102	1361	C00024	Poly Warren Po	1936
Appalach	103	1222	C00028	Pratt Thru	1910
Bluegrass	105	0025	B00002	Warren Pony	1932
Bluegrass	106	1009	C00007	Masonry Arch	1919
Bluegrass	106	1208	C00027	Pratt Thru	1919
Bluegrass	108	0055	B00004	Pratt Thru	1932
Bluegrass	108	1012	C00004	Pratt 1/2 Hip Po	1910
Pennyrile	109	1236	C00015	Pratt Thru	1920
Bluegrass	112	0421	B00001	Cantilever	1928
Pennyrile	113	1244	C00032	Pratt Thru	0
Pennyrile	114	1301	C00007	Pratt 1/2 Pony	0
Bluegrass	115	1020	C00004	Camelback	1916
Bluegrass	115	1031	C00005	Pratt 1/2 Pony	1920
Bluegrass	115	1042	C00006	Pratt Thru	1899
Bluegrass	115	1304	C00028	Camelback	1904
Appalach	118	0092	B00022	Parker	1932
Appalach	118	1002	C00001	Pratt 1/2 Hip Po	1935
Appalach	118	1174	C00012	Pratt 1/2 Hip Po	1947
Appalach	118	1260	C00026	Camelback/War	1940
Bluegrass	120	1213	C00012	Pratt Thru	1930
181					

APPENDIX E:
BRIDGES TO BE FIELD DOCUMENTED

APPENDIX E
BRIDGES TO BE FIELD DOCUMENTED

Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Appalach	7	1146	C00021	steel truss	1928
Appalach	7	8019	SP0001	Concrete Arch	1935
Bluegrass	8	0025	B00001	Concrete Arch	1928
Bluegrass	9	1310	C00043		1923
Bluegrass	9	3364	B00056	steel truss	1901
Bluegrass	9	3364	B00057	steel truss	1881
Appalach	10	0003	B00005		1923
Appalach	10	0003	B00007		1923
Appalach	10	0003	B00043		1923
Appalach	10	3291	B00059		1923
Bluegrass	11	3042	B00005	steel truss	1924
Pennyrile	14	0992	B00011		1923
Pennyrile	14	5312	C00028		1940
Pennyrile	14	5312	C00030		1940
Bluegrass	15	9999	C00027	steel truss	1901
Pennyrile	16	1274	C00017	steel girder	1902
Pennyrile	17	0091	B00039		1923
Pennyrile	17	1058	C00013	steel truss	1898
Pennyrile	17	5203	C00037	steel truss	1940
Purchase	18	5239	C00106	steel girder	1902
Ohio	19	0008	B00003	steel truss	1946
Ohio	19	1103	C00009		1920
Ohio	19	1103	C00010		1920
Ohio	19	1120	C00014		1920
Ohio	19	1312	C00026		1920
Purchase	20	0051	B00004		1920
Purchase	20	0051	B00007		1920
Appalach	22	0060	B00036		1923
Appalach	22	0060	B00037		1923
Appalach	22	0060	B00038		1923
Appalach	22	0060	B00041		1923
Appalach	22	0773	B00075	steel truss	1913
Appalach	22	1910	B00136	steel truss	1900
Pennyrile	24	1078	C00018	steel truss	1894
Pennyrile	24	1078	C00019	steel truss	1894
Bluegrass	25	0060	B00004		1921
Bluegrass	25	0060	B00006		1921
Bluegrass	25	0060	B00007		1921
Bluegrass	25	0089	B00021	steel truss	1932
Bluegrass	25	0974	B00088	steel truss	1945
Bluegrass	25	0974	B00089	steel truss	1945
Bluegrass	25	5123	RR0614	steel girder	1919
Bluegrass	25	9999	RR0612	steel truss	1920
Bluegrass	25	9999	RR0613	timber girder	1915
Pennyrile	27	5999	C00012		1922
Pennyrile	27	5999	C00013		1922
Pennyrile	28	0641	B00014		1922
Ohio	30	1068	C00021		1920
Ohio	30	9999	C00168	steel truss	1920
Bluegrass	34	0060	B00121	Concrete Arch	1939
Bluegrass	34	1015	C00004	steel girder	1905

APPENDIX E
BRIDGES TO BE FIELD DOCUMENTED

Bluegrass	34	1927	B00146	concrete beam	93
Bluegrass	34	9999	C00024	steel girder	1903
Bluegrass	34	9999	C00046	masonry arch	1902
Bluegrass	35	1055	C00015		1940
Bluegrass	35	1144	C00027	steel truss	1910
Appalach	36	1428	B00012	steel truss	1930
Appalach	36	1428	B00013	steel truss	1930
Appalach	36	3384	B00124	Concrete Arch	1910
Bluegrass	37	0012	B00040	Concrete Arch	1926
Bluegrass	40	0052	B00002		1921
Bluegrass	40	1109	C00014	steel truss	1915
Bluegrass	40	5351	C00029	steel truss	1927
Bluegrass	41	1138	C00014	steel girder	1917
Purchase	42	0097	B00046		1922
Purchase	42	0097	B00047		1922
Purchase	42	0097	B00048		1922
Purchase	42	0339	B00101		1939
Purchase	42	0339	B00102		1939
Purchase	42	0408	B00123		1941
Purchase	42	5048	C00024		1939
Purchase	42	5107	C00040		1937
Purchase	42	5177	C00052		1938
Purchase	42	5334	C00085		1939
Purchase	42	5340	C00083		1939
Purchase	42	5419	C00169		1940
Purchase	42	5430	C00179		1940
Purchase	42	9999	C00197		1920
Pennyrile	43	5147	C00033	steel truss	1919
Pennyrile	44	9999	XX0001	steel girder	1919
Appalach	45	1283	C00020	Concrete Arch	1927
Appalach	45	3306	B00063	steel truss	1868
Pennyrile	46	1301	C00022	Pratt Pony	1920
Pennyrile	46	1324	C00028	Pratt 1/2 Hip Po	1920
Pennyrile	47	5292	C00063		1943
Appalach	48	0072	B00095	Concrete Arch	1945
Appalach	48	3454	B00142	steel truss	1930
Bluegrass	49	1112	C00030	concrete slab	1917
Bluegrass	49	1135	C00041	concrete slab	1915
Ohio	51	0136	B00041		1920
Ohio	51	1169	C00047	Concrete Arch	1930
Bluegrass	52	1147	C00021		1920
Bluegrass	52	1310	C00027	steel girder	1919
Bluegrass	52	3175	B00064	concrete beam	1917
Bluegrass	52	5029	C00037	steel girder	1919
Bluegrass	52	5127	C00036	steel girder	1919
Purchase	53	0058	B00042	Pratt Pony	1928
Purchase	53	1213	C00023	steel truss	1900
Purchase	53	5029	C00049	Channel	1919
Purchase	53	5053	C00051	steel girder	1919
Purchase	53	9999	C00039		1935
Pennyrile	54	0062	B00049	steel truss	1928
Pennyrile	54	0070	B00168	Concrete Arch	1935

APPENDIX E
BRIDGES TO BE FIELD DOCUMENTED

Pennyrile	54	1286	C00032	Frame	1919
Ohio	56	1703	B00296	masonry arch	1940
Ohio	56	9999	C00116	concrete beam	1910
Ohio	56	9999	C00128	Frame	1930
Ohio	56	9999	C00136		1920
Ohio	56	9999	C00183	concrete beam	1919
Ohio	56	9999	C00185	concrete slab	1919
Appalach	58	0040	B00007	steel truss	1924
Ohio	59	0008	B00035	concrete beam	1917
Ohio	59	1120	B00076	steel truss	1914
Ohio	59	9999	C00036		1923
Ohio	59	9999	C00049	concrete beam	1919
Appalach	60	1108	C00022	steel girder	50
Appalach	60	9999	C00056	steel girder	1919
Appalach	61	1067	C00023		1935
Appalach	63	1330	C00024	steel truss	1892
Appalach	63	1956	B00045	steel truss	1932
Appalach	63	5223	C00036	steel truss	1925
Appalach	65	5124	RR0604		1940
Appalach	66	2008	B00065	steel girder	1919
Appalach	66	2009	B00024	steel girder	1919
Appalach	67	0007	B00038	steel truss	1940
Appalach	67	015X	B00121		1921
Appalach	67	1303	C00032	concrete slab	1906
Appalach	67	1862	B00090	Concrete Arch	1926
Appalach	67	2545	B00112	concrete beam	85
Bluegrass	69	0328	B00065		1949
Bluegrass	69	1247	B00014		1922
Bluegrass	69	1339	C00029		1935
Bluegrass	69	5322	C00057	steel truss	1914
Purchase	70	0070	B00023		1940
Purchase	70	0070	B00024		1940
Purchase	70	0070	B00026		1940
Purchase	70	0453	B00029		1923
Purchase	70	0453	B00030		1923
Purchase	70	0453	B00031		1923
Pennyrile	71	0765	B00058	steel truss	1920
Pennyrile	71	1280	C00029	steel truss	1910
Pennyrile	71	1308	B00064	steel truss	1897
Pennyrile	71	1357	C00038	steel truss	1925
Pennyrile	71	2375	B00079	steel truss	1930
Ohio	73	1565	B00044	steel truss	1918
Appalach	74	1651	B00004	Frame	1936
Appalach	74	5130	NP0004	steel girder	1903
Appalach	74	5274	C00013	steel girder	1919
Pennyrile	75	0085	B00016		1937
Pennyrile	75	2385	B00066	Channel	1940
Bluegrass	76	3376	B00086		1922
Bluegrass	76	5067	C00054	concrete beam	1910
Appalach	77	1888	B00005		1939
Bluegrass	78	0289	B00023	steel truss	1923
Purchase	79	1190	C00009	steel truss	1919

APPENDIX E
BRIDGES TO BE FIELD DOCUMENTED

Purchase	79	1528	B00016		1936
Appalach	83	0460	B00009		1923
Appalach	83	0460	B00010		1923
Bluegrass	84	0068	B00001		1922
Bluegrass	84	1915	B00024	Concrete Arch	1925
Bluegrass	84	1988	B00037	steel truss	1930
Pennyrile	86	0163	B00001	concrete beam	29
Bluegrass	87	0460	B00041		1940
Bluegrass	87	0713	000001	steel girder	1911
Appalach	88	0589	B00063	steel girder	1901
Pennyrile	89	5049	RR0605		1940
Pennyrile	89	5244	C00027	concrete slab	1903
Pennyrile	89	5401	C00029	steel girder	0
Bluegrass	90	031E	B00045	Parker	1932
Bluegrass	91	3315	B00052	steel truss	1920
Bluegrass	96	1110	C00019	steel girder	0
Bluegrass	96	1318	C00054		1920
Appalach	97	0476	B00001	Concrete Arch	1925
Appalach	97	2448	B00078	Pratt Thru	1934
Appalach	97	5132	C00039	steel truss	1919
Appalach	97	9999	C00048	steel girder	1919
Appalach	97	9999	C00049	steel girder	1919
Appalach	97	9999	C00050	steel girder	1919
Appalach	97	9999	C00051	steel girder	1919
Appalach	97	9999	C00052	steel girder	1919
Appalach	98	0119	B00013		1921
Appalach	98	0119	B00014		1921
Appalach	98	0119	B00015		1921
Appalach	98	0119	B00016		1921
Appalach	98	0119	B00017		1921
Appalach	98	0119	B00018		1923
Appalach	98	0119	B00020		1923
Appalach	98	0119	B00021		1923
Appalach	98	0119	B00022		1923
Appalach	98	0119	B00026		1923
Appalach	99	0011	B00034		1923
Appalach	99	0011	B00037		1923
Appalach	99	0011	B00038		1923
Appalach	99	0011	B00039		1923
Pennyrile	100	5999	C00050	steel truss	1932
Appalach	102	0490	B00008		1923
Appalach	102	1090	C00010	steel truss	1905
Appalach	103	0060	B00077	concrete girder	88
Appalach	103	0060	B00078	concrete beam	88
Appalach	103	0799	B00034	concrete beam	1902
Appalach	103	5225	C00054	steel truss	1921
Bluegrass	105	0025	B00018	concrete beam	1917
Bluegrass	105	0062	B00011		1923
Bluegrass	105	1023	RR0607	steel girder	1917
Bluegrass	105	5208	C00059	steel truss	1919
Bluegrass	106	5153	C00048	steel girder	1919
Bluegrass	108	3192	B00014	concrete beam	1919

APPENDIX E
BRIDGES TO BE FIELD DOCUMENTED

Pennyrile	109	0323	B00051		1922
Pennyrile	110	0068	B00021		1922
Pennyrile	110	0068	B00022		1922
Bluegrass	112	3175	B00020	steel truss	1901
Bluegrass	112	5104	C00016	steel truss	1919
Bluegrass	115	0528	B00043		1923
Bluegrass	115	1243	C00026		1935
Bluegrass	115	1584	B00042	concrete slab	1916
Pennyrile	116	5999	C00036	steel girder	1919
Pennyrile	116	5999	C00037	steel girder	1919
Appalach	118	0092	B00012	steel truss	1937
Appalach	118	025W	B00041		1947
Appalach	118	025W	B00042		1946
Appalach	118	1804	B00017		1920
Bluegrass	120	0062	B00033		1938
222					

APPENDIX F:
BRIDGES BY HISTORIC PERIOD

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD I (1792-1865)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y	Y	Appalach	45	5054	B00046	Covered	1856
Y	Y	Bluegrass	81	5321	B00048	Covered	1835
	Grand Co	2					

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD II (1865-1900)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y	Y	Bluegrass	9	1122	C00027	Pratt Through	1893
		Bluegrass	9	3364	B00057	steel truss	1881
Y	Y	Bluegrass	9	5016	B00050	Covered	1870
Y	Y	Bluegrass	12	1321	C00023	Pratt Thru	1883
		Pennyrile	17	1058	C00013	steel truss	1898
Y		Ohio	19	9999	C00037	Warren Pony	1888
		Pennyrile	24	1078	C00018	steel truss	1894
		Pennyrile	24	1078	C00019	steel truss	1894
Y	Y	Ohio	30	1060	C00018	Pratt Through	1898
Y	Y	Bluegrass	34	2328	B00010	Warren Thru	1871
Y	Y	Bluegrass	35	5101	B00073	Covered	1880
Y	Y	Bluegrass	37	0060	B00065	Pennsylvania Pe	1893
Y		Bluegrass	37	1026	C00005	Pratt Thru	1877
Y		Bluegrass	41	1315	C00026	Pratt Thru	1890
Y		Appalach	45	0503	B00035	Pratt Thru	1894
		Appalach	45	3306	B00063	steel truss	1868
Y		Pennyrile	47	1289	C00030	Pratt Thru	1899
Y	Y	Bluegrass	49	1062	C00026	Pratt Through	1885
Y	Y	Ohio	59	0017	B00048	Suspension	1867
		Appalach	63	1330	C00024	steel truss	1892
Y	Y	Appalach	68	1045	C00007	1/2 Hip Pony	1882
Y		Bluegrass	69	1037	C00007	Whipple-Murphy	1884
		Pennyrile	71	1308	B00064	steel truss	1897
Y		Bluegrass	81	1124	C00022	Pratt Thru	1894
Y		Bluegrass	81	1230	C00032	Pratt Pony	1887
Y		Bluegrass	84	1230	C00016	Pratt 1/2 Hip Po	1894
Y	Y	Bluegrass	96	1117	C00023	Pratt Thru	1892
Y	Y	Bluegrass	105	1111	C00031	Pratt Thru	1890
Y		Bluegrass	115	1042	C00006	Pratt Thru	1899
Y	Y	Appalach	118	9999	C00043	Pratt Thru	1880
	Grand Co	30					

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD III (1900-1920)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y		Bluegrass	3	1100	C00006	Camelback	1905
Y		Bluegrass	8	1001	C00001	concrete beam	1919
Y	Y	Bluegrass	9	1014	C00011	Pratt Thru	1919
Y		Bluegrass	9	1111	C00019	Pratt Thru	1913
Y	Y	Bluegrass	9	1214	C00037	Pratt Pony	1919
		Bluegrass	9	3364	B00056	steel truss	1901
		Bluegrass	15	9999	C00027	steel truss	1901
		Pennyrile	16	1274	C00017	steel girder	1902
		Purchase	18	5239	C00106	steel girder	1902
Y		Appalach	22	0773	B00074	Pratt Thru	1913
		Appalach	22	0773	B00075	steel truss	1913
		Appalach	22	1910	B00136	steel truss	1900
		Bluegrass	25	5123	RR0614	steel girder	1919
		Bluegrass	25	9999	RR0613	timber girder	1915
		Bluegrass	34	1015	C00004	steel girder	1905
		Bluegrass	34	9999	C00024	steel girder	1903
		Bluegrass	34	9999	C00046	masonry arch	1902
Y		Bluegrass	35	1106	C00018	Pratt Thru	1910
		Bluegrass	35	1144	C00027	steel truss	1910
		Appalach	36	3384	B00124	Concrete Arch	1910
		Bluegrass	40	1109	C00014	steel truss	1915
		Bluegrass	41	1138	C00014	steel girder	1917
Y		Pennyrile	43	1379	C00018	Pratt 1/2 Pony	1919
		Pennyrile	43	5147	C00033	steel truss	1919
		Pennyrile	44	9999	XX0001	steel girder	1919
Y		Appalach	45	9999	C00051	concrete beam	1916
Y		Appalach	48	1320	C00067	Concrete Arch	1919
		Bluegrass	49	1112	C00030	concrete slab	1917
		Bluegrass	49	1135	C00041	concrete slab	1915
Y		Pennyrile	50	1383	C00015	Pratt Thru/1/2 Hi	1903
		Bluegrass	52	1310	C00027	steel girder	1919
Y		Bluegrass	52	1360	B00047	Pratt Thru	1912
		Bluegrass	52	3175	B00064	concrete beam	1917
		Bluegrass	52	5029	C00037	steel girder	1919
		Bluegrass	52	5127	C00036	steel girder	1919
		Purchase	53	1213	C00023	steel truss	1900
		Purchase	53	5029	C00049	Channel	1919
		Purchase	53	5053	C00051	steel girder	1919
		Pennyrile	54	1286	C00032	Frame	1919
Y		Ohio	56	9999	C00006	Concrete Arch	1910
Y		Ohio	56	9999	C00026	Masonry Arch	1919
Y		Ohio	56	9999	C00030	Concrete Arch	1910
Y		Ohio	56	9999	C00034	Concrete Arch	1901
Y		Ohio	56	9999	C00052	Concrete Arch	1914
Y		Ohio	56	9999	C00056	Pratt Thru	1910
Y		Ohio	56	9999	C00111	Pratt 1/2 Hip Po	1910
Y		Ohio	56	9999	C00112	Camelback	1909
		Ohio	56	9999	C00116	concrete beam	1910
Y		Ohio	56	9999	C00134	Concrete Arch	1914
Y		Ohio	56	9999	C00150	Concrete Arch	1911
		Ohio	56	9999	C00183	concrete beam	1919

APPENDIX F
BRIDGES CONSTRUCTED IN PERIOD III (1900-1920)

		Ohio	56	9999	C00185	concrete slab	1919
Y		Bluegrass	57	1004	C00002	Warren Pony	1914
Y	Y	Bluegrass	57	1230	C00017	Pratt Pony	1919
		Ohio	59	0008	B00035	concrete beam	1917
		Ohio	59	1120	B00076	steel truss	1914
		Ohio	59	9999	C00049	concrete beam	1919
		Appalach	60	9999	C00056	steel girder	1919
Y		Appalach	61	1175	C00035	Parker	1905
Y	Y	Appalach	64	0644	B00038	Pratt Thru	1904
Y		Appalach	64	1042	C00007	Pratt 1/2 Hip Po	1919
		Appalach	66	2008	B00065	steel girder	1919
		Appalach	66	2009	B00024	steel girder	1919
Y		Appalach	67	1134	C00012	Concrete Arch	1919
		Appalach	67	1303	C00032	concrete slab	1906
Y		Appalach	68	1007	C00004	Pratt Thru	1910
		Bluegrass	69	5322	C00057	steel truss	1914
Y		Pennyrile	71	1253	C00024	Pratt Thru	1910
		Pennyrile	71	1280	C00029	steel truss	1910
		Ohio	73	1565	B00044	steel truss	1918
		Appalach	74	5130	NP0004	steel girder	1903
		Appalach	74	5274	C00013	steel girder	1919
		Bluegrass	76	5067	C00054	concrete beam	1910
Y		Bluegrass	78	1120	C00031	Pratt Thru	1910
Y		Bluegrass	78	1227	C00057	Pratt Thru	1919
		Purchase	79	1190	C00009	steel truss	1919
Y		Pennyrile	82	0031	XX0900	concrete beam	1919
Y	Y	Pennyrile	82	1324	C00004	Whipple-Murphy	1919
Y	Y	Bluegrass	84	1226	C00013	Pratt Through	1915
Y	Y	Pennyrile	85	1020	C00001	Pratt Thru	1911
Y		Pennyrile	85	1038	C00003	Pratt Thru	1915
Y		Pennyrile	85	1108	C00005	Camelback	1911
		Bluegrass	87	0713	000001	steel girder	1911
Y		Bluegrass	87	1331	B00038	Camelback	1901
		Appalach	88	0589	B00063	steel girder	1901
		Pennyrile	89	5244	C00027	concrete slab	1903
Y	Y	Bluegrass	90	1116	C00024	Camelback	1904
Y		Bluegrass	90	1229	C00033	Pratt Thru	1919
Y		Bluegrass	91	1010	C00004	Bedpost	1910
Y		Bluegrass	91	9999	C00024	Pratt Thru	1917
Y	Y	Pennyrile	92	1012	C00003	Camelback	1904
Y		Pennyrile	92	1032	C00010	Pratt Thru	1904
Y		Pennyrile	92	1067	C00021	Pratt Thru	1905
Y		Bluegrass	96	1064	C00011	Pratt 1/2 Hip Po	1910
Y	Y	Appalach	97	1102	C00005	Pratt Pony	1919
		Appalach	97	5132	C00039	steel truss	1919
		Appalach	97	9999	C00048	steel girder	1919
		Appalach	97	9999	C00049	steel girder	1919
		Appalach	97	9999	C00050	steel girder	1919
		Appalach	97	9999	C00051	steel girder	1919
		Appalach	97	9999	C00052	steel girder	1919
Y		Pennyrile	100	1069	C00006	Pratt Pony	1917
		Appalach	102	1090	C00010	steel truss	1905

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD III (1900-1920)

Y		Appalach	102	1140	C00013	Camelback	1905
		Appalach	103	0799	B00034	concrete beam	1902
Y		Appalach	103	1222	C00028	Pratt Thru	1910
		Bluegrass	105	0025	B00018	concrete beam	1917
		Bluegrass	105	1023	RR0607	steel girder	1917
Y	Y	Bluegrass	105	1218	C00034	Pratt Thru	1910
		Bluegrass	105	5208	C00059	steel truss	1919
Y		Bluegrass	106	1009	C00007	Masonry Arch	1919
Y		Bluegrass	106	1208	C00027	Pratt Thru	1919
		Bluegrass	106	5153	C00048	steel girder	1919
Y		Bluegrass	108	1012	C00004	Pratt 1/2 Hip Po	1910
		Bluegrass	108	3192	B00014	concrete beam	1919
		Bluegrass	112	3175	B00020	steel truss	1901
		Bluegrass	112	5104	C00016	steel truss	1919
Y		Bluegrass	115	1020	C00004	Camelback	1916
Y		Bluegrass	115	1304	C00028	Camelback	1904
		Bluegrass	115	1584	B00042	concrete slab	1916
		Pennyrile	116	5999	C00036	steel girder	1919
		Pennyrile	116	5999	C00037	steel girder	1919
Y	Y	Appalach	118	0478	B00087	Quadrangular	1907
Y	Y	Appalach	118	1260	C00027	Pratt Deck	1917
Y	Y	Appalach	118	1804	B00016	Camelback/War	1917
	Grand Co	125					

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD IV (1920-1935)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y		Pennyrile	1	1336	C00020	Pratt 1/2 Hip Po	1930
Y	Y	Bluegrass	3	0062	B00003	Warren Deck	1932
Y		Bluegrass	3	1213	C00010	Pratt 1/2 Hip Po	1930
		Appalach	7	1146	C00021	steel truss	1928
		Bluegrass	8	0025	B00001	Concrete Arch	1928
		Bluegrass	9	1310	C00043		1923
Y	Y	Appalach	10	235	B00040	Warren Thru/Ca	1930
		Appalach	10	0003	B00005		1923
		Appalach	10	0003	B00007		1923
		Appalach	10	0003	B00043		1923
Y		Appalach	10	1274	C00012	Concrete Arch	1930
Y		Appalach	10	1291	C00019	Pratt Pony	1921
Y		Appalach	10	1355	C00024	Pratt Pony	1921
		Appalach	10	3291	B00059		1923
Y		Bluegrass	11	1002	C00001	Pratt 1/2 Hip Po	1930
Y		Bluegrass	11	1227	C00017	Pratt Pony	1930
		Bluegrass	11	3042	B00005	steel truss	1924
Y	Y	Bluegrass	12	1012	C00003	Bowstring	1920
Y		Bluegrass	12	1110	C00009	Pratt Pony	1920
Y		Bluegrass	12	1116	C00010	Pratt Thru	1925
Y		Bluegrass	12	1307	C00019	Pratt 1/2 Hip Po	1920
Y		Appalach	13	1812	B00012	Pratt Pony	1929
Y		Pennyrile	14	060X	B00050	Pennsylvania Pe	1922
		Pennyrile	14	0992	B00011		1923
Y		Bluegrass	15	0044	B00005	Parker	1932
Y		Bluegrass	15	1017	C00001	Pratt 1/2 Hip Po	1930
Y		Pennyrile	16	1358	C00020	Warren Pony	1920
		Pennyrile	17	0091	B00039		1923
		Ohio	19	1103	C00009		1920
		Ohio	19	1103	C00010		1920
		Ohio	19	1120	C00014		1920
		Ohio	19	1312	C00026		1920
Y		Ohio	19	9999	C00038	Warren Pony	1920
Y		Ohio	19	9999	C00043	Warren Pony	1920
Y		Ohio	19	9999	C00044	Warren Pony	1920
		Purchase	20	0051	B00004		1920
		Purchase	20	0051	B00007		1920
Y	Y	Appalach	22	0060	B00035	Concrete Arch	1927
		Appalach	22	0060	B00036		1923
		Appalach	22	0060	B00037		1923
		Appalach	22	0060	B00038		1923
		Appalach	22	0060	B00041		1923
Y	Y	Appalach	22	1947	B00034	Parker Pony	1922
		Bluegrass	25	0060	B00004		1921
		Bluegrass	25	0060	B00006		1921
		Bluegrass	25	0060	B00007		1921
		Bluegrass	25	0089	B00021	steel truss	1932
Y		Bluegrass	25	1016	C00003	Pratt Pony	1930
		Bluegrass	25	9999	RR0612	steel truss	1920
		Pennyrile	27	5999	C00012		1922
		Pennyrile	27	5999	C00013		1922

APPENDIX F
BRIDGES CONSTRUCTED IN PERIOD IV (1920-1935)

		Pennyrile	28	0641	B00014		1922
Y		Ohio	30	0081	B00055	Pratt Thru	1934
		Ohio	30	1068	C00021		1920
Y	Y	Ohio	30	1159	C00046	Pratt Pony	1923
		Ohio	30	9999	C00168	steel truss	1920
Y		Appalach	32	0007	B00008	Parker	1930
Y		Bluegrass	34	9999	C00031	Pratt Pony	1920
Y		Appalach	36	0550	B00016	Pratt Thru	1933
Y		Appalach	36	1277	C00023	Pratt Pony	1920
		Appalach	36	1428	B00012	steel truss	1930
		Appalach	36	1428	B00013	steel truss	1930
Y	Y	Appalach	36	2557	B00040	Warren Thru	1920
		Bluegrass	37	0012	B00040	Concrete Arch	1926
		Bluegrass	40	0052	B00002		1921
		Bluegrass	40	5351	C00029	steel truss	1927
Y		Bluegrass	41	1228	C00020	Pratt Thru	1930
		Purchase	42	0097	B00046		1922
		Purchase	42	0097	B00047		1922
		Purchase	42	0097	B00048		1922
		Purchase	42	9999	C00197		1920
Y	Y	Pennyrile	43	1531	C00023	Bedpost Pony	1920
Y		Pennyrile	43	1566	C00028	Bedpost Pony	1920
Y		Pennyrile	44	0569	B00026	Warren Pony	1920
Y		Pennyrile	44	1142	C00008	Pratt Thru	1928
		Appalach	45	1283	C00020	Concrete Arch	1927
		Pennyrile	46	1301	C00022	Pratt Pony	1920
		Pennyrile	46	1324	C00028	Pratt 1/2 Hip Po	1920
Y		Appalach	48	0840	B00051	Baltimore Petit	1925
Y	Y	Appalach	48	0840	B00087	Baltimore Petit	1925
		Appalach	48	3454	B00142	steel truss	1930
Y	Y	Ohio	51	0041	B00002	Cantilever	1932
Y		Ohio	51	0060	B00015	Parker	1930
		Ohio	51	0136	B00041		1920
		Ohio	51	1169	C00047	Concrete Arch	1930
Y		Bluegrass	52	0022	B00015	Parker/Warren	1931
		Bluegrass	52	1147	C00021		1920
		Purchase	53	0058	B00042	Pratt Pony	1928
		Pennyrile	54	0062	B00049	steel truss	1928
Y	Y	Ohio	56	0031	B00136	Cantilever	1929
Y		Ohio	56	9999	C00024	Masonry Arch	1930
Y		Ohio	56	9999	C00028	Masonry Arch	1920
Y		Ohio	56	9999	C00029	Masonry Arch	1920
Y		Ohio	56	9999	C00032	Concrete Arch	1930
Y		Ohio	56	9999	C00033	Concrete Arch	1928
Y		Ohio	56	9999	C00083	Concrete Arch	1930
Y		Ohio	56	9999	C00113	Concrete Arch	1930
		Ohio	56	9999	C00128	Frame	1930
Y		Ohio	56	9999	C00131	Concrete Arch	1920
		Ohio	56	9999	C00136		1920
Y		Ohio	56	9999	C00138	Concrete Arch	1930
Y		Ohio	56	9999	C00139	Concrete Arch	1930
Y		Bluegrass	57	1010	C00004	Bedpost Pony	1920

APPENDIX F
BRIDGES CONSTRUCTED IN PERIOD IV (1920-1935)

		Appalach	58	0040	B00007	steel truss	1924
		Ohio	59	9999	C00036		1923
Y		Appalach	63	0490	B00004	Pennsylvania Pe	1922
Y		Appalach	63	1344	C00027	Bedpost Pony	1925
		Appalach	63	1956	B00045	steel truss	1932
		Appalach	63	5223	C00036	steel truss	1925
Y		Appalach	64	0581	B00049	Parker Pony	1924
		Appalach	67	015X	B00121		1921
Y		Appalach	67	0588	B00037	Pratt Thru	1930
		Appalach	67	1862	B00090	Concrete Arch	1926
Y		Appalach	68	0010	B00003	Pratt/Parker Thr	1930
Y		Appalach	68	1206	C00022	Warren Pony	1930
		Bluegrass	69	1247	B00014		1922
Y	Y	Purchase	70	0060	B00017	Poly Warren Thr	1931
		Purchase	70	0453	B00029		1923
		Purchase	70	0453	B00030		1923
		Purchase	70	0453	B00031		1923
		Pennyrile	71	0765	B00058	steel truss	1920
Y		Pennyrile	71	1249	C00023	Pratt Thru	1925
Y		Pennyrile	71	1256	C00026	Pratt Thru	1920
		Pennyrile	71	1357	C00038	steel truss	1925
Y		Pennyrile	71	1388	C00041	Pratt 1/2 Pony	1925
		Pennyrile	71	2375	B00079	steel truss	1930
Y	Y	Ohio	73	0045	B00001	Pennsylvania/W	1929
Y	Y	Ohio	73	0060	B00004	Warren Thru	1931
Y	Y	Pennyrile	75	0081	B00023	Penn Petit/Warr	1928
Y		Bluegrass	76	1101	C00015	Warren Thru	1930
		Bluegrass	76	3376	B00086		1922
Y		Appalach	77	0460	B00016	Pratt Pony	1929
		Bluegrass	78	0289	B00023	steel truss	1923
Y		Purchase	79	0080	B00040	Pratt Thru	1933
Y	Y	Bluegrass	81	0062	B00041	Suspension	1931
Y		Bluegrass	81	1207	C00026	Warren Pony	1932
		Appalach	83	0460	B00009		1923
		Appalach	83	0460	B00010		1923
		Bluegrass	84	0068	B00001		1922
Y		Bluegrass	84	0152	B00005	Warren Deck	1924
		Bluegrass	84	1915	B00024	Concrete Arch	1925
		Bluegrass	84	1988	B00037	steel truss	1930
Y		Pennyrile	85	0861	B00036	Pratt Thru	1921
Y		Pennyrile	85	1201	C00007	Pratt Pony	1921
Y		Appalach	88	1103	C00015	Pratt Thru	1930
Y		Appalach	88	1175	C00024	Pratt 1/2 Hip Po	1920
		Bluegrass	90	031E	B00045	Parker	1932
Y		Bluegrass	90	1106	C00022	Pratt 1/2 Pony	1924
Y		Bluegrass	91	0032	B00008	Pratt Pony	1932
		Bluegrass	91	3315	B00052	steel truss	1920
Y		Appalach	95	0030	B00002	Parker	1934
Y		Bluegrass	96	0022	B00007	Parker	1927
		Bluegrass	96	1318	C00054		1920
Y		Bluegrass	96	1339	C00058	Pratt Pony	1920
Y		Appalach	97	0080	B00029	Parker	1929

APPENDIX F
BRIDGES CONSTRUCTED IN PERIOD IV (1920-1935)

Y	Y	Appalach	97	0451	B00016	Parker	1927
		Appalach	97	0476	B00001	Concrete Arch	1925
		Appalach	97	2448	B00078	Pratt Thru	1934
		Appalach	98	0119	B00013		1921
		Appalach	98	0119	B00014		1921
		Appalach	98	0119	B00015		1921
		Appalach	98	0119	B00016		1921
		Appalach	98	0119	B00017		1921
		Appalach	98	0119	B00018		1923
		Appalach	98	0119	B00020		1923
		Appalach	98	0119	B00021		1923
		Appalach	98	0119	B00022		1923
		Appalach	98	0119	B00026		1923
		Appalach	99	0011	B00034		1923
		Appalach	99	0011	B00037		1923
		Appalach	99	0011	B00038		1923
		Appalach	99	0011	B00039		1923
		Pennyrile	100	5999	C00050	steel truss	1932
		Appalach	102	0490	B00008		1923
		Appalach	103	5225	C00054	steel truss	1921
Y		Bluegrass	105	0025	B00002	Warren Pony	1932
		Bluegrass	105	0062	B00011		1923
Y		Bluegrass	108	0055	B00004	Pratt Thru	1932
		Pennyrile	109	0323	B00051		1922
Y		Pennyrile	109	1236	C00015	Pratt Thru	1920
		Pennyrile	110	0068	B00021		1922
		Pennyrile	110	0068	B00022		1922
Y	Y	Purchase	111	0068	B00020	Pratt Deck/Park	1934
Y		Bluegrass	112	0421	B00001	Cantilever	1928
Y	Y	Pennyrile	114	1350	C00011	Bowstring	1920
		Bluegrass	115	0528	B00043		1923
Y		Bluegrass	115	1031	C00005	Pratt 1/2 Pony	1920
Y	Y	Pennyrile	117	0270	B00050	Pratt Pony	1922
Y		Appalach	118	0092	B00022	Parker	1932
Y	Y	Appalach	118	0779	B00077	Concrete Arch	1925
Y	Y	Appalach	118	0904	B00067	Concrete Arch	1923
		Appalach	118	1804	B00017		1920
Y	Y	Bluegrass	120	1013	C00006	Pratt Pony	1930
Y		Bluegrass	120	1213	C00012	Pratt Thru	1930
	Grand Co	194					

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD V (1935-1945)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y		Purchase	4	0051	B00021	Cantilever	1937
Y		Appalach	7	2079	B00092	Concrete Arch	1943
		Appalach	7	8019	SP0001	Concrete Arch	1935
Y		Bluegrass	12	1319	C00022	Warren Pony	1940
Y		Appalach	13	0030	B00017	Pratt Thru	1935
Y		Pennyrile	14	1020	C00001	Warren Pony	1940
		Pennyrile	14	5312	C00028		1940
		Pennyrile	14	5312	C00030		1940
		Pennyrile	17	5203	C00037	steel truss	1940
Y		Bluegrass	25	1015	C00002	Pratt 1/2 Hip Po	1940
Y		Bluegrass	25	1130	C00023	Warren Pony	1935
Y		Bluegrass	25	1205	C00028	Poly Warren Po	1940
Y		Pennyrile	29	0100	B00023	Warren Pony	1938
Y		Ohio	30	0231	B00118	Cantilever	1940
Y		Appalach	32	0007	B00001	Parker	1936
Y		Appalach	33	0052	B00016	Poly Warren Thr	1940
		Bluegrass	34	0060	B00121	Concrete Arch	1939
Y		Bluegrass	34	1122	C00010	Poly Warren Po	1937
		Bluegrass	35	1055	C00015		1940
Y		Appalach	36	0777	B00076	Pratt Thru	1944
Y	Y	Appalach	36	1262	C00019	Quadrangular	1935
		Purchase	42	0339	B00101		1939
		Purchase	42	0339	B00102		1939
		Purchase	42	0408	B00123		1941
		Purchase	42	5048	C00024		1939
		Purchase	42	5107	C00040		1937
		Purchase	42	5177	C00052		1938
		Purchase	42	5334	C00085		1939
		Purchase	42	5340	C00083		1939
		Purchase	42	5419	C00169		1940
		Purchase	42	5430	C00179		1940
Y		Pennyrile	44	1142	C00009	Warren Pony	1938
Y		Pennyrile	47	0920	B00084	Warren Pony	1936
		Pennyrile	47	5292	C00063		1943
Y		Pennyrile	50	031W	B00004	Warren Deck	1938
		Purchase	53	9999	C00039		1935
		Pennyrile	54	0070	B00168	Concrete Arch	1935
y		Pennyrile	54	2647	B00159	Pratt Pony	1935
		Ohio	56	1703	B00296	masonry arch	1940
Y		Ohio	56	9999	C00031	Concrete Arch	1935
Y		Ohio	56	9999	C00054	Concrete Arch	1940
Y		Ohio	59	0008	B00037	Poly Warren Thr	1936
		Appalach	61	1067	C00023		1935
Y		Appalach	65	1147	C00006	Pratt Pony/Park	1935
		Appalach	65	5124	RR0604		1940
		Appalach	67	0007	B00038	steel truss	1940
		Bluegrass	69	1339	C00029		1935
		Purchase	70	0070	B00023		1940
		Purchase	70	0070	B00024		1940
		Purchase	70	0070	B00026		1940
Y		Appalach	74	0092	B00007	Warren Deck	1941

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD V (1935-1945)

		Appalach	74	1651	B00004	Frame	1936
		Pennyrile	75	0085	B00016		1937
Y	Y	Pennyrile	75	0431	B00018	Poly Warren Thr	1939
		Pennyrile	75	2385	B00066	Channel	1940
Y		Bluegrass	76	1235	C00034	Warren Pony	1939
		Appalach	77	1888	B00005		1939
Y		Bluegrass	78	1113	C00024	Pratt Thru	1935
Y		Bluegrass	78	1114	C00026	Warren Thru	1935
Y		Bluegrass	78	1307	C00061	Pratt Pony	1936
Y		Purchase	79	0068	B00023	Parker/Pratt Thr	1944
		Purchase	79	1528	B00016		1936
Y		Bluegrass	81	1122	C00018	Poly Warren Po	1935
Y		Bluegrass	81	1123	C00021	Warren Pony	1935
Y		Bluegrass	84	1227	C00014	Pratt 1/2 Hip Po	1935
Y		Bluegrass	84	1328	C00027	Pratt 1/2 Hip Po	1935
Y		Bluegrass	84	1330	C00028	Pratt 1/2 Hip Po	1935
		Bluegrass	87	0460	B00041		1940
		Pennyrile	89	5049	RR0605		1940
Y	Y	Pennyrile	92	0062	B00050	Continuous	1939
Y		Bluegrass	94	0355	B00006	Parker	1942
Y		Bluegrass	96	0177	B00001	Parker	1936
Y		Appalach	97	0451	B00079	Parker	1938
Y		Appalach	98	1499	B00042	Parker	1935
Y		Appalach	99	0077	B00029	Pratt Thru	1935
Y		Pennyrile	100	1558	C00033	Warren Pony	1935
Y		Appalach	102	1361	C00024	Poly Warren Po	1936
		Bluegrass	115	1243	C00026		1935
		Appalach	118	0092	B00012	steel truss	1937
Y		Appalach	118	1002	C00001	Pratt 1/2 Hip Po	1935
Y		Appalach	118	1260	C00026	Camelback/War	1940
		Bluegrass	120	0062	B00033		1938
	Grand Co	82					

APPENDIX F

BRIDGES CONSTRUCTED IN PERIOD VI (1945-1950)

Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
		Ohio	19	0008	B00003	steel truss	1946
		Bluegrass	25	0974	B00088	steel truss	1945
		Bluegrass	25	0974	B00089	steel truss	1945
Y		Bluegrass	25	1210	C00029	Warren Pony	1945
Y		Bluegrass	34	0075	B00074	Continuous/War	1946
Y		Pennyrile	43	1520	C00020	Bedpost Pony	1945
		Appalach	48	0072	B00095	Concrete Arch	1945
		Bluegrass	69	0328	B00065		1949
		Appalach	118	025W	B00041		1947
		Appalach	118	025W	B00042		1946
Y		Appalach	118	1174	C00012	Pratt 1/2 Hip Po	1947
	Grand Co	11					

APPENDIX G:
BRIDGES BY CULTURAL LANDSCAPE

APPENDIX G
BRIDGES IN APPALACHIAN REGION

Significant	Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y			Appalach	7	1146	C00021	steel truss	1928
Y	Y		Appalach	7	2079	B00092	Concrete Arch	1943
Y			Appalach	7	8019	SP0001	Concrete Arch	1935
Y	Y	Y	Appalach	10	235	B00040	Warren Thru/Ca	1930
Y			Appalach	10	0003	B00005		1923
Y			Appalach	10	0003	B00007		1923
Y			Appalach	10	0003	B00043		1923
Y	Y		Appalach	10	1274	C00012	Concrete Arch	1930
Y	Y		Appalach	10	1291	C00019	Pratt Pony	1921
Y	Y		Appalach	10	1338	C00025	steel girder	0
Y	Y		Appalach	10	1355	C00024	Pratt Pony	1921
Y			Appalach	10	3291	B00059		1923
Y	Y		Appalach	13	0030	B00017	Pratt Thru	1935
Y	Y		Appalach	13	1812	B00012	Pratt Pony	1929
Y	Y	Y	Appalach	22	0060	B00035	Concrete Arch	1927
Y			Appalach	22	0060	B00036		1923
Y			Appalach	22	0060	B00037		1923
Y			Appalach	22	0060	B00038		1923
Y			Appalach	22	0060	B00041		1923
Y	Y		Appalach	22	0773	B00074	Pratt Thru	1913
Y			Appalach	22	0773	B00075	steel truss	1913
Y			Appalach	22	1910	B00136	steel truss	1900
Y	Y	Y	Appalach	22	1947	B00034	Parker Pony	1922
Y	Y		Appalach	32	0007	B00001	Parker	1936
Y	Y		Appalach	32	0007	B00008	Parker	1930
Y	Y		Appalach	33	0052	B00016	Poly Warren Thr	1940
Y	Y		Appalach	36	0550	B00016	Pratt Thru	1933
Y	Y		Appalach	36	0777	B00076	Pratt Thru	1944
Y	Y	Y	Appalach	36	1262	C00019	Quadrangular	1935
Y	Y		Appalach	36	1277	C00023	Pratt Pony	1920
Y			Appalach	36	1428	B00012	steel truss	1930
Y			Appalach	36	1428	B00013	steel truss	1930
Y	Y	Y	Appalach	36	2557	B00040	Warren Thru	1920
Y			Appalach	36	3384	B00124	Concrete Arch	1910
Y	Y		Appalach	45	0503	B00035	Pratt Thru	1894
Y			Appalach	45	1283	C00020	Concrete Arch	1927
Y			Appalach	45	3306	B00063	steel truss	1868
Y	Y	Y	Appalach	45	5054	B00046	Covered	1856
Y	Y		Appalach	45	9999	C00051	concrete beam	1916
Y			Appalach	48	0072	B00095	Concrete Arch	1945
Y	Y		Appalach	48	0840	B00051	Baltimore Petit	1925
Y	Y	Y	Appalach	48	0840	B00087	Baltimore Petit	1925
Y	Y		Appalach	48	1320	C00067	Concrete Arch	1919
Y			Appalach	48	3454	B00142	steel truss	1930
Y			Appalach	58	0040	B00007	steel truss	1924
Y			Appalach	60	1108	C00022	steel girder	50
Y			Appalach	60	9999	C00056	steel girder	1919
Y			Appalach	61	1067	C00023		1935
Y	Y		Appalach	61	1175	C00035	Parker	1905
Y	Y		Appalach	63	0490	B00004	Pennsylvania Pe	1922
Y			Appalach	63	1330	C00024	steel truss	1892

APPENDIX G
BRIDGES IN APPALACHIAN REGION

Y	Y		Appalach	63	1344	C00027	Bedpost Pony	1925
Y			Appalach	63	1956	B00045	steel truss	1932
Y			Appalach	63	5223	C00036	steel truss	1925
Y	Y		Appalach	64	0581	B00049	Parker Pony	1924
Y	Y	Y	Appalach	64	0644	B00038	Pratt Thru	1904
Y	Y		Appalach	64	1042	C00007	Pratt 1/2 Hip Po	1919
Y	Y		Appalach	65	1147	C00006	Pratt Pony/Park	1935
Y			Appalach	65	5124	RR0604		1940
Y			Appalach	66	2008	B00065	steel girder	1919
Y			Appalach	66	2009	B00024	steel girder	1919
Y			Appalach	67	0007	B00038	steel truss	1940
Y			Appalach	67	015X	B00121		1921
Y	Y		Appalach	67	0588	B00037	Pratt Thru	1930
Y	Y		Appalach	67	1134	C00012	Concrete Arch	1919
Y			Appalach	67	1303	C00032	concrete slab	1906
Y			Appalach	67	1862	B00090	Concrete Arch	1926
Y			Appalach	67	2545	B00112	concrete beam	85
Y	Y		Appalach	68	0010	B00003	Pratt/Parker Thr	1930
Y	Y		Appalach	68	1007	C00004	Pratt Thru	1910
Y	Y	Y	Appalach	68	1045	C00007	1/2 Hip Pony	1882
Y	Y		Appalach	68	1206	C00022	Warren Pony	1930
Y	Y		Appalach	74	0092	B00007	Warren Deck	1941
Y			Appalach	74	1651	B00004	Frame	1936
Y			Appalach	74	5130	NP0004	steel girder	1903
Y			Appalach	74	5274	C00013	steel girder	1919
Y	Y		Appalach	77	0460	B00016	Pratt Pony	1929
Y			Appalach	77	1888	B00005		1939
Y			Appalach	83	0460	B00009		1923
Y			Appalach	83	0460	B00010		1923
Y			Appalach	88	0589	B00063	steel girder	1901
Y	Y		Appalach	88	1103	C00015	Pratt Thru	1930
Y	Y		Appalach	88	1175	C00024	Pratt 1/2 Hip Po	1920
Y	Y		Appalach	95	0030	B00002	Parker	1934
Y	Y		Appalach	97	0080	B00029	Parker	1929
Y	Y	Y	Appalach	97	0451	B00016	Parker	1927
Y	Y		Appalach	97	0451	B00079	Parker	1938
Y			Appalach	97	0476	B00001	Concrete Arch	1925
Y	Y	Y	Appalach	97	1102	C00005	Pratt Pony	1919
Y			Appalach	97	2448	B00078	Pratt Thru	1934
Y			Appalach	97	5132	C00039	steel truss	1919
Y			Appalach	97	9999	C00048	steel girder	1919
Y			Appalach	97	9999	C00049	steel girder	1919
Y			Appalach	97	9999	C00050	steel girder	1919
Y			Appalach	97	9999	C00051	steel girder	1919
Y			Appalach	97	9999	C00052	steel girder	1919
Y			Appalach	98	0119	B00013		1921
Y			Appalach	98	0119	B00014		1921
Y			Appalach	98	0119	B00015		1921
Y			Appalach	98	0119	B00016		1921
Y			Appalach	98	0119	B00017		1921
Y			Appalach	98	0119	B00018		1923
Y			Appalach	98	0119	B00020		1923

APPENDIX G
BRIDGES IN APPALACHIAN REGION

Y			Appalach	98	0119	B00021		1923
Y			Appalach	98	0119	B00022		1923
Y			Appalach	98	0119	B00026		1923
Y	Y		Appalach	98	1499	B00042	Parker	1935
Y			Appalach	99	0011	B00034		1923
Y			Appalach	99	0011	B00037		1923
Y			Appalach	99	0011	B00038		1923
Y			Appalach	99	0011	B00039		1923
Y	Y		Appalach	99	0077	B00029	Pratt Thru	1935
Y			Appalach	102	0490	B00008		1923
Y			Appalach	102	1090	C00010	steel truss	1905
Y	Y		Appalach	102	1140	C00013	Camelback	1905
Y	Y		Appalach	102	1361	C00024	Poly Warren Po	1936
Y			Appalach	103	0060	B00077	concrete girder	88
Y			Appalach	103	0060	B00078	concrete beam	88
Y			Appalach	103	0799	B00034	concrete beam	1902
Y	Y		Appalach	103	1222	C00028	Pratt Thru	1910
Y			Appalach	103	5225	C00054	steel truss	1921
Y			Appalach	118	0092	B00012	steel truss	1937
Y	Y		Appalach	118	0092	B00022	Parker	1932
Y			Appalach	118	025W	B00041		1947
Y			Appalach	118	025W	B00042		1946
Y	Y	Y	Appalach	118	0478	B00087	Quadrangular	1907
Y	Y	Y	Appalach	118	0779	B00077	Concrete Arch	1925
Y	Y	Y	Appalach	118	0904	B00067	Concrete Arch	1923
Y	Y		Appalach	118	1002	C00001	Pratt 1/2 Hip Po	1935
Y	Y		Appalach	118	1174	C00012	Pratt 1/2 Hip Po	1947
Y	Y		Appalach	118	1260	C00026	Camelback/War	1940
Y	Y	Y	Appalach	118	1260	C00027	Pratt Deck	1917
Y	Y	Y	Appalach	118	1804	B00016	Camelback/War	1917
Y			Appalach	118	1804	B00017		1920
Y	Y	Y	Appalach	118	9999	C00043	Pratt Thru	1880
		Grand Co	135					

APPENDIX G
BRIDGES IN BLUEGRASS REGION

Significant	Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y	Y	Y	Bluegrass	3	0062	B00003	Warren Deck	1932
Y	Y		Bluegrass	3	1100	C00006	Camelback	1905
Y	Y		Bluegrass	3	1213	C00010	Pratt 1/2 Hip Po	1930
Y			Bluegrass	8	0025	B00001	Concrete Arch	1928
Y	Y		Bluegrass	8	1001	C00001	concrete beam	1919
Y	Y		Bluegrass	9	1011	C00010	Pratt 1/2 Hip Po	0
Y	Y	Y	Bluegrass	9	1014	C00011	Pratt Thru	1919
Y	Y		Bluegrass	9	1111	C00019	Pratt Thru	1913
Y	Y	Y	Bluegrass	9	1122	C00027	Pratt Through	1893
Y	Y	Y	Bluegrass	9	1214	C00037	Pratt Pony	1919
Y			Bluegrass	9	1310	C00043		1923
Y			Bluegrass	9	3364	B00056	steel truss	1901
Y			Bluegrass	9	3364	B00057	steel truss	1881
Y	Y	Y	Bluegrass	9	5016	B00050	Covered	1870
Y	Y		Bluegrass	11	1002	C00001	Pratt 1/2 Hip Po	1930
Y	Y		Bluegrass	11	1227	C00017	Pratt Pony	1930
Y			Bluegrass	11	3042	B00005	steel truss	1924
Y	Y	Y	Bluegrass	12	1012	C00003	Bowstring	1920
Y	Y		Bluegrass	12	1110	C00009	Pratt Pony	1920
Y	Y		Bluegrass	12	1116	C00010	Pratt Thru	1925
Y	Y		Bluegrass	12	1307	C00019	Pratt 1/2 Hip Po	1920
Y	Y		Bluegrass	12	1319	C00022	Warren Pony	1940
Y	Y	Y	Bluegrass	12	1321	C00023	Pratt Thru	1883
Y	Y		Bluegrass	15	0044	B00005	Parker	1932
Y	Y		Bluegrass	15	1017	C00001	Pratt 1/2 Hip Po	1930
Y			Bluegrass	15	9999	C00027	steel truss	1901
Y			Bluegrass	25	0060	B00004		1921
Y			Bluegrass	25	0060	B00006		1921
Y			Bluegrass	25	0060	B00007		1921
Y			Bluegrass	25	0089	B00021	steel truss	1932
Y			Bluegrass	25	0974	B00088	steel truss	1945
Y			Bluegrass	25	0974	B00089	steel truss	1945
Y	Y		Bluegrass	25	1015	C00002	Pratt 1/2 Hip Po	1940
Y	Y		Bluegrass	25	1016	C00003	Pratt Pony	1930
Y	Y		Bluegrass	25	1130	C00023	Warren Pony	1935
Y	Y		Bluegrass	25	1205	C00028	Poly Warren Po	1940
Y	Y		Bluegrass	25	1210	C00029	Warren Pony	1945
Y			Bluegrass	25	5123	RR0614	steel girder	1919
Y			Bluegrass	25	9999	RR0612	steel truss	1920
Y			Bluegrass	25	9999	RR0613	timber girder	1915
Y			Bluegrass	34	0060	B00121	Concrete Arch	1939
Y	Y		Bluegrass	34	0075	B00074	Continuous/War	1946
Y			Bluegrass	34	1015	C00004	steel girder	1905
Y	Y		Bluegrass	34	1122	C00010	Poly Warren Po	1937
Y			Bluegrass	34	1927	B00146	concrete beam	93
Y	Y	Y	Bluegrass	34	2328	B00010	Warren Thru	1871
Y			Bluegrass	34	9999	C00024	steel girder	1903
Y	Y		Bluegrass	34	9999	C00031	Pratt Pony	1920
Y			Bluegrass	34	9999	C00046	masonry arch	1902
Y			Bluegrass	35	1055	C00015		1940
Y	Y		Bluegrass	35	1106	C00018	Pratt Thru	1910

APPENDIX G
BRIDGES IN BLUEGRASS REGION

Y			Bluegrass	35	1144	C00027	steel truss	1910
Y	Y	Y	Bluegrass	35	5101	B00073	Covered	1880
Y			Bluegrass	37	0012	B00040	Concrete Arch	1926
Y	Y	Y	Bluegrass	37	0060	B00065	Pennsylvania Pe	1893
Y	Y		Bluegrass	37	1026	C00005	Pratt Thru	1877
Y			Bluegrass	40	0052	B00002		1921
Y			Bluegrass	40	1109	C00014	steel truss	1915
Y			Bluegrass	40	5351	C00029	steel truss	1927
Y			Bluegrass	41	1138	C00014	steel girder	1917
Y	Y		Bluegrass	41	1228	C00020	Pratt Thru	1930
Y	Y		Bluegrass	41	1315	C00026	Pratt Thru	1890
Y	Y	Y	Bluegrass	49	1062	C00026	Pratt Through	1885
Y			Bluegrass	49	1112	C00030	concrete slab	1917
Y			Bluegrass	49	1135	C00041	concrete slab	1915
Y	Y		Bluegrass	52	0022	B00015	Parker/Warren	1931
Y			Bluegrass	52	1147	C00021		1920
Y			Bluegrass	52	1310	C00027	steel girder	1919
Y	Y		Bluegrass	52	1360	B00047	Pratt Thru	1912
Y			Bluegrass	52	3175	B00064	concrete beam	1917
Y			Bluegrass	52	5029	C00037	steel girder	1919
Y			Bluegrass	52	5127	C00036	steel girder	1919
Y	Y		Bluegrass	57	1004	C00002	Warren Pony	1914
Y	Y		Bluegrass	57	1010	C00004	Bedpost Pony	1920
Y	Y	Y	Bluegrass	57	1230	C00017	Pratt Pony	1919
Y			Bluegrass	69	0328	B00065		1949
Y	Y		Bluegrass	69	1037	C00007	Whipple-Murphy	1884
Y			Bluegrass	69	1247	B00014		1922
Y			Bluegrass	69	1339	C00029		1935
Y			Bluegrass	69	5322	C00057	steel truss	1914
Y	Y		Bluegrass	76	1101	C00015	Warren Thru	1930
Y	Y		Bluegrass	76	1235	C00034	Warren Pony	1939
Y			Bluegrass	76	3376	B00086		1922
Y			Bluegrass	76	5067	C00054	concrete beam	1910
Y			Bluegrass	78	0289	B00023	steel truss	1923
Y	Y		Bluegrass	78	1113	C00024	Pratt Thru	1935
Y	Y		Bluegrass	78	1114	C00026	Warren Thru	1935
Y	Y		Bluegrass	78	1120	C00031	Pratt Thru	1910
Y	Y		Bluegrass	78	1227	C00057	Pratt Thru	1919
Y	Y		Bluegrass	78	1307	C00061	Pratt Pony	1936
Y	Y	Y	Bluegrass	81	0062	B00041	Suspension	1931
Y	Y		Bluegrass	81	1122	C00018	Poly Warren Po	1935
Y	Y		Bluegrass	81	1123	C00021	Warren Pony	1935
Y	Y		Bluegrass	81	1124	C00022	Pratt Thru	1894
Y	Y		Bluegrass	81	1207	C00026	Warren Pony	1932
Y	Y		Bluegrass	81	1230	C00032	Pratt Pony	1887
Y	Y		Bluegrass	81	1237	B00062	concrete beam	88
Y	Y	Y	Bluegrass	81	5321	B00048	Covered	1835
Y			Bluegrass	84	0068	B00001		1922
Y	Y		Bluegrass	84	0152	B00005	Warren Deck	1924
Y	Y	Y	Bluegrass	84	1226	C00013	Pratt Through	1915
Y	Y		Bluegrass	84	1227	C00014	Pratt 1/2 Hip Po	1935
Y	Y		Bluegrass	84	1230	C00016	Pratt 1/2 Hip Po	1894

APPENDIX G
BRIDGES IN BLUEGRASS REGION

Y	Y		Bluegrass	84	1328	C00027	Pratt 1/2 Hip Po	1935
Y	Y		Bluegrass	84	1330	C00028	Pratt 1/2 Hip Po	1935
Y			Bluegrass	84	1915	B00024	Concrete Arch	1925
Y			Bluegrass	84	1988	B00037	steel truss	1930
Y			Bluegrass	87	0460	B00041		1940
Y			Bluegrass	87	0713	000001	steel girder	1911
Y	Y		Bluegrass	87	1331	B00038	Camelback	1901
Y			Bluegrass	90	031E	B00045	Parker	1932
Y	Y		Bluegrass	90	1106	C00022	Pratt 1/2 Pony	1924
Y	Y	Y	Bluegrass	90	1116	C00024	Camelback	1904
Y	Y		Bluegrass	90	1229	C00033	Pratt Thru	1919
Y	Y		Bluegrass	91	0032	B00008	Pratt Pony	1932
Y	Y		Bluegrass	91	1010	C00004	Bedpost	1910
Y			Bluegrass	91	3315	B00052	steel truss	1920
Y	Y		Bluegrass	91	9999	C00024	Pratt Thru	1917
Y	Y		Bluegrass	94	0355	B00006	Parker	1942
Y	Y		Bluegrass	96	0022	B00007	Parker	1927
Y	Y		Bluegrass	96	0177	B00001	Parker	1936
Y	Y		Bluegrass	96	1064	C00011	Pratt 1/2 Hip Po	1910
Y			Bluegrass	96	1110	C00019	steel girder	0
Y	Y	Y	Bluegrass	96	1117	C00023	Pratt Thru	1892
Y			Bluegrass	96	1318	C00054		1920
Y	Y		Bluegrass	96	1339	C00058	Pratt Pony	1920
Y	Y		Bluegrass	105	0025	B00002	Warren Pony	1932
Y			Bluegrass	105	0025	B00018	concrete beam	1917
Y			Bluegrass	105	0062	B00011		1923
Y			Bluegrass	105	1023	RR0607	steel girder	1917
Y	Y	Y	Bluegrass	105	1111	C00031	Pratt Thru	1890
Y	Y	Y	Bluegrass	105	1218	C00034	Pratt Thru	1910
Y			Bluegrass	105	5208	C00059	steel truss	1919
Y	Y		Bluegrass	106	1009	C00007	Masonry Arch	1919
Y	Y		Bluegrass	106	1208	C00027	Pratt Thru	1919
Y			Bluegrass	106	5153	C00048	steel girder	1919
Y	Y		Bluegrass	108	0055	B00004	Pratt Thru	1932
Y	Y		Bluegrass	108	1012	C00004	Pratt 1/2 Hip Po	1910
Y			Bluegrass	108	3192	B00014	concrete beam	1919
Y	Y		Bluegrass	112	0421	B00001	Cantilever	1928
Y			Bluegrass	112	3175	B00020	steel truss	1901
Y			Bluegrass	112	5104	C00016	steel truss	1919
Y			Bluegrass	115	0528	B00043		1923
Y	Y		Bluegrass	115	1020	C00004	Camelback	1916
Y	Y		Bluegrass	115	1031	C00005	Pratt 1/2 Pony	1920
Y	Y		Bluegrass	115	1042	C00006	Pratt Thru	1899
Y			Bluegrass	115	1243	C00026		1935
Y	Y		Bluegrass	115	1304	C00028	Camelback	1904
Y			Bluegrass	115	1584	B00042	concrete slab	1916
Y			Bluegrass	120	0062	B00033		1938
Y	Y	Y	Bluegrass	120	1013	C00006	Pratt Pony	1930
Y	Y		Bluegrass	120	1213	C00012	Pratt Thru	1930
		Grand Co	152					

APPENDIX G
BRIDGES IN OHIO REGION

Significant	Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y			Ohio	19	0008	B00003	steel truss	1946
Y			Ohio	19	1103	C00009		1920
Y			Ohio	19	1103	C00010		1920
Y			Ohio	19	1120	C00014		1920
Y			Ohio	19	1312	C00026		1920
Y	Y		Ohio	19	9999	C00037	Warren Pony	1888
Y	Y		Ohio	19	9999	C00038	Warren Pony	1920
Y	Y		Ohio	19	9999	C00043	Warren Pony	1920
Y	Y		Ohio	19	9999	C00044	Warren Pony	1920
Y	Y		Ohio	30	0081	B00055	Pratt Thru	1934
Y	Y		Ohio	30	0231	B00118	Cantilever	1940
Y	Y	Y	Ohio	30	1060	C00018	Pratt Through	1898
Y			Ohio	30	1068	C00021		1920
Y	Y	Y	Ohio	30	1159	C00046	Pratt Pony	1923
Y			Ohio	30	9999	C00168	steel truss	1920
Y	Y	Y	Ohio	51	0041	B00002	Cantilever	1932
Y	Y		Ohio	51	0060	B00015	Parker	1930
Y			Ohio	51	0136	B00041		1920
Y			Ohio	51	1169	C00047	Concrete Arch	1930
Y	Y	Y	Ohio	56	0031	B00136	Cantilever	1929
Y			Ohio	56	1703	B00296	masonry arch	1940
Y	Y		Ohio	56	9999	C00006	Concrete Arch	1910
Y	Y		Ohio	56	9999	C00024	Masonry Arch	1930
Y	Y		Ohio	56	9999	C00026	Masonry Arch	1919
Y	Y		Ohio	56	9999	C00028	Masonry Arch	1920
Y	Y		Ohio	56	9999	C00029	Masonry Arch	1920
Y	Y		Ohio	56	9999	C00030	Concrete Arch	1910
Y	Y		Ohio	56	9999	C00031	Concrete Arch	1935
Y	Y		Ohio	56	9999	C00032	Concrete Arch	1930
Y	Y		Ohio	56	9999	C00033	Concrete Arch	1928
Y	Y		Ohio	56	9999	C00034	Concrete Arch	1901
Y	Y		Ohio	56	9999	C00052	Concrete Arch	1914
Y	Y		Ohio	56	9999	C00054	Concrete Arch	1940
Y	Y		Ohio	56	9999	C00056	Pratt Thru	1910
Y	Y		Ohio	56	9999	C00083	Concrete Arch	1930
Y	Y		Ohio	56	9999	C00111	Pratt 1/2 Hip Po	1910
Y	Y		Ohio	56	9999	C00112	Camelback	1909
Y	Y		Ohio	56	9999	C00113	Concrete Arch	1930
Y			Ohio	56	9999	C00116	concrete beam	1910
Y			Ohio	56	9999	C00128	Frame	1930
Y	Y		Ohio	56	9999	C00131	Concrete Arch	1920
Y	Y		Ohio	56	9999	C00134	Concrete Arch	1914
Y			Ohio	56	9999	C00136		1920
Y	Y		Ohio	56	9999	C00138	Concrete Arch	1930
Y	Y		Ohio	56	9999	C00139	Concrete Arch	1930
Y	Y		Ohio	56	9999	C00150	Concrete Arch	1911
Y			Ohio	56	9999	C00183	concrete beam	1919
Y			Ohio	56	9999	C00185	concrete slab	1919
Y			Ohio	59	0008	B00035	concrete beam	1917
Y	Y		Ohio	59	0008	B00037	Poly Warren Thr	1936
Y	Y	Y	Ohio	59	0017	B00048	Suspension	1867

APPENDIX G
BRIDGES IN OHIO REGION

Y			Ohio	59	1120	B00076	steel truss	1914
Y			Ohio	59	9999	C00036		1923
Y			Ohio	59	9999	C00049	concrete beam	1919
Y	Y	Y	Ohio	73	0045	B00001	Pennsylvania/W	1929
Y	Y	Y	Ohio	73	0060	B00004	Warren Thru	1931
Y			Ohio	73	1565	B00044	steel truss	1918
		Grand Co	57					

APPENDIX G
BRIDGES IN PENNYRILE REGION

Significant	Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y	Y		Pennyrile	1	1336	C00020	Pratt 1/2 Hip Po	1930
Y	Y		Pennyrile	14	060X	B00050	Pennsylvania Pe	1922
Y			Pennyrile	14	0992	B00011		1923
Y	Y		Pennyrile	14	1020	C00001	Warren Pony	1940
Y			Pennyrile	14	5312	C00028		1940
Y			Pennyrile	14	5312	C00030		1940
Y			Pennyrile	16	1274	C00017	steel girder	1902
Y	Y		Pennyrile	16	1358	C00020	Warren Pony	1920
Y			Pennyrile	17	0091	B00039		1923
Y			Pennyrile	17	1058	C00013	steel truss	1898
Y			Pennyrile	17	5203	C00037	steel truss	1940
Y			Pennyrile	24	1078	C00018	steel truss	1894
Y			Pennyrile	24	1078	C00019	steel truss	1894
Y			Pennyrile	27	5999	C00012		1922
Y			Pennyrile	27	5999	C00013		1922
Y			Pennyrile	28	0641	B00014		1922
Y	Y		Pennyrile	29	0100	B00023	Warren Pony	1938
Y	Y		Pennyrile	43	1379	C00018	Pratt 1/2 Pony	1919
Y	Y		Pennyrile	43	1520	C00020	Bedpost Pony	1945
Y	Y	Y	Pennyrile	43	1531	C00023	Bedpost Pony	1920
Y	Y		Pennyrile	43	1566	C00028	Bedpost Pony	1920
Y			Pennyrile	43	5147	C00033	steel truss	1919
Y	Y		Pennyrile	44	0569	B00026	Warren Pony	1920
Y	Y		Pennyrile	44	1142	C00008	Pratt Thru	1928
Y	Y		Pennyrile	44	1142	C00009	Warren Pony	1938
Y			Pennyrile	44	9999	XX0001	steel girder	1919
Y			Pennyrile	46	1301	C00022	Pratt Pony	1920
Y			Pennyrile	46	1324	C00028	Pratt 1/2 Hip Po	1920
Y	Y		Pennyrile	47	0920	B00084	Warren Pony	1936
Y	Y		Pennyrile	47	1289	C00030	Pratt Thru	1899
Y			Pennyrile	47	5292	C00063		1943
Y	Y		Pennyrile	50	031W	B00004	Warren Deck	1938
Y	Y		Pennyrile	50	1383	C00015	Pratt Thru/1/2 Hi	1903
Y			Pennyrile	54	0062	B00049	steel truss	1928
Y			Pennyrile	54	0070	B00168	Concrete Arch	1935
Y			Pennyrile	54	1286	C00032	Frame	1919
Y	y		Pennyrile	54	2647	B00159	Pratt Pony	1935
Y			Pennyrile	71	0765	B00058	steel truss	1920
Y	Y		Pennyrile	71	1249	C00023	Pratt Thru	1925
Y	Y		Pennyrile	71	1253	C00024	Pratt Thru	1910
Y	Y		Pennyrile	71	1256	C00026	Pratt Thru	1920
Y			Pennyrile	71	1280	C00029	steel truss	1910
Y			Pennyrile	71	1308	B00064	steel truss	1897
Y			Pennyrile	71	1357	C00038	steel truss	1925
Y	Y		Pennyrile	71	1388	C00041	Pratt 1/2 Pony	1925
Y			Pennyrile	71	2375	B00079	steel truss	1930
Y	Y	Y	Pennyrile	75	0081	B00023	Penn Petit/Warr	1928
Y			Pennyrile	75	0085	B00016		1937
Y	Y	Y	Pennyrile	75	0431	B00018	Poly Warren Thr	1939
Y			Pennyrile	75	2385	B00066	Channel	1940
Y	Y		Pennyrile	82	0031	XX0900	concrete beam	1919

APPENDIX G
BRIDGES IN PENNYRILE REGION

Y	Y	Y	Pennyrile	82	1324	C00004	Whipple-Murphy	1919
Y	Y		Pennyrile	85	0861	B00036	Pratt Thru	1921
Y	Y	Y	Pennyrile	85	1020	C00001	Pratt Thru	1911
Y	Y		Pennyrile	85	1038	C00003	Pratt Thru	1915
Y	Y		Pennyrile	85	1108	C00005	Camelback	1911
Y	Y		Pennyrile	85	1201	C00007	Pratt Pony	1921
Y			Pennyrile	86	0163	B00001	concrete beam	29
Y			Pennyrile	89	5049	RR0605		1940
Y			Pennyrile	89	5244	C00027	concrete slab	1903
Y			Pennyrile	89	5401	C00029	steel girder	0
Y	Y	Y	Pennyrile	92	0062	B00050	Continuous	1939
Y	Y	Y	Pennyrile	92	1012	C00003	Camelback	1904
Y	Y		Pennyrile	92	1032	C00010	Pratt Thru	1904
Y	Y		Pennyrile	92	1067	C00021	Pratt Thru	1905
Y	Y		Pennyrile	92	1361	C00043	Pratt Thru	0
Y	Y		Pennyrile	100	1069	C00006	Pratt Pony	1917
Y	Y		Pennyrile	100	1558	C00033	Warren Pony	1935
Y			Pennyrile	100	5999	C00050	steel truss	1932
Y			Pennyrile	109	0323	B00051		1922
Y	Y		Pennyrile	109	1236	C00015	Pratt Thru	1920
Y			Pennyrile	110	0068	B00021		1922
Y			Pennyrile	110	0068	B00022		1922
Y	Y		Pennyrile	113	1244	C00032	Pratt Thru	0
Y	Y		Pennyrile	114	1301	C00007	Pratt 1/2 Pony	0
Y	Y	Y	Pennyrile	114	1350	C00011	Bowstring	1920
Y			Pennyrile	116	5999	C00036	steel girder	1919
Y			Pennyrile	116	5999	C00037	steel girder	1919
Y	Y	Y	Pennyrile	117	0270	B00050	Pratt Pony	1922
		Grand Co	79					

APPENDIX G
BRIDGES IN PURCHASE REGION

Significant	Survey	NR	Cul-Reg	County	Route	Termini	Bridge Ty	Yr-Built
Y	Y		Purchase	4	0051	B00021	Cantilever	1937
Y			Purchase	18	5239	C00106	steel girder	1902
Y			Purchase	20	0051	B00004		1920
Y			Purchase	20	0051	B00007		1920
Y			Purchase	42	0097	B00046		1922
Y			Purchase	42	0097	B00047		1922
Y			Purchase	42	0097	B00048		1922
Y			Purchase	42	0339	B00101		1939
Y			Purchase	42	0339	B00102		1939
Y			Purchase	42	0408	B00123		1941
Y			Purchase	42	5048	C00024		1939
Y			Purchase	42	5107	C00040		1937
Y			Purchase	42	5177	C00052		1938
Y			Purchase	42	5334	C00085		1939
Y			Purchase	42	5340	C00083		1939
Y			Purchase	42	5419	C00169		1940
Y			Purchase	42	5430	C00179		1940
Y			Purchase	42	9999	C00197		1920
Y			Purchase	53	0058	B00042	Pratt Pony	1928
Y			Purchase	53	1213	C00023	steel truss	1900
Y			Purchase	53	5029	C00049	Channel	1919
Y			Purchase	53	5053	C00051	steel girder	1919
Y			Purchase	53	9999	C00039		1935
Y	Y	Y	Purchase	70	0060	B00017	Poly Warren Thr	1931
Y			Purchase	70	0070	B00023		1940
Y			Purchase	70	0070	B00024		1940
Y			Purchase	70	0070	B00026		1940
Y			Purchase	70	0453	B00029		1923
Y			Purchase	70	0453	B00030		1923
Y			Purchase	70	0453	B00031		1923
Y	Y		Purchase	79	0068	B00023	Parker/Pratt Thr	1944
Y	Y		Purchase	79	0080	B00040	Pratt Thru	1933
Y			Purchase	79	1190	C00009	steel truss	1919
Y			Purchase	79	1528	B00016		1936
Y	Y	Y	Purchase	111	0068	B00020	Pratt Deck/Park	1934
		Grand Co	35					

APPENDIX H:
INDIVIDUALS AND ORGANIZATIONS RECEIVING QUESTIONNAIRE

Judge Executive Jerry Vaughan
Adair Co. Courthouse
24 Public Square
Columbia, KY 42728

Judge Executive Bill Minix
City-Co. Bldg.
P.O. Box 115
Scottsville, KY 42164

Judge Executive Thomas D. Cotton
137 S. Main Street
Lawrenceburg, KY 40342

Judge Executive Bill Graves
Ballard Co. Courthouse
Jones Bldg.
P.O. Box 276
Wickliffe, KY 42087

Judge Executive David A. Dickerson
Barren Co. Courthouse
311 Courthouse Sq.
Glasgow, KY 42141

Judge Executive Alfred Fawns, Jr.
Courthouse Annex
P.O. Box 39
Owingsville, KY 40360

Judge Executive Curtis Hoskins, Sr.
P.O. Box 366
Pineville, KY 40977

Judge Executive Kenneth Lucas
P.O. Box 900
Burlington, KY 41005

Judge Executive Charles R. Hinkle
Bourbon Co. Courthouse
Paris, KY 40361

Judge Executive Billy Joe Ross
Boyd Co. Courthouse
P.O. Box 423
Catlettsburg, KY 41129

Judge Executive Tony Wilder
Boyle Co. Courthouse
321 W. Main St., #111
Danville, KY 40422

Judge Executive Dwayne Jett
Bracken Co. Courthouse
P.O. Box 264
Brooksville, KY 41004

Judge Executive Nim Henson
Breathitt Co. Courthouse
137 Main Street
Jackson, KY 41339

Judge Executive Thomas Moorman
Breckinridge Co. Courthouse
P.O. Box 227
Hardinsburg, KY 40143

Judge Executive John Harper
P.O. Box 397
Sheperdsville, KY 41065

Judge Executive David R. Martin
Butler Co. Courthouse
P.O. Box 626
Morgantown, KY 42261

Judge Executive Van Knight
100 E. Market St.
Princeton, KY 42445

Judge Executive J.D. Williams
Calloway Co. Courthouse
101 S. 5th St.
Murray, KY 42071

Judge Executive Kenneth R. Paul
24 W. 4th Street
Newport, KY 41071

Judge Executive John Roberts
P.O. Box 279
Bardwell, KY 42023

Judge Executive Gene mcMurry
Carroll Co. Courthouse
2nd Floor
Carrollton, KY 41008

Judge Executive Joe D. Kitchen
Carter Co. Courthouse
room 227
Grayson, KY 41143

Judge Executive David H. Johnson
P.O. Box 306
Liberty, KY 42539

Judge Executive Steve Tribble
511 S. Main St.
Hopkinsville, KY 42240

Judge Executive James B. Allen, Jr.
Clark Co. Courthouse Rm. 103
34 S. Main Street
Winchester, KY 40391

Judge Executive James Garrison
316 Main Street Suite 129
Manchester, KY 40962

Judge Executive Charlene King
RR 2
Spring Creek
Albany, KY 42602

Judge Executive
John Charles May
Crittenden Co. Courthouse
Marion, KY 42064

Judge Executive Larry C. Hoots
County Annex Bldg.
P.O. Box 826
Burkesville, KY 42717

Judge Executive W.M. Norris, Jr.
Daviess Co. Courthouse
212 Saint Ann St.
Owensboro, KY 42303

Judge Executive N.E. Reed
Edmonson Co. Courthouse
P.O. Box 353
Brownsville, KY 42210

Judge Executive David Blair
P.O. Box 710
Sandy Hook, KY 41171

Judge Executive Dwight Arvin
Estill Co. Courthouse Rm. 101
Irvine, KY 40336

Judge Executive Sandra M. Varellas
167 W. Main St. Suite 1310
Lexington, KY 40507

Judge Executive Jewell Call
Fleming Co. Courthouse
Flemingsburg, KY 41041

Judge Executive Benjamin Hale
Floyd Co. Courthouse Annex
Prestonsburg, KY 41653

Judge Exec. Kenneth Hockensmith
315 W. Main St. Rm. 302
Frankfort, KY 40601

Judge Executive Harold M. Garrison
2004 Bypass
Hickman, KY 42050

Judge Executive Clarence Davis
Gallatin Co. Courthouse
P.O. Box 144
Warsaw, KY 41095

Judge Executive Ray Hammonds
Garrard Co. Courthouse
Lancaster, KY 40444

Judge Executive Shirley Howard
Grant Co. Courthouse
Main Street
Williamstonw, KY 41097

Judge Exec. Anthony Doyle Smith
Graves Co. Courthouse
Mayfield, KY 42066

Judge Executive Gary Logsdon
10 Public Sq.
Leitchfield, KY 41754

Judge Executive Morris Goff
203 W. Court Street
Greensburg, KY 42743

Judge Executive Robert Carpenter
Greenup Co. Courthouse 1st Floor
Greenup, KY 41144

Judge Executive Ralph L. Boling
Hancock Co. Courthouse
P.O. Box 580
Hawesville, KY 42348

Judge Executive Glen Dalton
14 Public Sq.
RR Thomas Bldg.
Elizabethtown, KY 42701

Judge Executive Delzinna Belcher
P.O. Box 956
Harlan, KY 40831

Judge Executive Charles Swinford
Harrison Co. Courthouse
Cynthiana, KY 41031

Judge Executive Vince Lang
Hart Co. Courthouse
P.O. Box 490
Munfordville, KY 41765

Judge Executive Sandy Lee Watkins
Henderson Co. Courthouse
2nd Floor
Henderson, KY 42420

Judge Executive Tommy Bryant
Henry Co. Courthouse Annex
New Castle, KY 40050

Judge Executive Gregory D. Pruitt
Hickman Co. Courthouse
Clinton, KY 42031

Judge Executive Danny Woodward
Hopkins Co. Courthouse
Madisonville, KY 42431

Judge Executive William O. Smith
Jackson Co. Courthouse
McKee, KY 40447

Judge Executive David L. Armstrong
Jefferson Co. Courthouse
527 W. Jefferson St.
Louisville, KY 40202

Judge Exec. Wm. Neal Cassity
Jessamine Co. Courthouse
101 N. Main Street
Nicholasville, KY 40356

Judge Executive Hobert Meade
Johnson Co. Courthouse
P.O. Box 868
Paintsville, KY 41240

Judge Exec. Clyde Wm. Middleton
Kenton Co. Bldg.
P.O. Box 792
Covington, KY 41011

Judge Executive Homer Sawyer
Knott Co. Courthouse
P.O. Box 505
Hindman, KY 41822

Judge Executive Jimmy Hinkle
Knox Co. Courthouse
Barbourville, KY 40906

Judge Executive Thomas G. Turner
Larue Co. Courthouse
Hodgenville, KY 42748

Judge Executive Dennis Karr
Laurel Co. Courthouse
Room 204
London, KY 40741

Judge Executive Roger Jordan
Lawrence Co. Courthouse
122 Ricky Scaggs Blvd.
Louisa, KY 41230

Judge Executive E.T. Kash
Lee County Courthouse
P.O. Box G
Beattyville, KY 41311

Judge Executive Onzier Sizemore
Leslie Co. Courthouse
P.O. Box 619
Hyden, KY 41749

Judge Executive Carroll A. Smith
Letcher Co. Courthouse
Main Street
Whitesburg, KY 41858

Judge Exec. George M. Plummer
Lewis Co. Courthouse
514 2nd Street
Vanceburg, KY 41179

Judge Executive James R. Reed
102 E. Main St.
Lincoln Co. Courthouse
Stanford, KY 40484

Judge Executive Ralph Smith
P.O. Box 70
Smithland, KY 42081

Judge Executive John H. Guion, III
Logan Co. Courthouse
P.O. Box 365
Russellville, KY 42276

Judge Executive Terry O. McKinney
Lyon Co. Courthouse
P.O. Box 698
Eddyville, KY 42038

Judge Executive Kent Clark
Madison County Courthouse
101 W. Main Street
Richmond, KY 40475-1441

Judge Executive Dr. Charles Hardin
Magoffin Co. Courthouse
P.O. Box 430
Salyersville, KY 41465

Judge Executive Dave Hourigan
Marion Co. Courthouse
120 W. Main
Lebanon, KY 40033

Judge Executive Mike Miller
Marshall Co. Courthouse
Benton, KY 42025

Judge Executive Kelly E. Callaham
P.O. Box 309
Inez, KY 41224

Judge Exec. James L. Gallenstein
219 Stanley Reed Court
Maysville, KY 41056

Judge Executive Dannie Orazine
McCracken Co. Courthouse
Paducah, KY 42003

Judge Executive Jimmie W. Green
McCreary Co. Courthouse
P.O. Box 579
Whitley City, KY 42653

Judge Executive Larry Whitaker
McLean Co. Courthouse
P.O. Box 127
Calhoun, KY 42327

Judge Executive Joe M. Hager
Meade Co. Courthouse
Brandenburg, KY 40108

Judge Executive Hershell Sexton
HCR 69 Box 1315
Frenchburg, KY 40322

Kenneth Kirkland
Mercer Co. Courthouse Annex
235 S. Main Street
Harrodsburg, KY 40330

Judge Executive Richard Froedge
Metcalfe Co. Courthouse
P.o. Box 149
Edmonton, KY 42129

Judge Executive Mitchell Page
Monroe Co. Courthouse
P.O. Box 305
Tompkinsville, KY 42167

Judge Executive B.D. Wilson
Montgomery Co. Courthouse Annex
Mount Sterling, KY 40353

Judge Executive Sid Stewart
Morgan Co. Office Bldg.
50 Prestonsburg St.
West Liberty, KY 41472

Judge Executive Rodney Kirtley
Muhlenberg Co. Courthouse
P.O. Box 137
Greenville, KY 42345

Judge Executive Dean Watts
113 E. Stephen Foster Ave.
Bardstown, KY 40004

Judge Executive Charles Smith
Nicholas County Courthouse
P.O. Box 167
Carlisle, KY 40311

Judge Executive Dudley Cooper
Ohio Co. Courthouse
P.O. Box 146
Hartford, KY 42347

Judge Executive John W. Black
Oldham Co. Courthouse
100 W. Jefferson Street
LaGrange, KY 40031

Judge Executive Tom Olds
Owen Co. Courthouse
P.O. Box 465
Owenton, KY 40359

Judge Executive Jimmy Herald
Owsley Co. Courthouse
P.O. Box 749
Booneville, KY 41314

Judge Executive Donald R. Mays
RFD1 Box 206
Butler, KY 41006

Judge Executive Sherman Neace
Perry Co. Courthouse
P.O. Box 210
Hazard, KY 41701

Judge Executive Donna Damron
Pike Co. Courthouse
P.O. Box 631
Pikeville, KY 41501

Judge Executive Forest Meadows
Powell Co. Courthouse
Stanton, KY 40380

Judge Executive Louie Floyd
P.O. Box 712
Somerset, KY 42502

Judge Executive G. Wayne Buckler
P.o. Box 76
Mt. olivet, KY 41064

Judge Executive Buzz Carloftis
Courthouse
P.O. Box 755
Mount Vernon, KY 40456

Judge Executive Clyde A. Thomas
Rowan Co. Courthouse
27 E. Main Street
Morehead, KY 40351

Judge Executive Charles M. Smith
Russell Co. Courthouse
P.O. Box 397
Jamestown, KY 42629

Judge Executive George H. Lusby
P.O. Box 951
Georgetown, KY 40324

Judge Executive Bobby Stratton
Shelby Co. Courthouse
501 Main Street
Shelbyville, KY 40065

Judge Executive Kenneth Y. Harper
P.O. Box 242
Franklin, KY 42135-0242

Judge Executive Larry Lawson
P.O. Box 397
Taylorsville, KY 40071

Judge Executive Fred Waddle
Taylor Co. Courthouse
Campbellsville, KY 42718

Judge Executive Cecil Mallory, Jr.
Todd Co. Courthouse
P.O. Box 355
Elkton, KY 42220

Judge Executive Berlin Moore, Jr.
P.O. Box 672
Cadiz, KY 42211

Judge Executive Jack F. Couch
P.O. Box 251
Bedford, KY 40006

Judge Executive James D. Veatch
Union Co. Courthouse
P.O. Box 60
Morganfield, KY 42437

Judge Executive Michael Buchanon
Warren Co. Courthouse
429 E. 10th Street
Bowling Green, KY 42101

Judge Executive Robert A. Brady, Jr.
Washington Co. Courthouse
P.O. Box 126
Springfield, KY 40069

Judge Executive Hallice Upchruch
P.O. Box 257
Monticello, KY 42633

Judge Executive James R. Townsend
Webster Co. Courthouse
P.O. Box 155
Dixon, KY 42409

Judge Executive Leroy Gilbert
Whitley Co. Courthouse
P.O. Box 237
Williamsburg, KY 40769

Judge Executive Danny R. Brewer
Wolfe Co. Courthouse
P.O. Box 429
Campton, KY 41301

Judge Executive Frank Watts
Woodford Co. Courthouse Rm. 200
103 S. Main Street
Versailles, KY 40383

James Doss, Road Supervisor
1400 Versailles Rd.
Lawrenceburg, KY 40342

Gary Glisson, Road Supervisor
Ballard Co. Rd. Dept.
P.O. Box 387
Barlow, KY 42024

Danny W. Reed, Road Supervisor
Rt. 6 Roseville Rd.
Glasgow, KY 42141

C.H. Snedegar, Road Supervisor
Kenndle Springs Rd.
Owingsville, KY 40360

Bruce Nunn, Road Supervisor
P.O. Box 366
Pineville, KY 40977

Don Menke, Road Supervisor
Rd. Dept. East Main St.
Paris, KY 40361

Clyde Ross, Road Supervisor
1015 Bob McCullough Dr.
Ashland, KY 41102

Richard Hamilton, Road Supervisor
Rt. 1 Co Barn
Brooksville, KY 41004

John Berry, Road Supervisor
P.O. Box 227
Hardinsburg, KY 40143

Raymond Streble, Road Supervisor
P.O. Box 397
Shepherdsville, KY 40165

Charles Phelps, Road Supervisor
P.O. Box 485
Morgantown, KY 42261

Owen Morse, Road Supervisor
100 E. Market Rm. 7
Princeton, KY 42445

Elwood Schneider, Road Supervisor
County Rd. Dept.
24 W. 4th Street
Newport, KY 41071

Don Bishop, Road Supervisor
Court Street
Bardwell, KY 42023

Kenneth Barr, Road Supervisor
Carroll Co. Courthouse, 2nd Floor
Carrollton, KY 41008

Homer Lewis, Road Supervisor
Carter Co. Maintenance
Garage
Rt. 3 Box 17
Grayson, KY 41143

Phillip Vaughn, Road Supervisor
Hopkins Lane
Winchester, KY 40391

Ray Hooker, Road Supervisor
P.O. Box 481
Manchester, KY 40962

Bill Coleman, Road Supervisor
Crittenden Co. Courthouse
Marion, KY 42064

Barry Mattingly
Daviess Co. Rd. Dept.
212 St. Ann St.
Owensboro, KY 42303

Anthony Lashley, Road Supervisor
Edmonson Co. Courthouse
P.O. Box 353
Brownsville, KY 42210

Jesse Stegall, Road Supervisor
Sandy Hook, KY 41171

Darrell Horn, Road Supervisor
Estill Co. Courthouse
Irvine, KY 40336

Leo McMillen
Division of Streets & Roads
1555 Old Frankfort Pike
Lexington, KY 40504

James Watkins, Road Supervisor
East Water Street
Flemingsburg, KY 41041

Randy Thompson, Road Supervisor
Dailey Avenue
P.O. Box 280
Frankfort, KY 40602

Dennis Warner, Road Supervisor
Fulton Co. Rd. Dept.
Hickman, KY 42050

Phillip Carrier, Road Supervisor
County Rd. Dept.
102 Campbell St.
Lancaster, KY 40444

Eaul F. McClure, Road Supervisor
Grant Co. Road Dept.
Barnes Road
Williamstown, KY 41097

Charles Kendall
Graves Co. Rd. Dept.
N 15th St. Ext.
Mayfield, KY 42066

Kay Downs, Road Supervisor
10 Public Sq.
eitchfield, KY 42754

arry Sosh, Road Supervisor
745 Roby Rd.
eynolds Station, KY 42368

ob Lilley Road Dept. Leader
t. 1
Connersville Rd.
ynthiana, KY 41031

Gayle Mann, Road Supervisor
enry Co. Courthouse
New Castle, KY 40050

Mark Hartung, Road Supervisor
01 Fiscal Ct. Bldg.
ouisville, KY 40202

dsel Sparkman, Road Supervisor
P.O. Box 505
indman, KY 41822

alvin Rush, Road Foreman
obacco Road
ondon, KY 40741

ohn Teater, Road Supervisor
C 74 Box 395
Vanceburg, KY 41179

Larry Mayes, Road Supervisor
O. Box 365
ussellville, KY 42276

om Whitehouse, Road Supervisor
Hwy. 208 Co. Barn
ebanon, KY 40033

Ronnie O. Milby, Road Supervisor
203 W. Court Street
Greensburg, KY 42743

John Blackburn, Road Supervisor
501 Bacon Creed Rd.
Elizabethtown, KY 42701

Lilbem Shipp, Road Supervisor
P.O. Box 490
Munfordville, KY 42765

Bill House, Road Supervisor
Hickman Co. Rd. Dept.
Clinton, KY 42031

Benny W. Peel, Road Supervisor
Jessamine Co. Courthouse
Nicholasville, KY 40356

Jerry Bargo, Road Supervisor
Knox Co. Courthouse
Barbourville, KY 40906

Don Carter, Road Supervisor
Co. Judge's Office
Lawrence Co. Courthouse
Louisa, KY 41230

Sherman Williams, Road Supervisor
1125 Neals Creek Rd.
Stanford, KY 40484

James P. Pool, Road Supervisor
P.O. Box 698
Eddyville, KY 42038

Gary Atkins
Marshall Co. Courthouse
Benton, KY 42025

Winfield Floyd, Road Supervisor
Railroad Street
Greenup, KY 41144

Jim Hughs, Road Supervisor
P.O. Box 956
Harlan, KY 40831

Jesse Clement, Road Supervisor
Henderson Co. Rd. Dept.
5682 Airline Rd.
Henderson, KY 42420

Ernest Champion
P.O. Box 592
Madisonville, KY 42431

Chris Wameford, Road Supervisor
Independence Station Rd.
Independence, KY 40151

Thomas Rosel, Sr., Road Supervisor
Hwy 31 E. Larue Co. Garage
Hodgenville, KY 42748

Neal Smith, Jr., Road Supervisor
233 River Rd.
Beattyville, KY 41311

Jimmy Ferrell, Road Supervisor
P.O. Box 70
Smithland, KY 42081

Carl Webb, Road Supervisor
Madison Co. Rd. Barn
Richmond, KY 40475

Jerry Arthur, Road Supervisor
8014 Mason Lewis Road
Maysville, Ky 41056

Onel Bryant, Road Supervisor
McCreary Co. Garage
P.O. Box 579
Whitley City, KY 42653

Ronnie Evans, Road Supervisor
P.O. Box 127
Calhoun, Ky 42327

James Roberts, Road Supervisor
Meade Co. Road Dept.
Brandenburg, KY 40108

Bill Humphrey, Road Supervisor
Mercer Co. Rd. Dept.
792 Moberly Rd.
Harrodsburg, KY 40330

Joe Stephens, Road Supervisor
P.O. Box 149
Edmonton, KY 42129

Floyd Arnold, Road Supervisor
759 Chenault Lane
Mount Sterling, KY 40353

Bobby Hamilton, Road Supervisor
320 W. Stephen Foster Ave.
Bardstown, KY 40004

Billy Wayne Watkins, Road Super.
P.O. Box 186
Carlisle, KY 40311

Jim Lentz, Road Supervisor
2425 S. Hwy. 393
LaGrange, KY 40031

Charles Noel, Road Supervisor
Noel Lane
New Liberty, KY 40355

Clayton Combs, Road Supervisor
Owsley Co. Courthouse
Booneville, KY 41314

Larry Hoffmann, Road Foreman
County Barn
State Street
Falmouth, KY 41040

Lacy Blackburn, Road Supervisor
224 Main Street
Pikeville, KY 41501

James Rogers, Road Supervisor
Powell Co. Courthouse
Stanton, KY 40380

James Loveless, Road Foreman
P.O. Box 712
Somerset, KY 42502

Darrell Moore, Road Supervisor
Rt. 1
Mt. Olivet, KY 41064

Jack Cromer/Boone Cromer
Road Supervisors
Courthouse
Mount Vernon, KY 40456

Donnie Wilson, Road Foreman
P.O. Box 397
Jamestown, KY 42629

Jackie Covington, Road Supervisor
US 25N
Georgetown, KY 40324

Benny Johnson, Road Supervisor
P.O. Box 242
Franklin, KY 42135-0242

Collis Rogers, Road Supervisor
P.O. Box 397
Taylorsville, KY 40071

G.L. Wise, Road Supervisor
Taylor Co. Courthouse
Campbellsville, KY 42718

Tommy Hanberry, Road Supervisor
Trigg Co. Rd. Dept.
P.O. Box 672
Cadiz, KY 42211

Charles Broad, Road Supervisor
US Highway 421
Bedford, KY 40006

Billy D. Duncan, Road Supervisor
112 N. Airline Rd.
Morganfield, KY 42437

Ed Dyer, Road Supervisor
638 E. 5th Street
Bowling Green, KY 42101

Albert Wimsatt, Road Supervisor
Washington Co. Rd. Garage
887 Walnut Street
Springfield, KY 40069

Lynn Southwood, Road Supervisor
Wayne Co. Courthouse
P.o. Box 257
Monticello, KY 42633

Randy Ware, Road Supervisor
P.O. Box 155
Dixon, KY 42409

Bobby Joe Petrey, Road Supervisor
3955 Craig Road
Williamsburg, KY 40769

Adair County Genealogical Society
P.O. Box 613
olumbia, KY 42728

allard-Carlisle Historical and
Genealogical Society
.O. Box 279
/ickliffe, KY 42087

ig Sandy Valley Historical Society
.O. Box 542
Louisa, KY 41230

Caldwell County Historical Society
.O. Box 1
Princeton, KY 42445

Christian County Genealogical
Society
101 Bethel Street
Hopkinsville, KY 42440

Corbin Genealogical Society
c/o Carol Pace
.O. Box 353
Corbin, KY 40702

astern Kentucky Genealogical
Society
P.O. Box 1544
shland, KY 41105-1544

ayette County Genealogical Society
O. Box 8113
Lexington, KY 40508

Garrard County Historical Society
08 Danville Street
Lancaster, KY 40444

Hancock County Historical Society
P.O. Box 65
awesville, KY 42348

Allen County Historical Society
Box 393
301 North Fourth Street
Scottsville, KY 42164

Bell County Historical Society
P.O. Box 1344
Middlesboro, KY 40965

Breathitt County Historical and
Genealogical Society
Quicksand, KY 41363

Calloway County Genealogical
Society
Route 7, Box 182
Murray, KY 42071

Clark County Historical Society
122 Belmont
Winchester, KY 40391

Danville-Boyle County Historical
Society
P.O. Box 1211
Danville, KY 40422

Edmonson County Historical Society
2035 Poplar Springs Road
Brownsville, KY 42210

The Filson Club
1310 South Third Street
Louisville, KY 40208

Grant County Historical Society
12 Charlotte Heights
Williamstown, KY 41097

Harrison County Historical Society
P.O. Box 411
Cynthiana, KY 41031

Anderson County Historical Society
c/o Anderson County Public Library
114 North Main Street
Lawrenceburg, KY 40342

Bicentennial Heritage Corporation
of Casey County, Kentucky
RFD #2 Box 574
Liberty, KY 42539

Breckinridge County Historical
Society
P.O. Box 498
Hardinsburg, KY 40143

Campbell County Historical and
Genealogical Society
234-W Clay Ridge Road
Alexandria, KY 41001

Clay County Genealogical and
Historical Society
P.O. Box 394
Manchester, KY 40962-0394

Daviess County Historical Society
5450 Griffith Avenue
Owensboro, KY 42301

Estill County Historical and
Genealogical Society
P.O. Box 221
Ravenna, KY 40472

Fulton County Genealogical Society
P.O. Box 31
Fulton, KY 42401

Green County Historical Society
P.O. Box 276
Greensburg, KY 42743

Harrodsburg Historical Society
P.O. Box 316
Harrodsburg, KY 40330

Hart County Historical Society
P.O. Box 606
Munfordville, KY 42765

Henderson County Historical and Genealogical Society
P.O. Box 715
Henderson, KY 42420

Henry County Historical Society
P.O. Box 570
New Castle, KY 40050

Hickman County Historical Society
333 West Clay
Clinton, KY 42031

Historical Society of Hopkins County
107 South Union Street
Madisonville, KY 42431

Jessamine County Historical and Genealogical Society
311 West Maple Street
Nicholasville, KY 40356

Johnson County Historical and Genealogical Society
P.O. Box 788
Paintsville, KY 41240

Kenton County Historical Society
P.O. Box 641
Covington, KY 41011

Kentucky Historical Society
P.O. Box H
Frankfort, KY 40602-2108

Laurel County Historical Society
P.O. Box 816
London, KY 40743-0816

Lee County Historical and Genealogical Society
Beattyville, KY 41311

Livingston County Historical and Genealogical Society
P.O. Box 138
Smithland, KY 42081

Logan County Genealogical Society
P.O. Box 853
Russellville, KY 42276

Lyon County Historical Society
P.O. Box 811
Eddyville, KY 42038

Madison County Historical Society
P.O. Box 5066
Richmond, KY 40476-5066

Magoffin County Historical Society
Box 222
Prestonsburg Street
Salyersville, KY 41465

Marion County Historical Society
201 East Main Street
Lebanon, KY 40033

Marshall County Genealogical and Historical Society
P.O. Box 373
Benton, KY 42025

Mason County Genealogical Society
P.O. Box 266
Maysville, KY 41056

McCracken County Genealogical and Historical Society
Paducah Public Library
Paducah, KY 42003

McLean County Historical Society
P.O. Box 80
Livermore, KY 42342

Metcalfe County Historical Society
099 Randolph Summer Shade Rd.
Summer Shade, KY 42166

Montgomery County Historical Society
c/o Connie Jenkins
125 North Maysville Street
Mount Sterling, KY 40353

Morgan County Historical Society
Rt. 1, Box 900
West Liberty, KY 41472

Mount Washington Historical Society
Box 303
Mount Washington, KY 40047

Nelson County Historical Society
P.O. Box 311
Bardstown, KY 40004

Nicholas County Historical Society
P.O. Box 222
Carlisle, KY 40311

Oldham Historical Society
c/o J.C. Barnett
Box 161
Pewee Valley, KY 40056

Owen County Historical Society
P.O. Box 335
Owenton, KY 40359

Perry County Genealogical Society
148 Chester Street
Hazard, KY 41701

Port William Historical Society
Box 93
Carrollton, KY 41008

Scott County Genealogical Society
c/o Scott County Public Library
East Main Street
Georgetown, KY 40324

South Central Kentucky Historical and Genealogical Society
P.O. Box 157
Glasgow, KY 42142-0157

Taylor County Historical Society
P.O. Box 14
Campbellsville, KY 42719

Washington County Historical-Genealogical Society
107 Carolyn Court
Springfield, KY 40069

Woodford County Historical Society
121 Rose Hill
Versailles, KY 40383

Pulaski County Historical Society
Public Library Building
Somerset, KY 42501

Shelby County Historical Society
P.O. Box 444
Shelbyville, KY 40066-0444

Southern Kentucky Genealogical Society
P.O. Box 1905
Bowling Green, KY 42102

Trigg County Historical and Preservation Society
P.O. Box 1008
Cadiz, KY 42211

Wayne County Historical Society
P.O. Box 320
Monticello, KY 42633

Rockcastle County Historical Society
P.O. Box 930
Mount Vernon, KY 40456

Simpson County Historical Society
206 North College Street
Franklin, KY 42134

Spencer County Historical and Genealogical Society
c/o Spencer County Library
Highway 55
Taylorsville, KY 40071

Trimble County Historical Society
c/o Violet Jennings
Bedford, KY 40006

Webster County Historical and Genealogical Society
300 East Leiper Street
Dixon, KY 42409