

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 46.1

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	1987

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 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	1,586.65	1,463.65	92%	123	8%	0	0%	0	0%
<p>The ends of the deck have minor chipping/spalling and many small pop-out spalls are present throughout the wearing surface. The wearing has some minor sized transverse cracks within each third of the span (e.g., 1/3 of the span from abutment 1, near the middle third, and within the last third of the span from abutment 1). The deck underside has some discoloration near the abutments, indicating full depth moisture penetration. The deck overhangs have some shallow spalls with exposed steel. The overhangs are discolored with some minor delamination cracking around the drains. See photos.</p>									

510: Wearing Surfaces									
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	1,346.78	1,236.78	92%	110	8%	0	0%	0	0%
<p>According to old inspection reports this deck had a latex overlay in 1987. The ends of the deck have minor chipping/spalling and many small pop-out spalls are present throughout the wearing surface. The wearing has some minor sized transverse cracks within each third of the span (e.g., 1/3 of the span from abutment 1, near the middle third, and within the last third of the span from abutment 1).</p>									

1080: Delamination/Spall/Patched Area									
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	20	0	0%	20	100%	0	0%	0	0%
<p>See element 510 for details.</p>									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
<p>See element 510 for details.</p>									

Inspection Report with SI&A Data

1080: Delamination/Spall/Patched Area									
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	30	0	0%	30	100%	0	0%	0	0%
See element 12 for details.									

1090: Exposed Rebar									
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	3	0	0%	3	100%	0	0%	0	0%
See element 12 for details.									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
See element 12 for details.									

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	244	99	41%	136	56%	9	4%	0	0%
<p>The superstructure of this bridge consists of 4 steel beams. This bridge has been widened in the past and either two beams were added or all 4 beams were replaced at that time. The 2 downstream beams have splices near the 1st and 2nd third of the span. The splices in beam 4 from upstream are bolted and the splices in beam 3 from upstream are mostly riveted. These splice consist of plates bolted/riveted to the bottom of the lower flange, each side of the web, and on the underside of the top flange. These splices appear to be in good condition when viewed at ground level. The beams are painted gray/silver and they typically have areas of freckled rust throughout. The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments. Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams. The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level. The 2 downstream beams have vertical angle bolted to the ends of the webs at the abutments. Beam 4s angle is flush against the backwall/diaphragm at both abutments, while the upstream face of beam 3s angle has a gap between the angle and backwall/diaphragm (the downstream face of the angle is flush with the backwall). See photos.</p>									

Inspection Report with SI&A Data

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	599.85	310.29	52%	213.36	36%	60.96	10%	15.24	3%

The beams are painted gray/silver and they typically have areas of freckled rust throughout. The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments. Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams. The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level. See photos.

3420: Peel/Bub/Crack(Stl Protect Coat)

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	51.82	0	0%	0	0%	36.58	71%	15.24	29%

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1000: Corrosion

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	0	0%	0	0%	1	100%	0	0%

See element 107 for details.

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	108	22.01	20%	68	63%	17.99	17%	0	0%

These abutments were widened in the past with the newer portion added to the upstream end. Both of the abutments have moderate scaling along their flowline. Abutment 1 has a couple of areas (moderate size) of shallow cover spalling with exposed steel. One location is near the center of the abutment and the other location is approximately 18" below the upstream exterior beam. This abutment also has a minor horizontal crack running from the downstream wingwall to near mid height at midspan of the abutment. Abutment 1 has areas of minor vertical cracking. The downstream end of abutment 1's downstream wingwall is moderately to heavily scaled and spalled. Abutment 2 has a vertical crack (~1/16") near the new/old abutment cold joint. Moderate vertical cracking is present in abutment 2's backwall between beams 3 and 4 from upstream. Minor to moderate spalling is present in abutment 2's backwall adjacent to beams 2 and 3 from upstream. Moderate to heavy cracking/spalling is present at the downstream wingwall/abutment 2 transition next to the downstream exterior beam's seat. The end of the downstream abutment 2 wingwall has spalling/rotten concrete along its top and at the downstream most end and some moderate horizontal spalling along some possible cold joints. The downstream wingwall of abutment 1 has moderate spalling/rotten concrete along its top edge and end.

These abutments are founded on a mostly solid rock streambed. The newer footings are vertically exposed ~ 24". The downstream portion of the newer footing at abutment 1 has up to 6" of undermining for ~ 3' of length". The upstream end of abutment 2's footing near the wingwall transition is vertically exposed up to 24" with ~ 2"- 4" of horizontal undermining. See photos.

1080: Delamination/Spall/Patched Area									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	50	0	0%	50	100%	0	0%	0	0%
See element 215 for details.									

1090: Exposed Rebar									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3	0	0%	3	100%	0	0%	0	0%
-									

1130: Cracking (RC and Other)									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	5	0	0%	5	100%	0	0%	0	0%
See element 215 for details.									

Inspection Report with SI&A Data

6000: Scour									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	10	0	0%	10	100%	0	0%	0	0%
<p>These abutments are founded on a mostly solid rock streambed. The newer footings are vertically exposed ~ 24". The downstream portion of the newer footing at abutment 1 has up to 6" of undermining for ~ 3' of length". The upstream end of abutment 2s footing near the wingwall transition is vertically exposed up to 24" with ~ 2"- 4" of horizontal undermining. See photos.</p>									

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	61	58	95%	0	0%	3	5%	0	0%
<p>The concrete railing has some areas of minor shallow cover spalling with exposed steel.</p>									

1090: Exposed Rebar									
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	1	100%	0	0%	0	0%	0	0%
<p>See element 331 for details.</p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	51	84%	10	16%	0	0%	0	0%
<p>The curbs have some minor scaling.</p>									

Inspection Report with SI&A Data

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

The drains were open during this inspection.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Heavy embankment erosion is present behind the upstream wingwall of abutment 2. This erosion is largely due to poor channel alignment. A large tree is helping to hold the embankment at this time.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

The channel alignment is poor. The stream makes a sharp turn approximately 100 ft. upstream of the bridge and the embankment just upstream of abutment 2 is located on the outside of a bend in the stream. This is causing heavy erosion along this embankment and the embankment behind abutment 2's upstream wingwall. A large tree is helping to hold the embankment at this location. The stream then flows along the downstream end of abutment 1 and makes another sharp turn several hundred feet downstream of the bridge. See photos.

STRUCTURE NOTES

22.8
Deck overlaid in 1987.

INSPECTION NOTES

Both 17 tons posting signs are in place at this time. Bridge Inspection by A.Greiner and K.Shugars.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	6	61 Channel:	5
59 Superstructure:	5	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	42.7

GEOMETRIC DATA		
48 Max Length Span:		60.039 ft
49 Structure Length:		61.024 ft
32 Approach Roadway:		16.076 ft
33 Median:		(0) No Median
34 Skew:		0°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.833 ft
50B Curb/Sidewalk Width R:		0.833 ft
47 Horiz. Clearance:		21.982 ft
51 Width Curb to Curb:		21.982 ft
52 Width Out to Out:		26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	1987

ADMINISTRATIVE		
27 Year Built:		1955
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(4) Stable, Needs Attention

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(N) Feature not hwy or RR
54B Min. Vert. Underclearance:		0.000 ft
55A Lateral Under Reference:		(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:		0.000 ft
56 Min. Lat. Underclearance L:		0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 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	1,587	1,457	92%	124	8%	6	0%	0	0%
<p>- The deck underside has some discoloration near the abutments, indicating full depth moisture penetration.</p> <p>- The deck overhangs have some shallow spalls with exposed steel.</p> <p>- The overhangs are discolored with some minor delamination cracking around the drains.</p>									

510: Wearing Surfaces									
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	1,341	1,231	92%	110	8%	0	0%	0	0%
<p>According to old inspection reports this deck had a latex overlay in 1987. The ends of the deck have minor chipping/spalling and many small pop-out spalls are present throughout the wearing surface. The wearing has some minor sized transverse cracks within each third of the span (e.g., 1/3 of the span from abutment 1, near the middle third, and within the last third of the span from abutment 1).</p>									

1080: Delamination/Spall/Patched Area									
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	20	0	0%	20	100%	0	0%	0	0%
<p>- See element 510 for details.</p>									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
<p>- See element 510 for details.</p>									

Inspection Report with SI&A Data

1080: Delamination/Spall/Patched Area									
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	30	0	0%	30	100%	0	0%	0	0%
- See element 12 for details.									

1090: Exposed Rebar									
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	10	0	0%	4	40%	6	60%	0	0%
- See element 12 for details.									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
- See element 12 for details.									

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	244	102	42%	136	56%	6	2%	0	0%
<ul style="list-style-type: none"> - The superstructure of this bridge consists of 4 steel beams. - This bridge has been widened in the past and either two beams were added or all 4 beams were replaced at that time. - The 2 downstream beams have splices near the 1st and 2nd third of the span. The splices in beam 4 from upstream are bolted and the splices in beam 3 from upstream are mostly riveted. These splice consist of plates bolted/riveted to the bottom of the lower flange, each side of the web, and on the underside of the top flange. These splices have no deficiencies noted when viewed at ground level. The beams are painted gray/silver and they typically have areas of freckled rust throughout. - The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments. - Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams. - The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level. 									

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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	599.85	548.03	91%	0	0%	36.58	6%	15.24	3%

- The beams are painted gray/silver and they typically have areas of freckled rust throughout.
 - The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments.
 - Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams.
 - The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level.
 - The protective coating on the bottom flanges of beams provides limited effectiveness.

3440: Eff (Stl Protect Coat)

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	51.82	0	0%	0	0%	36.58	71%	15.24	29%

- See EI 515 for details.

1000: Corrosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	6	0	0%	0	0%	6	100%	0	0%

- See element 107 for details.

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	108	50	46%	58	54%	0	0%	0	0%

- These abutments were widened in the past with the newer portion added to the upstream end.
- Both of the abutments have moderate scaling along their flowline.
- Abutment 1 has a couple of areas (moderate size) of shallow cover spalling with exposed steel. One location is near the center of the abutment and the other location is approximately 18 in. below the upstream exterior beam.
- Abutment 1 also has a minor horizontal crack running from the downstream wingwall to near mid height at mid-span of the abutment.
- Abutment 1 has areas of minor vertical cracking.
- The downstream end of abutment 1 wingwall is moderately scaled and spalled.
- Abutment 2 has a vertical crack (~1/16") near the new/old abutment cold joint.
- Moderate vertical cracking is present in abutment 2 backwall between beams 3 and 4 from upstream.
- Minor to moderate spalling is present in abutment 2 backwall adjacent to beams 2 and 3 from upstream.
- Moderate spalling and cracking are present at the downstream wingwall/abutment 2 transition next to the downstream exterior beam seat.
- The end of the downstream abutment 2 wingwall has spalling/rotten concrete along its top and at the downstream most end.
- The downstream wingwall of abutment 1 has moderate spalling/rotten concrete along its top edge and end.

1080: Delamination/Spall/Patched Area

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	50	0	0%	50	100%	0	0%	0	0%

- See element 215 for details.

1090: Exposed Rebar

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

- See EI 215.

1130: Cracking (RC and Other)

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	5	0	0%	5	100%	0	0%	0	0%

- See element 215 for details.

Inspection Report with SI&A Data

220: Re Conc Pile Cap/Ftg									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	44	0	0%	34	77%	10	23%	0	0%
<ul style="list-style-type: none"> - Both abutments have portions of their footing exposed for the newer widened portion. - These abutments are founded on a mostly solid rock streambed. - The downstream portion of the new footing at abutment 1 has up to 6 in. of undermining for ~2 ft. of the footings width. - The upstream footing of abutment 2 is vertically exposed up to 24" with ~ 2"- 4" of horizontal undermining. 									

6000: Scour									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	44	0	0%	34	77%	10	23%	0	0%
- See EI 220.									

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	122	119	98%	0	0%	3	2%	0	0%
<ul style="list-style-type: none"> - The rails were partially covered with snow during the 2016 inspection. - The concrete railing has some areas of spalling with exposed steel. 									

1090: Exposed Rebar									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3	0	0%	0	0%	3	100%	0	0%
- See element 331 for details.									

Inspection Report with SI&A Data

803: Curb

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	122	122	100%	0	0%	0	0%	0	0%

- The curbs were covered in snow during the 2014 and 2016 inspections. The previous inspections stated - The curbs have some minor scaling.

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

The drains were covered with snow and ice during the 2014 and 2016 inspections.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

- Heavy embankment erosion is present behind the upstream wingwall of abutment 2. This erosion is largely due to poor channel alignment. A large tree is helping to hold the embankment at this time.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

- The channel alignment is poor.
 - The stream makes a sharp turn approximately 100 ft. upstream of the bridge and the embankment just upstream of abutment 2 is located on the outside of a bend in the stream. This is causing heavy erosion along the embankment and behind abutment 2 upstream wingwall. A large tree is helping to hold the embankment at this location.

Inspection Report with SI&A Data

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

- Inspection by A. Porter and M. Crossley (DLZ).
- Bridge is posted for 17 Tons at both approaches.
- NBI 59, Superstructure - Lowered from 6 to 5 due to moderate beam end corrosion at abutments.
- NBI 60, Substructure - Lowered from 6 to 5 due to scour and undermining of abutment footings.

WORK

Action: 1062 - Paint-Structural

Generated by user "APORTER" on 2/26/2016 - Beams ends could use cleaning and painting along with bottom flanges.

Action: 1075 - Substructure-Scour Mitigate

Generated by user "APORTER" on 2/26/2016 - Provide protection/scour mitigation to abutment footings and embankment erosion around wingwalls.

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 46.1

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	1987

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 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	1,586.65	1,463.65	92%	123	8%	0	0%	0	0%
<p>The ends of the deck have minor chipping/spalling and many small pop-out spalls are present throughout the wearing surface. The wearing has some minor sized transverse cracks within each third of the span (e.g., 1/3 of the span from abutment 1, near the middle third, and within the last third of the span from abutment 1). The deck underside has some discoloration near the abutments, indicating full depth moisture penetration. The deck overhangs have some shallow spalls with exposed steel. The overhangs are discolored with some minor delamination cracking around the drains. See photos.</p>									

510: Wearing Surfaces									
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	1,346.78	1,236.78	92%	110	8%	0	0%	0	0%
<p>According to old inspection reports this deck had a latex overlay in 1987. The ends of the deck have minor chipping/spalling and many small pop-out spalls are present throughout the wearing surface. The wearing has some minor sized transverse cracks within each third of the span (e.g., 1/3 of the span from abutment 1, near the middle third, and within the last third of the span from abutment 1).</p>									

1080: Delamination/Spall/Patched Area									
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	20	0	0%	20	100%	0	0%	0	0%
<p>See element 510 for details.</p>									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
<p>See element 510 for details.</p>									

Inspection Report with SI&A Data

1080: Delamination/Spall/Patched Area									
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	30	0	0%	30	100%	0	0%	0	0%
See element 12 for details.									

1090: Exposed Rebar									
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	3	0	0%	3	100%	0	0%	0	0%
See element 12 for details.									

1130: Cracking (RC and Other)									
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	90	0	0%	90	100%	0	0%	0	0%
See element 12 for details.									

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	244	100	41%	136	56%	8	3%	0	0%
<p>The superstructure of this bridge consists of 4 steel beams. This bridge has been widened in the past and either two beams were added or all 4 beams were replaced at that time. The 2 downstream beams have splices near the 1st and 2nd third of the span. The splices in beam 4 from upstream are bolted and the splices in beam 3 from upstream are mostly riveted. These splice consist of plates bolted/riveted to the bottom of the lower flange, each side of the web, and on the underside of the top flange. These splices appear to be in good condition when viewed at ground level. The beams are painted gray/silver and they typically have areas of freckled rust throughout. The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments. Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams. The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level. See photos.</p>									

Inspection Report with SI&A Data

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	599.85	548.03	91%	0	0%	36.58	6%	15.24	3%

The beams are painted gray/silver and they typically have areas of freckled rust throughout. The bearing areas of beams 1-3 from upstream have moderate rusting and flaking corrosion at both abutments. Beam 3 from upstream at abutment 1 and beam 2 from upstream at abutment 2 have a little more advanced deterioration than the other beams. The downstream exterior beam has the least corrosion at this time. This evaluation was made from ground level and the entire length of the beams' ends is not visible from ground level. See photos.

3420: Peel/Bub/Crack(Stl Protect Coat)

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	51.82	0	0%	0	0%	36.58	71%	15.24	29%

-

1000: Corrosion

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	1	100%	0	0%	0	0%	0	0%

See element 107 for details.

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	108	22.01	20%	68	63%	17.99	17%	0	0%

These abutments were widened in the past with the newer portion added to the upstream end. Both of the abutments have moderate scaling along their flowline. Abutment 1 has a couple of areas (moderate size) of shallow cover spalling with exposed steel. One location is near the center of the abutment and the other location is approximately 18 in. below the upstream exterior beam. This abutment also has a minor horizontal crack running from the downstream wingwall to near mid height at midspan of the abutment. Abutment 1 has areas of minor vertical cracking. The downstream end of abutment 1's downstream wingwall is moderately scaled and spalled. Abutment 2 has a vertical crack (~1/16") near the new/old abutment cold joint. Moderate vertical cracking is present in abutment 2's backwall between beams 3 and 4 from upstream. Minor to moderate spalling is present in abutment 2's backwall adjacent to beams 2 and 3 from upstream. Moderate spalling and cracking are present at the downstream wingwall/abutment 2 transition next to the downstream exterior beam's seat. The end of the downstream abutment 2 wingwall has spalling/rotten concrete along its top and at the downstream most end. The downstream wingwall of abutment 1 has moderate spalling/rotten concrete along its top edge and end. These abutments are founded on a mostly solid rock streambed. Abutment 1's footing was not accessible due to very thick ice. The following note is from the previous inspection " The downstream portion of the new footing at abutment 1 has up to 6 in. of undermining for ~2 ft. of the footings width". The upstream footing of abutment 2 is vertically exposed up to 24" with ~ 2"- 4" of horizontal undermining. The remaining portion of abutment 2's footing was not accessible due to very thick ice. See photos.

1080: Delamination/Spall/Patched Area

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	50	0	0%	50	100%	0	0%	0	0%

See element 215 for details.

1090: Exposed Rebar

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

–

1130: Cracking (RC and Other)

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	5	0	0%	5	100%	0	0%	0	0%

See element 215 for details.

Inspection Report with SI&A Data

6000: Scour									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	10	0	0%	10	100%	0	0%	0	0%
<p>These abutments are founded on a mostly solid rock streambed. Abutment 1's footing was not accessible due to very thick ice. The following note is from the previous inspection " The downstream portion of the new footing at abutment 1 has up to 6 in. of undermining for ~2 ft. of the footings width". The upstream footing of abutment 2 is vertically exposed up to 24" with ~ 2"- 4" of horizontal undermining. The remaining portion of abutment 2's footing was not accessible due to very thick ice. See photos.</p>									

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	61	58	95%	0	0%	3	5%	0	0%
<p>The concrete railing has some areas of minor shallow cover spalling with exposed steel.</p>									

1090: Exposed Rebar									
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	1	100%	0	0%	0	0%	0	0%
<p>See element 331 for details.</p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
<p>During this inspection, the curbs were covered in snow. The previous inspections stated, "The curbs have some minor scaling". See photos.</p>									

Inspection Report with SI&A Data

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

The drains were covered with snow and ice during this inspection.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Heavy embankment erosion is present behind the upstream wingwall of abutment 2. This erosion is largely due to poor channel alignment. A large tree is helping to hole the embankment at this time.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

The channel alignment is poor. The stream makes a sharp turn approximately 100 ft. upstream of the bridge and the embankment just upstream of abutment 2 is located on the outside of a bend in the stream. This is causing heavy erosion along the embankment and behind abutment 2's upstream wingwall. A large tree is helping to hold the embankment at this location. See photos.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Both 17 tons posting signs are in place at this time. Bridge Inspection by A.Greiner.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	55.6

GEOMETRIC DATA

48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	1987

ADMINISTRATIVE

27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions:	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

LOAD RATINGS

63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 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	1,586.65	1,491.45	94%	95.2	6%	0	0%	0	0%
<p>Overall, the deck wearing surface is in good condition at this time. The ends of the deck have minor chipping. The deck also has minor areas of transverse cracking.</p>									

510: Wearing Surfaces									
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	1,346.78	1,265.97	94%	80.81	6%	0	0%	0	0%
<p>Overall, the deck wearing surface is in good condition at this time. The ends of the deck have minor chipping. The deck also has minor areas of transverse cracking.</p>									

7358: DO NOT USE Concrete Cracking									
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	80.52	0	0%	80.52	100%	0	0%	0	0%
<p>Overall, the deck wearing surface is in good condition at this time. The ends of the deck have minor chipping. The deck also has minor areas of transverse cracking.</p>									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
<p>Overall, the deck wearing surface is in good condition at this time. The ends of the deck have minor chipping. The deck also has minor areas of transverse cracking.</p>									

Inspection Report with SI&A Data

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	244	100	41%	136	56%	8	3%	0	0%

The super structure on this bridge consists of 4 steel I-beams. At some point, this bridge has been widened and either two beams were added or all 4 beams were replaced at that time. The 2 downstream beams have bolted splices that appear to be in good condition from what can be seen, These bolted splice consist of plates bolted to the bottom of the lower flange, each side of the web, and on the underside of the top flange. The beams typically have areas of freckled rust throughout. The beam bearing areas have more advanced corrosion at both abutments. Beams 1-2 at abutment 2 and beams 1-3 at abutment 1 are in the worst condition. The elevation of the bridge hinders a proper inspection of the beam ends. See photos.

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	40.01	37%	50	46%	17.99	17%	0	0%

These abutments were widened in the past with the newer portion added to the upstream end. Both of the abutments have moderate scaling along their flowline. Abutment 1 has a couple of areas (moderate size) of shallow cover spalling with exposed steel. One location is near the center of the abutment and the other location is approximately 18 in. below the upstream exterior beam. This abutment also has a minor horizontal crack running from the downstream wingwall to near mid height at midspan of the abutment. Abutment 1 has areas of minor vertical cracking. Abutment 2 has a minor vertical crack near the new/old abutment cold joint that has not changed since the previous inspection. Spalling and random cracking is present in the downstream wingwall/ abutment 2 transition next to the downstream exterior beam. The end of the downstream abutment 2 wingwall also has areas of spalling/rotten concrete along its top. The downstream wingwall of abutment 1 has moderate spalling/rotten concrete along its top edge and end. The downstream portion of the new footing at abutment 1 has up to 6 in. of undermining for ~2 ft. of the footings width. The footing appears to be founded on bedrock so this isn't an issue. See photos.

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	61	58	95%	0	0%	3	5%	0	0%

The concrete railing has some areas of minor shallow cover spalling with exposed steel. See photos.

Inspection Report with SI&A Data

803: Curb

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%

During this inspection, the curbs were covered in snow. This is from the previous inspection: in. The curbs have some minor scaling. See photos. in.

850: 2nd Elem

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

The concrete diaphragms between the beams at the abutments have some areas of cracking and spalling. Some moderate spalling is present adjacent to beam 2 from upstream at abutment 2. See photos.

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

The drains are open at this time.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate to heavy erosion is present at the upstream end of abutment 2. This erosion is due to poor channel alignment. A large tree is holding the embankment at this location. See photos.

Inspection Report with SI&A Data

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

The channel alignment is poor. The stream makes a sharp turn approximately 100 ft. upstream of the bridge and the embankment just upstream of abutment 2 is located on the outside of a bend in the stream. This is causing moderate to heavy erosion along the embankment and behind abutment 2 ft.s upstream wingwall. A large tree is helping to hold the embankment at this location. The stream below the bridge appears to be migrating and trying to cut a new path. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Both abutment ft.s footings are exposed vertically at varying amounts due to silt and creek rock. Abutment 1 has up to 6 in. of horizontal undermining for approximately 2 ft. in length at the downstream portion of the new abutments footing at the widening interface. This undermining is only a couple of inches off of the solid rock streambed. Abutment 2 ft.s footing is vertically exposed up to 2 ft. at the upstream end. Both of these abutments are founded on a solid rock streambed. See photos.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Both 17 tons posting signs are in place at this time. Bridge Inspection by B.Combs.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	60.1

GEOMETRIC DATA

48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	

ADMINISTRATIVE

27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

LOAD RATINGS

63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 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	1,586.65	1,491.45	94%	95.2	6%	0	0%	0	0%
<p>The wearing surface has some minor chipping at the ends of the deck and areas of light transverse cracking. Light transverse cracks are present at the following locations: approximately 20 ft. from abutment 1, 9 ft. from abutment 2, and 22 ft. from abutment 2. See photos.</p>									

510: Wearing Surfaces									
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	1,346.78	1,265.97	94%	80.81	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	80.52	0	0%	80.52	100%	0	0%	0	0%
<p>The wearing surface has some minor chipping at the ends of the deck and areas of light transverse cracking. Light transverse cracks are present at the following locations: approximately 20 ft. from abutment 1, 9 ft. from abutment 2, and 22 ft. from abutment 2. See photos.</p>									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
<p>The wearing surface has some minor chipping at the ends of the deck and areas of light transverse cracking. Light transverse cracks are present at the following locations: approximately 20 ft. from abutment 1, 9 ft. from abutment 2, and 22 ft. from abutment 2. See photos.</p>									

Inspection Report with SI&A Data

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	244	100	41%	136	56%	8	3%	0	0%

The superstructure consists of four steel I-beams. The bridge was widened in the past and the two upstream beams are different than the two downstream beams. The 2 downstream beams have large drilled holes (approximately 2 in. diameter) spaced throughout the upper web. Both of these beams also have bolted splices in two different locations. One splice is in the first third of the span from abutment 1 and the other is in the first third of the span from abutment 2. These splices appear to be in good condition at this time. Typically all of the beams have some areas of light freckled surface rust throughout. At the bearings the beams have some active corrosion with some flaking rust along the top and bottom flanges that may be causing some loss of section. Beam 2 from upstream appears to have the most advanced flaking corrosion at its bearings. These beams should be cleaned and painted. See photos.

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	40.01	37%	50	46%	17.99	17%	0	0%

These abutments were widened in the past with the newer portion added to the upstream end. Both of the abutments have moderate scaling along their flowline. Abutment 1 has a couple of areas (moderate size) of shallow cover spalling with exposed steel. One location is near the center of the abutment and the other location is approximately 18 in. below the upstream exterior beam. This abutment also has a minor horizontal crack running from the downstream wingwall to near mid height at midspan of the abutment. Abutment 1 has areas of minor vertical cracking. Moderate spalling is present at the downstream end of the downstream wingwall. This abutment has up to 6 in. of undermining of the footing for approximately 2 ft. in length near the center of the abutment. Abutment 2 has a vertical crack that extends from the footing to the top of the abutment. This crack measures approximately 1/16 in. to 1/8 in. and is located near mid-length at the widening interface of the newer and older portions of the abutment. This abutment also has moderate vertical cracking and moderate spalling just downstream of the downstream beam ft.s seat. The downstream wingwall of abutment 2 has shallow scaling/spalling along a cold joint in the upper portion of the wingwall. This wingwall also has moderate spalling along the top and downstream most end the wall. See photos.

Inspection Report with SI&A Data

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	61	58	95%	0	0%	3	5%	0	0%
The concrete railing has some areas of minor shallow cover spalling with exposed steel. See photos.									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
The curbs have some minor scaling. See photos.									

850: 2nd Elem									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
The concrete diaphragms between the beams at the abutments have some areas of cracking and spalling. Some moderate spalling is present adjacent to beam 2 from upstream at abutment 2. See photos.									

852: Drains									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
The drains are open at this time.									

856: Chan Drift									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
A moderate sized gravel bar is present in the center of the channel just downstream of the bridge. Large logs and branches are caught within the trees upstream and downstream of the bridge.									

Inspection Report with SI&A Data

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate to heavy erosion is present at the upstream end of abutment 2. This erosion is due to poor channel alignment. A large tree is holding the embankment at this location. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

The channel alignment is poor. The stream makes a sharp turn approximately 100 ft. upstream of the bridge and the embankment just upstream of abutment 2 is located on the outside of a bend in the stream. This is causing moderate to heavy erosion along the embankment and behind abutment 2 ft.s upstream wingwall. A large tree is helping to hold the embankment at this location. The stream below the bridge appears to be migrating and trying to cut a new path. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Both abutment ft.s footing are exposed vertically at varying amounts due to silt and creek rock. Abutment 1 has up to 6 in. of horizontal undermining for approximately 2 ft. in length near the center of the abutment at the widening interface. This undermining is only a couple of inches off of the solid rock streambed. Abutment 2 ft.s footing is vertically exposed up to 2 ft. at the upstream end. Both of these abutments are founded on a solid rock streambed. See photos.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Both 17 tons posting signs are in place at this time. The sign at abutment 2 has been moderately defaced. Inspected by A.Greiner.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 60.1

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.000 in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 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	1,586.65	1,491.45	94%	95.2	6%	0	0%	0	0%
The wearing surface has some minor transverse cracking throughout, but it is in satisfactory condition at this time. See photos.									

510: Wearing Surfaces									
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	1,346.78	1,265.97	94%	80.81	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	80.52	0	0%	80.52	100%	0	0%	0	0%
The wearing surface has some minor transverse cracking throughout, but it is in satisfactory condition at this time. See photos.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
The wearing surface has some minor transverse cracking throughout, but it is in satisfactory condition at this time. See photos.									

Inspection Report with SI&A Data

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	244	108	44%	128	52%	8	3%	0	0%
<p>The superstructure consists of four steel beams. The bridge was widened in the past and the two upstream beams are different than the two downstream beams. The downstream beams have large drilled holes spaced throughout the web. Both of these beams are spliced in two different locations. One splice is in the first third of the span from abutment 1 and the other is in the first of the span from abutment 2. These splices appear to be in good condition at this time. The beams have some light freckled surface rust throughout and some active corrosion with minor section loss is present in the bottom flanges at the bearings. Beam 2 from upstream appears to have slightly more advanced section loss at the beam ft.s bearings. These beams should be cleaned and painted, especially at the bearings. See photos.</p>									

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	63	58%	39	36%	6	6%	0	0%
<p>These abutments were widened in the past with the newer portion added to the upstream end. The abutments have moderate scaling along their flowline. Abutment 1 has a couple of areas of shallow cover spalling with exposed steel, near midspan and at the upstream end. This abutment also has a minor horizontal crack running from the downstream wingwall to near mid height at midspan of the abutment. Abutment 1 also has areas of minor vertical cracking. Abutment 2 has a vertical crack that extends from the footing to the top of the abutment. This crack measures approximately 1/8 in. and is located near midspan at the interface of the newer and older portions of the abutment. This abutment also has moderate vertical cracking and spalling at the top of the downstream end adjacent to the downstream exterior beam. The downstream wingwall of abutment 2 has some moderate scaling near midheight and moderate spalling at the downstream end. See photos.</p>									

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	61	58	95%	0	0%	3	5%	0	0%
<p>The railing has some minor shallow cover spalling with exposed steel. See photos.</p>									

Inspection Report with SI&A Data

803: Curb

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%

The curbs have some minor scaling. See photos.

850: 2nd Elem

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

The concrete diaphragms between the beams at the abutments have some areas of cracking and spalling. Some moderate spalling is present adjacent to beam 2 from upstream at abutment 2. See photos.

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

The drains are blocked at this time.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate to heavy erosion is present at the upstream end of abutment 2. This erosion is due to poor channel alignment. A large tree is holding the embankment at this location. See photos.

Inspection Report with SI&A Data

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

The channel alignment is poor. The stream makes a sharp turn approximately 100 ft. upstream of the bridge. The outside of the bend in the stream is located along abutment 2 ft.s upstream embankment and this is causing moderate to heavy erosion behind abutment 2 ft.s upstream wingwall. A large tree is helping to hold the embankment at this location. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

The upstream footings of both abutments are exposed at this time. No undermining was found during this inspection. See photos.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Bridge is posted at 17 tons. Both signs are in place at this time. Inspected by A.Greiner.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 55.6

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(6) Calcs Not Made

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Unknown
Signs Posted Non-Cardinal:	Unknown
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	1,586.65	1,491.45	94%	95.2	6%	0	0%	0	0%
Deck has minor transverse cracking throughout, but is in satisfactory condition at this time. See photos.									

510: Wearing Surfaces									
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	1,346.78	1,265.97	94%	80.81	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	80.52	0	0%	80.52	100%	0	0%	0	0%
Deck has minor transverse cracking throughout, but is in satisfactory condition at this time. See photos.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has minor transverse cracking throughout, but is in satisfactory condition at this time. See photos.									

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	244	108	44%	128	52%	8	3%	0	0%
Beams have light freckled surface rust throughout with the bottom flanges rust being slightly more advanced. Beams have active corrosion with minor section loss at bearing areas. Beam 2 from upstream bearing is the worse having slightly more advanced section loss at beam ends at abutments 1 and 2. Beams need to be cleaned and painted. See photos.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	63	58%	39	36%	6	6%	0	0%
<p>Abutments have scaling along their flowline. Abutment 1 has some areas of shallow cover spalling with exposed steel. This abutment also has an approximate 1/32 in. horizontal crack running from the downstream wingwall near mid height at midspan of the abutment. Abutment 2 has a vertical crack that extends from the footing to the top of the abutment. This crack is between beams 2 and 3 at the interface of the newer and older portions of the abutment. This abutment also has vertical cracking at the top downstream end adjacent to the downstream exterior beam. Otherwise abutments have some minor cracking with efflorescence. See photos.</p>									

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	61	58	95%	0	0%	3	5%	0	0%
<p>Railing has some minor shallow cover spalling with exposed steel. Steel has little or no section loss at this time. See photos.</p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
<p>Curbs have some minor scaling but remain in good satisfactory condition at this time. See photos.</p>									

Inspection Report with SI&A Data

850: 2nd Elem

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Concrete diaphragms have areas of cracking and spalling. See photos.

852: Drains

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Drains are open at this time.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Erosion is present at the upstream end of abutment 2. This erosion is due to poor channel alignment. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Poor channel alignment is causing erosion at the upstream end of abutment 2. See photos.

859: Vegetation

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Vines growing on bridge overhangs need to be removed.

Inspection Report with SI&A Data

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Minor scour is present at the footing of both abutments. No undermining at this time. Need to monitor.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Bridge is posted at 17 tons. Both signs are in place at this time. See photos. Inspected by R.Rogers and A.Greiner.

WORK

Action:	-
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Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 56.6

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 tons
Field Postings Type I:	17 tons
Field Postings Type II:	17 tons
Field Postings Type III:	17 tons
Field Postings Type IV:	17 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	1,586.65	1,491.45	94%	95.2	6%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

510: Wearing Surfaces									
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	1,346.78	1,265.97	94%	80.81	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	80.52	0	0%	80.52	100%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

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	244	108	44%	128	52%	8	3%	0	0%
Beams have light freckled surface rust throughout with the bottom flanges rust being slightly more advanced. Beams have active corrosion with minor section loss at bearing areas. Beams need to be cleaned and painted. See photos.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	63	58%	39	36%	6	6%	0	0%
<p>Abutments have scaling along their flowline. Abutment 1 has some areas of shallow cover spalling with exposed steel. This abutment also has an approximate 1/32 in. horizontal crack running from the downstream wingwall near mid height to near midspan of the abutment. Abutment 2 has a vertical crack the extends from the footing to the top of the abutment between beams 2 and 3 from upstream. This abutment also has vertical cracking at the top downstream end at the wingwall interface. Otherwise abutments have some minor cracking with efflorescence. See photos.</p>									

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	61	58	95%	0	0%	3	5%	0	0%
<p>Railing has some shallow cover spalling eith exposed steel.</p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
<p>< none ></p>									

Inspection Report with SI&A Data

850: 2nd Elem

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Concrete diaphragms have areas of cracking and spalling. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Minor scour is present at the footing of both abutments. No undermining at this time. Need to monitor.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Bridge is posted at 17 tons. Both signs are in place at this time. Inspected by R.Rogers and A.Greiner.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	6	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	61.1

GEOMETRIC DATA		
48 Max Length Span:		60.039 ft
49 Structure Length:		61.024 ft
32 Approach Roadway:		16.076 ft
33 Median:		(0) No Median
34 Skew:		0°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.833 ft
50B Curb/Sidewalk Width R:		0.833 ft
47 Horiz. Clearance:		21.982 ft
51 Width Curb to Curb:		21.982 ft
52 Width Out to Out:		26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1955
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(N) Feature not hwy or RR
54B Min. Vert. Underclearance:		0.000 ft
55A Lateral Under Reference:		(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:		0.000 ft
56 Min. Lat. Underclearance L:		0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17 tons
Field Postings Type I:	17 tons
Field Postings Type II:	17 tons
Field Postings Type III:	17 tons
Field Postings Type IV:	17 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	1,586.65	1,316.92	83%	269.73	17%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

510: Wearing Surfaces									
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	1,346.78	1,117.83	83%	228.95	17%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	228.14	0	0%	228.14	100%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has transverse cracking throughout. See photos.									

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	244	176	72%	68	28%	0	0%	0	0%
Beams end have light to moderate rusting with section loss especially at beam ends of bottom flange. Beams need to be cleaned and painted. Beam flanges have some light to moderate freckled rusting. See photo.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	98	91%	8	7%	2	2%	0	0%

Abutments have areas of light cracking with efflorescence and shallow cover spalling. East abutment has some vertical cracking. See photo.

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	61	61	100%	0	0%	0	0%	0	0%

< none >

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%

< none >

851: Transitions									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Inspection Report with SI&A Data

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Scour and erosion is present at the footing of both abutments. No undermining at this time. Need to monitor.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Bridge is posted at 17 tons. Both signs are in place at this time. Inspected by R.Rogers and A.Greiner.

WORK

Action:	-
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Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 6	61 Channel: 5
59 Superstructure: 6	62 Culvert: N
60 Substructure: 6	Sufficiency Rating: 56.6

GEOMETRIC DATA	
48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(7) Countermeasures
Recommended Scour Critical:	(3) SC- Unstable

CLEARANCES	
10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	No
Field Postings Gross:	17 tons
Field Postings Type I:	17 tons
Field Postings Type II:	17 tons
Field Postings Type III:	17 tons
Field Postings Type IV:	17 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	1,586.65	1,316.92	83%	269.73	17%	0	0%	0	0%
Deck has transverse cracking throughout.									

510: Wearing Surfaces									
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	1,346.78	1,117.83	83%	228.95	17%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	228.14	0	0%	228.14	100%	0	0%	0	0%
Deck has transverse cracking throughout.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has transverse cracking throughout.									

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	244	176	72%	68	28%	0	0%	0	0%
Beams end have light to moderate rusting with section loss especially at beam ends of bottom flange. Beams need to be cleaned and painted. See photo.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	98	91%	8	7%	2	2%	0	0%
<p>Abutments have areas of light cracking with efflorescence and shallow cover spalling. East abutment has some vertical cracking. See photo.</p>									

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	61	61	100%	0	0%	0	0%	0	0%
<p>< none ></p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
<p>< none ></p>									

851: Transitions									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Inspection Report with SI&A Data

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Scour and erosion is present at the footing of both abutments. Need to monitor.

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

Bridge is posted at 17 tons. East sign is missing and needs to be replaced.

WORK

Action:	-
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Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	7	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	61.1

GEOMETRIC DATA		
48 Max Length Span:		60.039 ft
49 Structure Length:		61.024 ft
32 Approach Roadway:		16.076 ft
33 Median:		(0) No Median
34 Skew:		0°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.833 ft
50B Curb/Sidewalk Width R:		0.833 ft
47 Horiz. Clearance:		21.982 ft
51 Width Curb to Curb:		21.982 ft
52 Width Out to Out:		26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1955
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(6) Calcs Not Made

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(N) Feature not hwy or RR
54B Min. Vert. Underclearance:		0.000 ft
55A Lateral Under Reference:		(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:		0.000 ft
56 Min. Lat. Underclearance L:		0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	17,000 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	1,586.65	1,316.92	83%	269.73	17%	0	0%	0	0%
Deck has transverse cracking throughout.									

510: Wearing Surfaces									
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	1,346.78	1,117.83	83%	228.95	17%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	248.54	0	0%	248.54	100%	0	0%	0	0%
Deck has transverse cracking throughout.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has transverse cracking throughout.									

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	244	176	72%	68	28%	0	0%	0	0%
Beams end have light to moderate rusting with section loss especially at beam ends of bottom flange. Beams need to be cleaned and painted.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	98	91%	8	7%	2	2%	0	0%
Abutments have areas of light cracking with efflorescence and shallow cover spalling. East abutment has some vertical cracking.									

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	61	61	100%	0	0%	0	0%	0	0%
< none >									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%
< none >									

851: Transitions									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%
Pavement at bridge ends is cracked and spalled. Pavement at bridge ends needs to be repaired.									

Inspection Report with SI&A Data

852: Drains									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%
Drains are blocked with gutterline debris and needs to be cleaned out.									

855: Debris on Super									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%
Gutterline debris is blocking drains and needs to be cleaned out.									

7361: DO NOT USE Scour									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%
Scour and erosion is present at the footing of both abutments. Need to monitor.									

STRUCTURE NOTES
22.8 Deck overlayed in 1987.

INSPECTION NOTES
-

WORK
Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	56.5

GEOMETRIC DATA

48 Max Length Span:	60.039 ft
49 Structure Length:	61.024 ft
32 Approach Roadway:	16.076 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.833 ft
50B Curb/Sidewalk Width R:	0.833 ft
47 Horiz. Clearance:	21.982 ft
51 Width Curb to Curb:	21.982 ft
52 Width Out to Out:	26.000 ft

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE

27 Year Built:	1955
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
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

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions:	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(6) Calcs Not Made

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Unknown
Signs Posted Non-Cardinal:	Unknown
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

LOAD RATINGS

63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 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	1,586.65	1,316.92	83%	269.73	17%	0	0%	0	0%
Deck has transverse cracking throughout.									

510: Wearing Surfaces									
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	1,346.78	1,117.83	83%	228.95	17%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
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	248.54	0	0%	248.54	100%	0	0%	0	0%
Deck has transverse cracking throughout.									

7359: DO NOT USE Concrete Efflorescenc									
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	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has transverse cracking throughout.									

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	244	184	75%	60	25%	0	0%	0	0%
Beams end have light to moderate rusting especially at beam ends.									

Inspection Report with SI&A Data

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	0.3	0.3	100%	0	0%	0	0%	0	0%

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	108	108	100%	0	0%	0	0%	0	0%
Abutments have areas of light cracking and shallow cover spalling.									

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	61	61	100%	0	0%	0	0%	0	0%

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	61	61	100%	0	0%	0	0%	0	0%

7361: DO NOT USE Scour									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	1	100%	0	0%	0	0%	0	0%

Inspection Report with SI&A Data

STRUCTURE NOTES

22.8
Deck overlayed in 1987.

INSPECTION NOTES

-

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 61.02 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 09 **3 County:** Lewis **16 Latitude:** 38°23'39.00" **7 Longitude:** 83°18'32.00"

7 Facility Carried: KY-1068

Milepoint: 1.750

6A Feature Intersected: LAUREL FORK

9 Location: 5.0 MI S.W. OF JCT KY 59

NBI	X
Element	
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	7	61 Channel:	5
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	-1

GEOMETRIC DATA		
48 Max Length Span:		60.039 ft
49 Structure Length:		61.024 ft
32 Approach Roadway:		16.076 ft
33 Median:		(0) No Median
34 Skew:		0°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.833 ft
50B Curb/Sidewalk Width R:		0.833 ft
47 Horiz. Clearance:		21.982 ft
51 Width Curb to Curb:		21.982 ft
52 Width Out to Out:		26.000 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	0.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1955
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
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

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(4) Stable, needs action
Recommended Scour Critical:	(6) Calcs Not Made

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(N) Feature not hwy or RR
54B Min. Vert. Underclearance:		0.000 ft
55A Lateral Under Reference:		(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:		0.000 ft
56 Min. Lat. Underclearance L:		0.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	17.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	17.0 tons
Truck Capacity Type I:	17 tons
Truck Capacity Type II:	17 tons
Truck Capacity Type III:	17 tons
Truck Capacity Type IV:	17 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	19 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

:									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
			%		%		%		%

STRUCTURE NOTES
22.8 Deck overlayed in 1987.

INSPECTION NOTES
-

WORK
Action: -



17 tons posting near abutment 1.



Typical view of the wearing surface.



Minor sized transverse cracking in the wearing surface near abutment 1.



Minor sized transverse cracking in the wearing surface near mid-length.



Minor sized transverse cracking in the wearing surface near abutment 2.



17 tons posting near abutment 2.



View from upstream.



Heavy embankment erosion just upstream of abutment 2.



Heavy embankment erosion adjacent to abutment 2.



Typical view of the beams, deck underside, and abutment 1.



Approximately 2" of horizontal undermining along the upstream footing of abutment 2. This extends for ~ 3' in length.



Abutment 2s footing is vertically exposed ~ 2' at the upstream end.



Minor sized vertical crack in abutment 2 near the old/new abutment interface.



Moderate scaling along the flowline of abutment 2.



Spalling near and along the top of abutment 2s downstream wingwall.



Spalling along the top and at the end of abutment 2s downstream wingwall.



Moderate to heavy cracking/spalling in abutment 2 adjacent to the downstream exterior beam.



Typical view of the upstream beam at abutment 2. Notice the moderate rust/corrosion of the web and flanges.



Typical view of beam 2 from upstream at abutment 2. Notice the moderate rust/corrosion of the web and flanges.



Typical view of beam 3 from upstream at abutment 2. Notice the moderate rust/corrosion of the flanges.



Typical view of beam 4 from upstream at abutment 2. Notice there is only minor rust/corrosion at this time. Notice the moderate sized vertical crack in the adjacent backwall/diaphragm.



Typical view of the beams near midspan.



Moderate to heavy spalling at the downstream end of abutment 1s downstream wingwall.



Moderate scaling along the flowline of abutment 1.



Typical view of the beams, deck underside, and abutment 2.



Up to 6" of horizontal undermining under the downstream portion of the newer footing of abutment 1. This extends for ~3' in length.



Moderate spalling with exposed steel in abutment 1 below the upstream beam.



Moderate spalling with exposed steel in abutment 1 near the centerline of the abutment.



Minor sized horizontal, diagonal, and vertical cracking in abutment 1 between beams 3 and 4 from upstream.



Typical view of the upstream beam at abutment 1. Notice the moderate rust/corrosion of the web and flanges.



Typical view of beam 2 from upstream at abutment 1. Notice the moderate rust/corrosion of the web and flanges.



Typical view of beam 3 from upstream at abutment 1. Notice the moderate rust/corrosion of the web and flanges. Also notice the piece of concrete behind the vertical angle at the end of the beam.



Typical view of beam 4 from upstream at abutment 1. Notice the minor rust/corrosion of the flanges.



Spalling with exposed steel, delamination cracking, and discoloration in the upstream deck overhang.



Typical view of beam 3 from upstream at abutment 1 (downstream face). Notice the moderate rust/corrosion of the web and flanges.



Typical view of beam 3 from upstream at abutment 1 (upstream face). Notice the moderate rust/corrosion of the web and flanges. Also notice the piece of concrete behind the vertical angle at the end of the beam.



Exposed upstream footing of abutment 1.



Looking downstream.



Looking upstream.



View from upstream.