90 Inspection Date - 11/12/14
Inspector - RMEREDI (174)

056B00397N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 551.92 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder
2 District: 05 **3 County:** Jefferson **16 Latitude:** 38°11'36.00" **7 Longitude:** 85°43'55.00"
7 Facility Carried I-65 RAMP **Milepoint:** 130.960
6A Feature Intersected: I-65, RAMPS 7 AND F3
9 Location: AT I-264 NTRCH
Structure Description: 551.92 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	**61 Channel:**	N
59 Superstructure:	7	**62 Culvert:**	N
60 Substructure:	7	**Sufficiency Rating:**	85.5

DESIGN

Substandard:	No
Fracture Critical:	No FC Details
43A Main Span Material:	(4) Steel Continuous
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	5
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(1) Monolithic Concrete
108B Membrane:	(0) None
108C Deck Protection:	(1) Epoxy Coated Reinforcing
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(1) Meets Standards
36B Transitions	(1) Meets Standards
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(1) Meets Standards
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

LOAD RATINGS

63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	60.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	36.0 tons
Truck Capacity Type I:	tons
Truck Capacity Type II:	tons
Truck Capacity Type III:	tons
Truck Capacity Type IV:	tons

GEOMETRIC DATA

48 Max Length Span:	137.333 ft
49 Structure Length:	551.917 ft
32 Approach Roadway:	28.000 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.000 ft
50B Curb/Sidewalk Width R:	0.000 ft
47 Horiz. Clearance:	28.000 ft
51 Width Curb to Curb:	28.000 ft
52 Width Out to Out:	31.292 ft
48 Max Length Span:	137.333 ft

ADMINISTRATIVE

27 Year Built:	1988
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(1) Highway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(01) State Hwy Agency
22 Owner:	(01) State Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists
52 Width Out to Out:	31.292 ft

CLEARANCES

10 Vert. Clearance:	19.583 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(H) Hwy beneath struct.
54B Min. Vert. Underclearance:	17.251 ft
55A Lateral Under Reference:	(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:	32.000 ft
56 Min. Lat. Underclearance L:	11.000 ft
10 Vert. Clearance:	99.999 ft

POSTINGS

41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

12: Re Concrete Deck

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	17,271	16,400	95%	871	5%	0	0%	0	0%

The deck has some minor cracking and deterioration at the joints. The underside of the deck has minor transverse cracks with efflorescence.

520: Conc Re Prot Sys

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	17,271	17,271	100%	0	0%	0	0%	0	0%

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	2,208	0	0%	2,208	100%	0	0%	0	0%

Rust/corrosion on structural steel with worse condition in spans 2 & 3 (over mainline I-65) on bottom of beam flanges.

515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	673	0	0%	403.86	60%	269.14	40%	0	0%

205: Re Conc Column

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	9	6	67%	3	33%	0	0%	0	0%

Columns in P3 have minor cracking.

Inspection Report with SI&A Data

215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	63	58	92%	5	8%	0	0%	0	0%

Abutments have minor cracking.

234: Re Conc Pier Cap

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	124	120	97%	4	3%	0	0%	0	0%

Some pier caps have minor deterioration. Small spall at P3.

303: Assem Jnt With Seal

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	61	0	0%	21	34%	40	66%	0	0%

The joint seals have some deterioration and the deck is starting to spall at the joint anchorage. The joint assembly at A6 appears loose in places under traffic.

313: Fixed Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	8	0	0%	8	100%	0	0%	0	0%

Paint system on bearings is starting to fail.

515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.74	0	0%	0.74	100%	0	0%	0	0%

Inspection Report with SI&A Data

314: Pot Bearing									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
EACH	16	0	0%	16	100%	0	0%	0	0%

The anchor bolt is backing out on the west end of pier 5. Pot bearing at A6, B4, has the keeper bar sliding out toward the abutment. Paint system is starting to fail.

515: Steel Protective Coating									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
EACH	1.49	0	0%	1.49	100%	0	0%	0	0%

331: Re Conc Bridge Railing									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	1,104	780	71%	324	29%	0	0%	0	0%

Barrier wall has a lot of minor cracks and scrapes.

STRUCTURE NOTES

INSPECTION NOTES

Inspection performed by R. Meredith, T. Hancock, R. Rogers and J. Rogers.

Due to the delayed implementation of BrM, routine inspections are behind schedule. This structure was due in October, but not inspected until 11/05/2014. - RJM, TH, and RR, and JR - 11-12-2014.

WORK

Action:	-