

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 713 Agency ID: 007C00048N SR: 2 SD/FO: SD

IDENTIFICATION

Slate 1: 21 Kentucky Struc Num 8: 007C00048N
 Facility Carried 7: CR-1327 Location 9: .10 MI W OF JCT KY 66
 Rte.(On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 4 County Hwy
 Level of Service 5C: 1 Mainline Rte. Number 5D: 01327
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility: 0
 SHD District 2: District 11 County Code 3: Bell (007)
 Place Code 4: FIPS 0000 Mile Post 11: 0.014 mi
 Feature Intersected 6: LEFT FORK STRAIGHT CREEK
 Latitude 16: 36d 51' 50" Longitude 17: 083d 37' 13"
 Border Bridge Code 98: Unknown (P)
 Border Bridge Number 99:

INSPECTION

Frequency 91: 12 months Inspection Date 90: 3/28/2011 Next Inspection: 03/28/2012
 FC Frequency 92A: NA FC Inspection Date 93A: NA Next FC Inspection: NA
 UW Frequency 92B: NA UW Inspection Date 93B: NA Next UW Inspection: NA
 SI Frequency 92C: NA SI Date 93C: NA Next SI: NA
 Element Frequency: 12 months Element Inspection Date: 03/28/2011 Next Elem. Insp. Due: 03/28/2012

CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 3 1-lane Br for 2-way Temporary Structure 103: Not Applicable (P)
 Highway System 104: 0 Not on NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 09 Rural Local
 Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NRHP
 Owner 22: 02 County Hwy Agency
 Custodian 21: 02 County Hwy Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 2
 Main Span Material/Design 43A/B:
 3 Steel 02 Stringer/Girder
 Deck Type 107: 1 Concrete-Cast-in-Place
 Wearing Surface 108A: 1 Monolithic Concrete
 Membrane 108B: 0 None
 Deck Protection 108C: None

CONDITION

Deck 58: 5 Fair Super 59: 5 Fair Sub 60: 6 Satisfactory
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 4 Protection Undetermined

LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor Operating Rating Method 63: 1 LF Load Factor
 Inventory Rating 66: HS1 7 Operating Rating 64: HS1 7
 Design Load 31: 0 Other or Unknown Posting 70: 0 >39.9% below
 Posting status 41: P Posted for load

AGE AND SERVICE

Year Built 27: 1965 Year Reconstructed 106: Unknown
 Type of Service on 42A: 1 Highway
 Type of Service under 42B: 5 Waterway
 Lanes on 28A: 1 Lanes Under 28B: 0 Detour Length 19: 123.7 m
 ADT 29: 500 Truck ADT 109: Unknown Year of ADT 30: 2006

APPRAISAL

Bridge Rail 36A: 0 Substandard Approach Rail 36C: 0 Substandard
 Transition 36B: 0 Substandard Approach Rail Ends 36D: 0 Substandard
 Str. Evaluation 67: 2 Deck Geometry 68: 2 Intolerable - Replace
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
 Waterway Adequacy 71: 8 Equal Desirable Approach Alignment 72: 3 Intolerable - Correct
 Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 28.0 ft Structure Length 49: 56.0 ft
 Curb/Sdwk Width L 50A: 0.5 ft Curb/Sidewalk Width R 50B: 0.5 ft
 Width Curb to Curb 51: 11.0 ft Width Out to Out 52: 12.0 ft
 Approach Roadway Width 32: 14.1 ft Median 33: 0 No median (w/ shoulders)
 Deck Area: 672.1 sq. ft
 Skew 34: 0.00 ° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 11.00 ft
 Minimum Vertical Clearance Over Bridge 53: 328.1 ft
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR
 Minimum Vertical Underclearance 54B: 0.0 ft
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR
 Minimum Lateral Underclearance R 55: 0.0 ft
 Minimum Lateral Underclearance L 56: 0.0 ft

PROPOSED IMPROVEMENTS

Bridge Cost 94: \$ 111,000 Type of Work 75: 31 Repl-Load Capacity
 Roadway Cost 95: \$ 0 Length of Improvement 76: 5.6 ft
 Total Cost 96: \$ 111,000 Future ADT 114: 500
 Year of Cost Estimate 97: 1994 Year of Future ADT 115: Unknown

NAVIGATION DATA

Navigation Control 38: 0 Permit Not Required
 Vertical Clearance 39: 0.0 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: Not Applicable (P) Lift Bridge Vertical Clearance 116: 0.0 ft

ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	12/1	Bare Concrete Deck	(SF)	638	0%	0	0%	0	100%	638	0%	0	0%	0
1	107/1	Paint Stl Opn Girder	(LF)	196	95%	186	5%	10	0%	0	0%	0	0%	0
1	210/1	R/Conc Pier Wall	(LF)	11	0%	0	100%	11	0%	0	0%	0	0%	0
1	215/1	R/Conc Abutment	(LF)	56	27%	15	71%	40	0%	0	2%	1	0%	0
1	356/1	Steel Fatigue SmFlag	(EA)	1	100%	1	0%	0	0%	0	0%	0	0%	0
1	358/1	Deck Cracking SmFlag	(EA)	1	100%	1	0%	0	0%	0	0%	0	0%	0

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1	359/1	Soffit Smart Flag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	361/1	Scour Smart Flag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	363/1	Section Loss SmFlag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	503/1	RC Curb	(LF)	110	9 %	10	91 %	100	0 %	0	0 %	0	0 %	0
1	610/1	Chan Drift	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	611/1	Embankment Erosion	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elm/Env	Description	Element Notes
1	12/1	Concrete Deck - Bare	DECK WORN PITTED AGGREGATE EXPOSED HAIRLINE CRACKING COMMON MAP CRACKING AS WELL
1	107/1	Painted Steel Open Girder/Beam	REPAIRS HAVE BEEN MADE TO UPSTREAM BEAM SPAN 1 PLATES INSTALLED BOTH WEB SIDES 1/2" THICK 14" TALL WITH A FLANGE ADDED TO THE INED REPAIR 3/3" THICK BY 3 1/2" WIDE WEB AND FLANGE REPAIR 60" 4 VERTICAL STIFFENERS ADDED 2 NEAR A 2 AT WEB REPAIR END 3/4" THICK 3 1/2" WIDE " BEAM IS NOW IN CONTACT WITH DECK SOFFIT. THE OTHER 2 BEAMS THIS SPAN ARE IN FAIR TO GOOD CONDITION SPAN 2 HAS 4 BUILT UP I STYLE BEAMS MADE OF WELDED U-CHANNEL STEEL. SOME FLANGE KINKING ON BEAMS VARIOUS AREAS.
1	210/1	Reinforced Conc Pier Wall	MILD STREAM WEAR SPALLING AT THE BEARING AREAS. LOG JAM AT PIER
1	215/1	Reinforced Conc Abutment	SPALLING IN THE BEAM BEARING AREAS. ABUTMENT 1 HAS FULL HEIGHT CRACK DOWN STREAM SIDE IN THE WING AREA NOT UNDER BEAMS
1	356/1	Steel Fatigue	MINOR BOWS IN UPSTREAM & CENTER BEAMS SPAN 2 BEAM 1 SPAN 1 STARTING TO CRUSH LARGE HOLE IN THE WEB AND LOWER FLANGE BEAM HAS SEPARATED FROM THE DECK FOR APPROXIMATE 10'.
1	358/1	Deck Cracking	DUE TO CRKS IN DECK
1	369/1	Soffit of Concrete Deck or Slab	MILD HONEYCOMBING
1	361/1	Scour	STREAMWEAR PIER FOOTER
1	363/1	Section Loss	CORROSION ALSO AT THE OTHER BEAM BEARING AREAS THEY DO NOT APPEAR TO BE RUSTED THRU
1	503/1	Reinforced Concrete Curb	BAD SCALING, SOME IMPACT, WORSE E. SIDE
1	610/1	Channel Drift	DRIFT AT THE INLET ON PIER
1	611/1	Embankment Erosion	EROSION UPSTREAM, DOWNSTREAM

BRIDGE NOTES

BEAM 1 HAS BEEN REPAIRED NEEDS NEW ANALYSIS OLD ANALYSIS ON FILE INDICATES LEGAL LOADS.

PAST INSPECTION

Inspection Date: 03/28/2011

Type: 7 Special (0 -60 months)

Inspector: MFROST

Pontis User Key: MFROST - Mike F

Scope:

NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

POSTED FOR 3 TONS & "ONE LANE BRIDGE" EACH SIDE. ALSO NEEDS RAILS