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# **STATEWIDE HISTORIC BRIDGE SURVEY 1988**

## **KENTUCKY DEPARTMENT OF HIGHWAYS**

January 1988



DRAFT

STATEWIDE HISTORIC BRIDGE SURVEY

1988

FOR THE  
KENTUCKY DEPARTMENT OF HIGHWAYS

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DRAFT



## Purpose

Since the 1982 historic bridge survey was completed, many obsolete and deficient bridges have been demolished or moved, or they have been left standing but have been bypassed by a replacement bridge. In all three cases, the historic bridges have been removed from the Kentucky Department of Highways (KDOH) system. Other bridges have been scheduled for replacement. Of the 70 bridges determined to be eligible for inclusion in the National Register of Historic Places, 31 have been removed, or are scheduled for removal, from the KDOH system. Other bridges that are not among the original 70 but appear to meet the criteria for eligibility in the National Register of Historic Places have also been removed or are scheduled for removal.

KDOH determined that the existing survey needs to be updated. The main purpose of updating the survey is to identify bridges that are not listed in the original survey but appear to be eligible for inclusion in the National Register of Historic Places. The second purpose is to develop a "pool" of bridges (which appear to meet the National Register of Historic Places eligibility criteria) to be considered for possible future addition to the survey.

## Approach

The process for bridge selection used in the update is different in several ways from the process used in the original survey. The Kentucky Heritage Council requested that the update be conducted on a regional rather than a state-wide basis. The original survey placed a greater emphasis on the technological/historical significance of the bridges than on the significance of the bridges and their settings in relation to state, regional or local history. The Kentucky Heritage Council requested that state and regional history be emphasized more in the update. Therefore, the state was divided into five geographic regions, based on mineral and soil resources and historical and economic development. The regional boundaries were determined by the Kentucky Heritage Council, which uses this regional approach to organize its data on historic properties. A map showing the regional boundaries and a brief summary of each region is included in Appendix 3.

The original survey of historic bridges included a site visit to each of 651 bridges. Because of the information collected at that time, it was not necessary to visit all of the bridges again. However, it was discovered that photos of some bridges have been lost since 1982, and KDOH has undertaken a project at the district level to photograph these bridges again.

The data from the 1982 survey has been computerized and updated by researching the records of the KDOH Maintenance Division. This computerization can be updated as needed to insure that KDOH records on historic bridges are current. A copy of the computerized data for 657 bridges is included in Appendix 4.

A numerical rating system has been used to evaluate bridges within a region, based on their historic significance and their ability to meet the National Register of Historic Place's eligibility criteria. The original survey used a more subjective approach in which each individual bridge was judged against the criteria.

Appendix 5 includes a copy of the evaluation criteria form. A numerical system can be very rigid, and the set of factors for each individual bridge is different. Therefore, the final evaluation and selection of bridges to be included on the historic bridge survey update was undertaken by KDOH using the numerical evaluation as a guideline to assure that only bridges meeting the criteria of the National Register of Historic Place were added to the survey.

## Results

Approximately 100 truss, suspension and arch bridges were chosen for further research from the original 657 bridges on KDOH's survey by the following method:

- ° Bridges already identified as eligible for the National Register of Historic Places included in the 1982 historic bridge survey were eliminated from further consideration. After this elimination, 587 bridges were left.
- ° Bridges built since 1942 were eliminated. These 64 bridges will be less than 50 years old over the proposed five-year life span of the new survey, and therefore are not eligible for inclusion in the National Register of Historic Places. After this elimination, 523 bridges were left.
- ° Bridges known to have been removed from the KDOH system were eliminated. After this elimination, 436 bridges were left.
- ° For eight bridge types, fewer than six examples remain in the state (Table 1). Bridges that fit this category were chosen for further consideration.
- ° Twelve bridge building companies have only one bridge remaining (Table 2). Each of these 12 bridges has been chosen for further consideration.
- ° The original bridge survey sheets from the 1982 historic bridge survey were re-read for comments or data indicating special significance, such as the following criteria:
  - Location on or near a historic site, such as the presence of mill dams, access to early settlements (particularly county seats) and association with historic events or personalities.



TABLE 1

## Bridge Types by Highway District

BRIDGE TYPE	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PRATT Pony	2	11	3	1	2	4	14	3	5	7	1	5	58
1/2 Hip Pony		9	7	18	8	13	3	4	8	2	2	2	107
Bedpost		3	2	8	1	1	3		2	1	1	1	23
P. Pony Pol. TC	1								1			2	4
Pratt Thru	2	11	14	15	8	12	17	4	14	8	3	7	115
Whipple-Murphy								1	1	1			3
Camelback		1	2	7	4		2	1		2	4	3	26
Parker	2	2		1	2	4	2		3	5	4	4	29
Baltimore (Petit)					1		1		1		1		4
Penna. (Petit)	1	1		1	1	1					2		7
Pratt Deck												1	1
Warren Pony		11	3	12	2	8	14	6	7	3	1	2	69
Warren Thru	2	1		2		1	3		1	2	3	2	17
DI Warren					1							1	2
Warren Deck				1			2	3					6
Tied Arch	2					1							3
Bowstring			1			1							2
Concrete Arch	1	3		1	18	1	1		5		7	3	40
Masonry Arch		5	1	1	6	1	5		1		2		22
Suspension						1			1			2	4
Cantilever	1	3			3	3		2	1				13
Continuous	1	2				3	2	1					9
Total	15	63	33	68	57	55	100	25	51	31	31	35	564

TABLE 2

## Individual Bridge Companies and Builders in Kentucky

Bridge Co.	Highway Districts												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
American (PA)		1										1	2
Alantic (NC)										1			1
Brackett (OH)		1		1			4						6
Brookville(OH)									1	1			2
Canton (OH)							1						1
Capitol Const. (OH)													0
Central Sts. (IN)							1						1
Champion (OH)		5	1	14	2	3	15	3	2	2		4	51
Empire (KY)							3						3
Groton (NY)													0
Hip (IN)								1				2	3
International (IN)	1												1
Kentucky (KY)													
Kentucky IN Bridge Co.		1											1
KY. Hwy. Dept. (KY)	2		1			2	1		3	2		3	14
Keystone (PA)													0
King (OH)			1		2	4	3	1	1				12
Louisville(KY)											1		
Luten (PA)						1	1						2
Luten (TN)											1		1
M&P Const.(IN)		1											1
Massillion(OH)						1							1
Mt. Vernon(OH)	1								1				2
Nashville (TN)	1												1
Oregonia (OH)						3	2			1		1	7
Pan Am. (IN)				1								1	2
Penn Br. Wks. (PA)			1										1
Pittsburg (PA)									1				1
Pub. Wks. Adm. (FED)		3									1		4
Rochester (NY)							1						1
Smith (OH)		1				2							3
St. Louis (MO)										1			1
Toledo (OH)							1		1				2
Vincennes (IN)	1	1	3	1					2		2	1	11
Virginia (VA)													0
Wrought Iron													0
TOTAL	6	14	7	17	6	16	33	5	12	8	4	14	140

- Classification of the bridge as a "unique/unusual example" or "rare survivor."
- Comments or data on interesting structural or ornamental features.

Table 3 shows the status of the 70 bridges on the original survey. Since the 1982 historic survey was completed, 31 bridges included in the survey have been removed from the KDOH system or are scheduled for imminent removal. The bridge types represented by these removals were used as a basis for narrowing the number of bridges that were originally chosen for further research from 100 to 65. Based on existing information in KDOH files, several bridges of each type that appeared to fit the eligibility criteria of the National Register of Historic Place were chosen.

Table 4 summarizes the results of the historic bridge survey update. Twenty-five bridges were identified as being eligible for inclusion in the National Register of Historic Places. The remaining 22 bridges were determined to be less significant historically. These bridges will form a "pool" that will be re-evaluated at a later date. Inventory sheets describing these bridges and maps showing their locations are included as Appendices 1 and 2.

TABLE 3

Historic Bridges in Kentucky  
(Original Survey)

<u>Survey No.</u>	<u>Hwy. Dist.</u>	<u>County</u>	<u>Bridge Number</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Status</u>
1	1	Calloway	MP 18-94-B6	Pratt Pony	KYDOT	1927	Removed
2	1	McCracken	MP 73-45-B1	Pennsylvania	Wisconsin	1929	
3	2	Christian	RP 24-124-B32	Bedpost	Groton	1984	Removed
4	2	Daviess	RP 30-762-B13	Pratt Through	Wrought Iron	1987	Removed
5	2	Daviess	CR 30-1060-C81	Pratt Through	Smith	1884	
6	2	Daviess	CR 30-1159-C46	Pratt Pony	Vincennes	1923	Removed
7	2	Webster	CR 117-1243-C16	1/2 Hip Pony	Champion	1890*	Removed
8	2	Webster	CR 117-1333-C23	Warren Pony	Vincennes	1925*	Removed
9	3	Butler	CR 16-1174-C11	Bedpost	Brackett	1905	Removed
10	3	Logan	CR 71-1272-C27	Pratt Pony	Penn	1880	
11	3	Warren	MP 114-2159-B6	Pratt Through	Vincennes	1915	
12	3	Warren	CR 114-1350-C11	Bowstring	King	1890*	
13	4	Breckinridge	CR 14-1109-C9	Pratt Through	King	1886	
14	4	Grayson	RP 43-1110-B48	Bowstring	King	1877	Scheduled
15	4	Hardin	CR 47-1259-C28	Bowstring		1890*	Removed
16	4	Marion	MP 78-49-B9	Whipple-Murphy	King	1881	Removed
17	4	Meade	RP 82-228-B10	Whipple-Murphy	Smith	1885	Scheduled
18	4	Meade	CR 82-1324-C4	Whipple-Murphy	Smith	1882	Scheduled
19	4	Nelson	MP 90-1754-B91	Parker		1910*	Scheduled
20	4	Nelson	CR 90-1116-C24	Camelback	Champion	1904	
21	4	Washington	CR 115-1214-C19	Pratt Through	King	1884	
22	5	Franklin	MP 37-1005-B26	Pratt Through	Champion	1896	
23	5	Franklin	MP 37-60-B65	Pennsylvania	King	1893	
24	5	Franklin	MP 37-421-B66	Baltimore		1910*	
25	5	Jefferson	MP 56-31E-B136	Cantilever		1929	
26	5	Trimble	CR 112-1122-C5	Quadrangular		1910*	
27	6	Bracken	RP 12-539-B13	Pratt Through	Smith	1883	Removed
28	6	Bracken	CR 12-1012-C3	Bowstring		1890*	
29	6	Campbell	MP 19-270-B34	Pennsylvania		1896	
30	6	Campbell	MP 19-27-B36	Cantilever	King	1890	
31	6	Grant	RP 41-1993-B6	Camel-Petit	King	1890	Removed
32	6	Harrison	RP 49-1032-B40	Pratt Through	Champion	1906	Scheduled
33	6	Harrison	CR 49-1062-C26	Pratt Through	Massillon	1885	
34	6	Kenton	MP 59-17-B48	Suspension		1865	
35	6	Pendleton	Cr 96-1110-C17	1/2 Hip Pony	Smith	1890*	Removed
36	7	Anderson	CR 3-1236-C22	1/2 Hip Pony	Canton	1890*	
37	7	Bourbon	CR 9-1120-C25	Pratt Through	Champion	1885*	
38	7	Bourbon	CR 9-1122-C27	Pratt Through	Toledo	1893	
39	7	Bourbon	CR 9-1214-C37	Pratt Pony	King	1893	
40	7	Fayette	MP 34-2328-B10	Warren Through		1869	
41	7	Jessamine	MP 57-1268-B13	Masonry Arch		1936	



TABLE 3 (Continued)  
Historic Bridges in Kentucky  
(Original Survey)

<u>Survey No.</u>	<u>Hwy. Dist.</u>	<u>County</u>	<u>Bridge Number</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Status</u>
42	7	Jessamine	CR 57-1230-C17	Pratt Pony	Brackett	1898	
43	7	Mercer	CR 84-1226-C13	Pratt Through	Empire	1915	
44	7	Scott	CR 105-1111-C31	Pratt Through	Champion	1890	
45	7	Scott	CR 105-1218-C34	Pratt Through	Empire	1910	
46	9	Carter	MP 22-60-B35	Concrete Arch		1927	
47	9	Fleming	MP 35-1013-B53	1/2 Hip Pony	Pittsburg	1893	
48	9	Greenup	MP 45-2541-B42	Pratt Through	King	1884	
49	9	Greenup	CR 45-1268-C16	Whipple-Murphy		1890	
50	9	Lewis	CR 68-1045-C7	1/2 Hip Pony	Champion	1882	
51	10	Breathitt	MP 13-15-B44	Whipple-Murphy		1906	
52	10	Lee	RP 65-708-B13	Pratt Through	Oregonia	1917	Scheduled
53	11	Bell	MP 7-66-B3	Pratt Through	Keystone	1888	Removed
54	11	Bell	RP 7-2014-B21	Warren Through	Louisville	1873	Scheduled
55	11	Bell	MP 7-66-B78	Concrete Arch	Luten	1929	Removed
56	11	Harlan	RP 48-840-B87	Baltimore	Vincennes	1924	Scheduled
57	11	Whitley	MP 118-1804-B16	Camelback	Champion	1917	Scheduled
58	11	Whitley	RP 118-904-B67	Concrete Arch	Luten	1928	
59	11	Whitley	RP 118-779-B77	Concrete Arch	Luten	1925	
60	11	Whitley	RP 118-478-B87	Quadrangular	Cap. Con.	1907	Scheduled
61	11	Whitley	RP 118-296-B88	Camel-Petit		1890*	Scheduled
62	11	Whitley	CR 118-1260-C27	Pratt Deck		1917	
63	11	Whitley	CR 118-9999-C43	Pratt Through		1890*	
64	12	Floyd	CR 36-1334-C28	Concrete Arch		1910	
65	12	Floyd	CR 36-9999-C38	Suspension		1930	Removed
66	12	Lawrence	RP 64-644-B38	Pratt Through		1904	
67	12	Pike	MP 98-1370-B3	Parker		1907	Removed
68	12	Pike	MP 98-23S-B10	Parker		1910*	Removed
69	12	Pike	RP 98-1384-B87	Suspension		1935*	Removed
70	12	Pike	CR 98-1526-C63	Suspension	WPA	1938	

\* Approximate Date

TABLE 4  
Summary of Results: Field Survey and Evaluation Criteria

County	Highway District	Bridge Number	Type	Builder	Date	Evaluation Scores		
						I	II	III
Region I								
Livingston	1	70-60-B17	Poly Warren Thru	Nashville	1931	15	10	17
McCracken	1	CR 73-1119-C14	Warren Pony	(Tennessee)	1911	Removed		
McCracken	1	73-60-B4	Warren Thru	Wisc., Int.	1931	15	10	18
Trigg	1	111-68-B20	Parker Thru		1934	12	15	21
Region II								
Adair	8	CR 1-1144-C8	Pratt Thru	Champion	1902	12	0	15
Adair	8	CR 1-1144-C9	Warren Pony	HIP	1925	7	0	21
Clinton	8	27-415-B23	Pratt Pony	Oregonia	1916	Removed		
Davies	2	CR 30-1218-C59	Pratt 1/2 Hip Pony	Champion	1920	Closed		
Davies	2	CR 30-1283-C77	Pratt 1/2 Hip Pony	Champion	1920	Removed		
Grayson	4	CR 43-1531-C23	Bedpost Pony		1920	6	10	21
Grayson	4	CR 43-1110-C7	Bedpost Pony		1930	6	10	18
Grayson	4	CR 43-1566-C28	Bedpost Pony		1920	6	10	21
Grayson	4	43-720-B80	Camelback	Champion	1915	Not Found		
Grayson	4	43-62-B2	Warren Deck		1921	Removed		
Grayson	4	CR 43-1043-C1	Bedpost Pony		1925	Not Found		
Henderson	2	CR 51-1130-C27	Pratt 1/2 Hip Pony	Champion	1920	Not Found		
Henderson	2	51-41-B2	Cantilever		1932	8	15	20
Henderson	2	51-41-B7	Cantilever	Ky-Ind. Bride Co.	1932	13	15	15
Henderson	2	CR 51-1131-C30	Pratt 1/2 Hip Pony	Champion	1920	12	0	18
McLean	2	75-81-B23	Penn. Petite		1928	17	10	17
McLean	2	75-431-B18	Poly Warren Thru	PWA	1939	19	10	23
Metcalfe	3	CR 85-1020-C1	Pratt Thru	Champion	1911	12	0	18
Ohio	2	92-878-B116	Pratt Thru	Champion	1903	Removed		
Ohio	2	CR 92-1032-C10	Pratt Thru	Champion	1904	Not Found		
Ohio	2	92-62-B50	Continuous	PWA	1939	15	10	23



TABLE 4 (Continued)  
Summary of Results: Field Survey and Evaluation Criteria

<u>County</u>	<u>Highway District</u>	<u>Bridge Number</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Evaluation Scores</u>		
						<u>I</u>	<u>II</u>	<u>III</u>
Ohio	2	CR 92-1071-C22	Warren Pony	HIP	1920	Removed		
Ohio	2	CR 92-1012-C3	Camelback	Champion	1904	20	10	18
Webster	2	117-270-B50	Pratt Pony	M & P Co.	1922	9	10	17
<u>Region III</u>								
No bridges in this Region were investigated. Because of the highly urbanized character of the Region few old bridges have survived. Many that have survived are not on the KDOH system. In some cases, local governments or agencies have nominated eligible bridges on the KDOH system to the National Register of Historic Places - the concrete and masonry arch bridges of Cherokee Park in Louisville are examples.								
<u>Region IV</u>								
Anderson	7	3-62-B3	Warren Deck	KDOH	1932	22	10	20
Bourbon	7	CR 9-1014-C11	Pratt Thru	Champion	1891	14	10	18
Bourbon	7	CR 9-1122-C27	Pratt Thru	Toledo	1893	9	10	18
Boyle	7	11-34-B50	Baltimore Petit	KDOH-KHYDRO	1924	20	15	18
Clark	7	25-66-RR600	Pratt Pony	Central	1905	9	10	9
Franklin	5	37-12-B68	Concrete Arch	Luten	1926	13	10	12
Grant	6	41-36-B3	Concrete Arch	Luten	1922	11	10	20
Grant	6	41-1942-B18	Pratt Thru	Oregonia	1920	7	0	21
Grant	6	CR 41-1315-C26	Pratt Thru	King	1890	11	0	15
Henry	5	52-1361-B47	Pratt Thru	Champion	1912	12	10	15
Jessamine	7	CR 57-1209-C16	Poly Warren Pony	Champion	1940	14	10	21
Marion	4	78-412-B58	Camelback		Removed	Removed		
Marion	4	78-68-B23	Camelback	Brookville	1922	Removed		
Mason	9	81-62-B41	Suspension	KDOH	1931	26	15	15
Montgomery	7	87-1331-B38	Camelback	Brackett	1901	9	0	15
Pendleton	6	CR 96-1110-C16	Pratt 1/2 Hip Pony	Smith	1880	11	10	21

**TABLE 4 (Continued)**  
**Summary of Results: Field Survey and Evaluation Criteria**

<u>County</u>	<u>Highway District</u>	<u>Bridge Number</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Evaluation Scores</u>		
						<u>I</u>	<u>II</u>	<u>III</u>
Pendleton	6	96-22-B7	Parker	KDOH	1927	16	10	17
Pendleton	6	CR 96-117-C23	Pratt Thru	King	1892	11	0	15
Woodford	7	CR 120-1013-C6	Pratt Pony		1930	7	10	15
Mercer	7	84-152-B5	Warren Deck		1924	10	15	18
<u>Region V</u>								
Bell	11	7-1344-B49	Camelback	Vincennes	1916	11	10	21
Boyd	9	10-60-B37	Baltimore Petit		1926	14	15	21
Boyd	9	10-235-B40	Cantilever	Mount Vernon	1930	19	15	18
Carter	9	22-1947-B34	Parker Pony	Brookville	1922	13	10	20
Floyd	12	36-2557-B40	Warren Thru	American	1920	11	15	15
Floyd	12	CR 36-1262-C19	Quadrangular		1935	12	10	18
Floyd	12	36-80-B13	Parker	KDOH	1930	Not Found		
Harlan	11	48-840-B51	Baltimore Petit	Vincennes	1924	15	10	15
Lawrence	12	64-3-B2	Parker Pony	HIP	1922	Removed		
Lawrence	12	64-3-B3	Pratt Pony	Kentucky	1922	Removed		
Perry	10	97-451-B16	Parker	St. Louis	1925	11	10	15
Perry	10	CR 97-1102-C5	Pratt Pony	Atlantic	1926	9	10	18
Pike	12	CR 98-1519-C61	Suspension		1935	Removed		
Pike	12	98-119-B11	Parker Pony	Oregonia	1922	13	10	12
Pike	12	98-1056-B123	Warren Thru		1918	Removed		
Pike	12	98-23-B62	Parker	Champion	1908	4	0	15
Powell	10	99-77-B29	Pratt Thru		1935	2	0	23

APPENDIX 1

BRIDGES CONSIDERED ELIGIBLE  
AND ADDED TO HISTORIC BRIDGE SURVEY

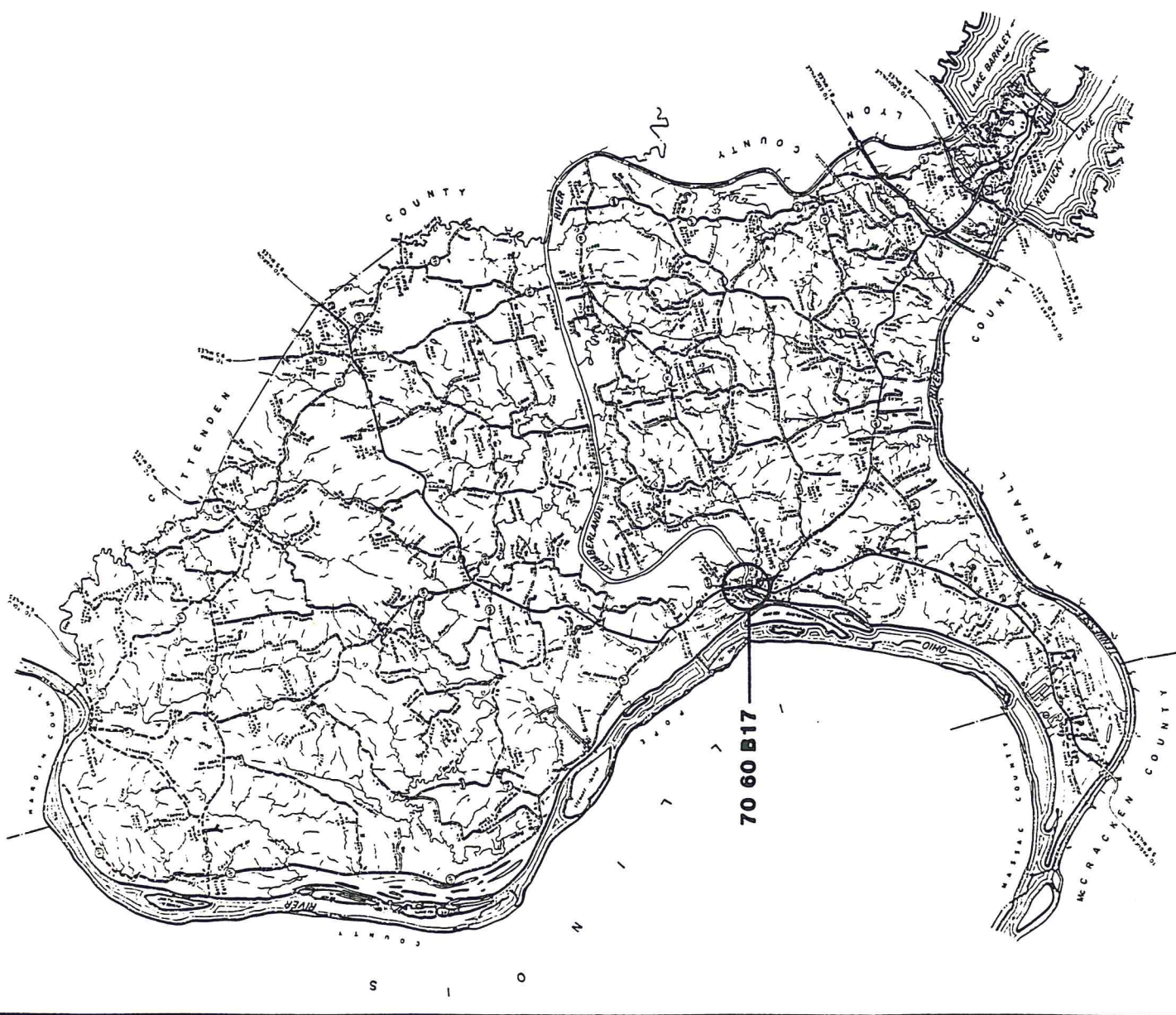
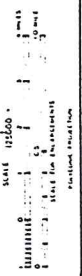
REGION I  
WEST KENTUCKY





# GENERAL HIGHWAY MAP LIVINGSTON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 1

I. LOCATION

COUNTY: Livingston CITY: Smithland  
ROUTE: 60 SPANS: Cumberland River  
HWY. DISTRICT: 1 S I A RATING: 45.8  
UTM COORDINATES: 16 375720 4112065

II. HISTORY

BRIDGE ID#: 70-60-B17  
NAME/TYPE: Warren Thru (Poly) (Lucy Jefferson Lewis Memorial  
Bridge)  
DESIGNER/   
BUILDER: Nashville Bridge Co., Nashville, TN  
DATE: 1931 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Major Cumberland River Bridge. Named for Kentucky pioneer,  
sister of Thomas Jefferson, who settled in Livingston County  
in 1808 - Memorial Plate on Bridge. Only surviving documented  
structure by the Nashville Bridge Company in the State.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
  
RARE SURVIVOR/STANDARD DESIGN:   
  
  
UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural, floodplain near town of Smithland

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is good. Setting somewhat changed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 15 OVERALL LENGTH: 1818 WIDTH: 23.3

## SPAN TYPES:

1. Warren Thru 1 LENGTH: 500

2. Steel concrete approaches LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete Abutments and Piers

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars

TOP CHORDS: 2 channels, cover plate, lacing bars



FORM # 1

BOTTOM CHORDS: 2 channels, lacing bars ?

HIP VERTICALS: Paired angles, stay bars

INTERMEDIATE POSTS: 2 channels with lacing or paired angles with  
stay bars

DIAGONALS: I-beams or channels with lacing bars

COUNTERS: 2 channels with lacing bars

TOP LATERAL BRACING: Angles with lacing bars

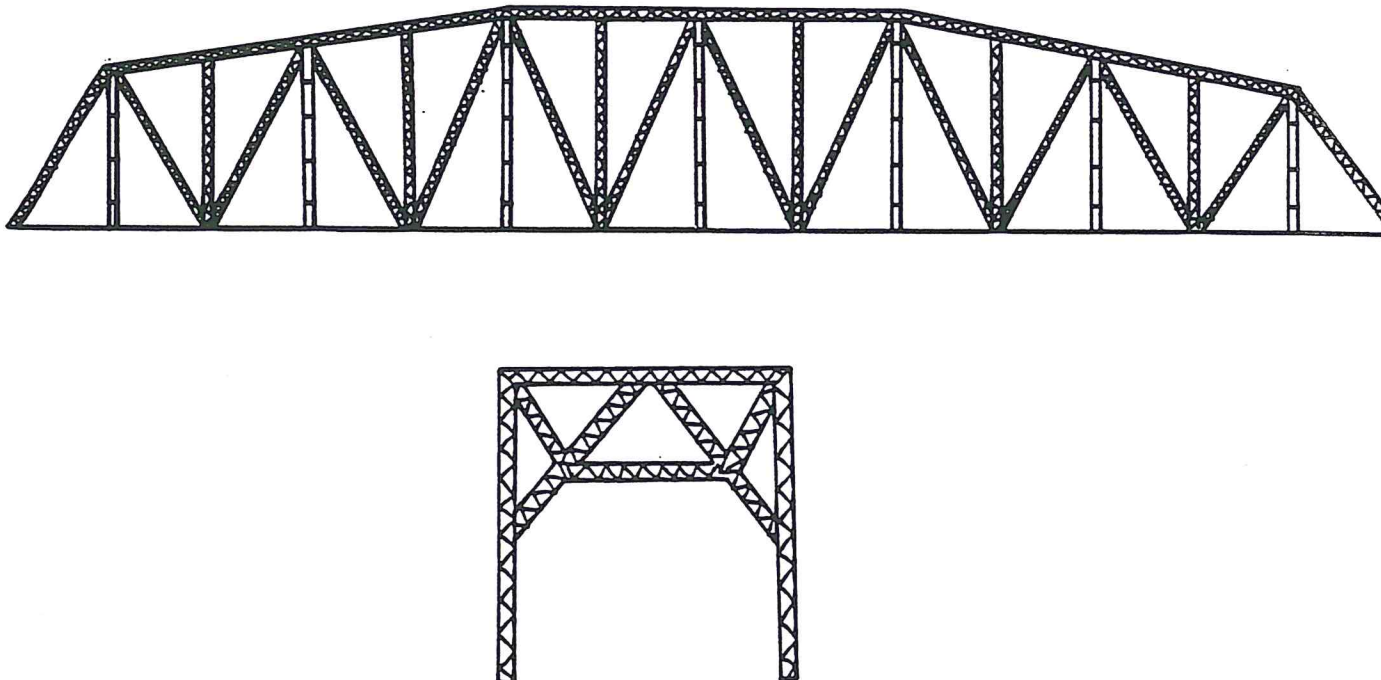
TOP LATERAL STRUTS: Angles with lacing bars

BOTTOM LATERAL BRACING: Angles with lacing bars

FLOOR BEAMS: Steel Beams STRINGERS: Steel Beams

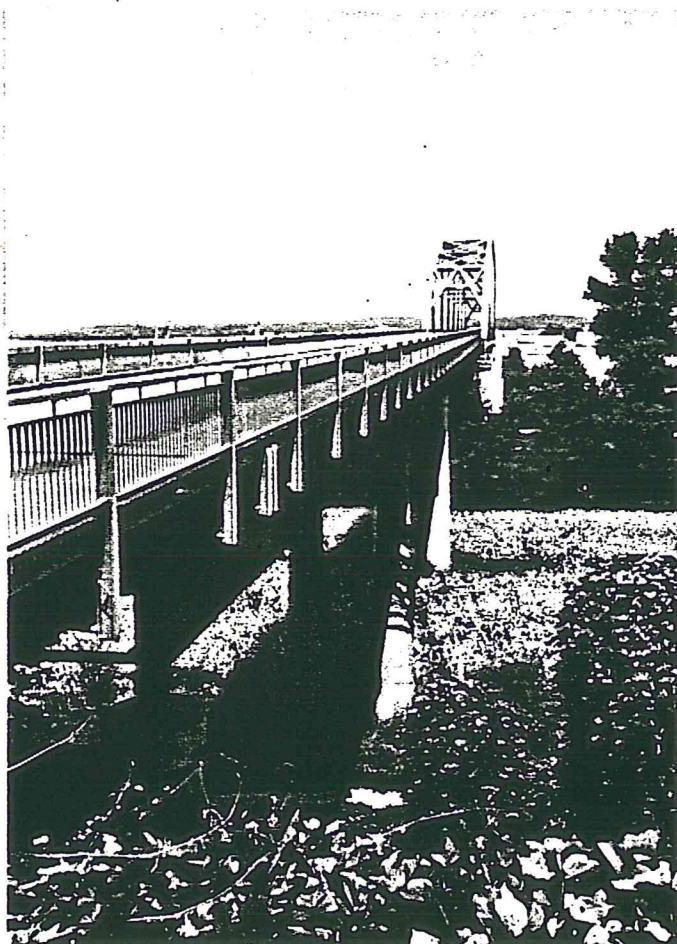
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

#### IX. TRUSS CONFIGURATION

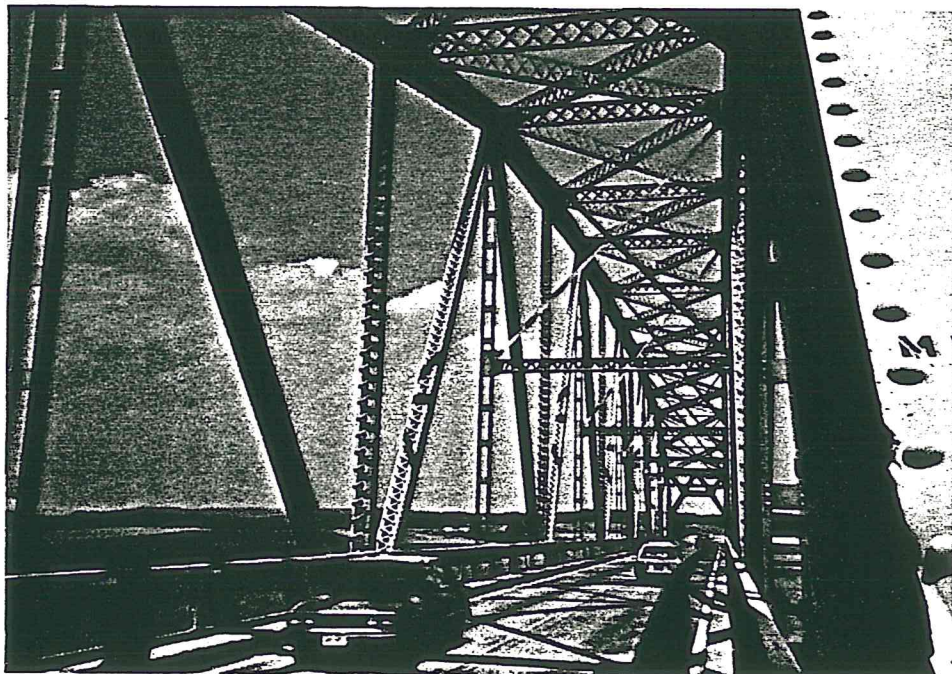




X. PHOTOGRAPHS









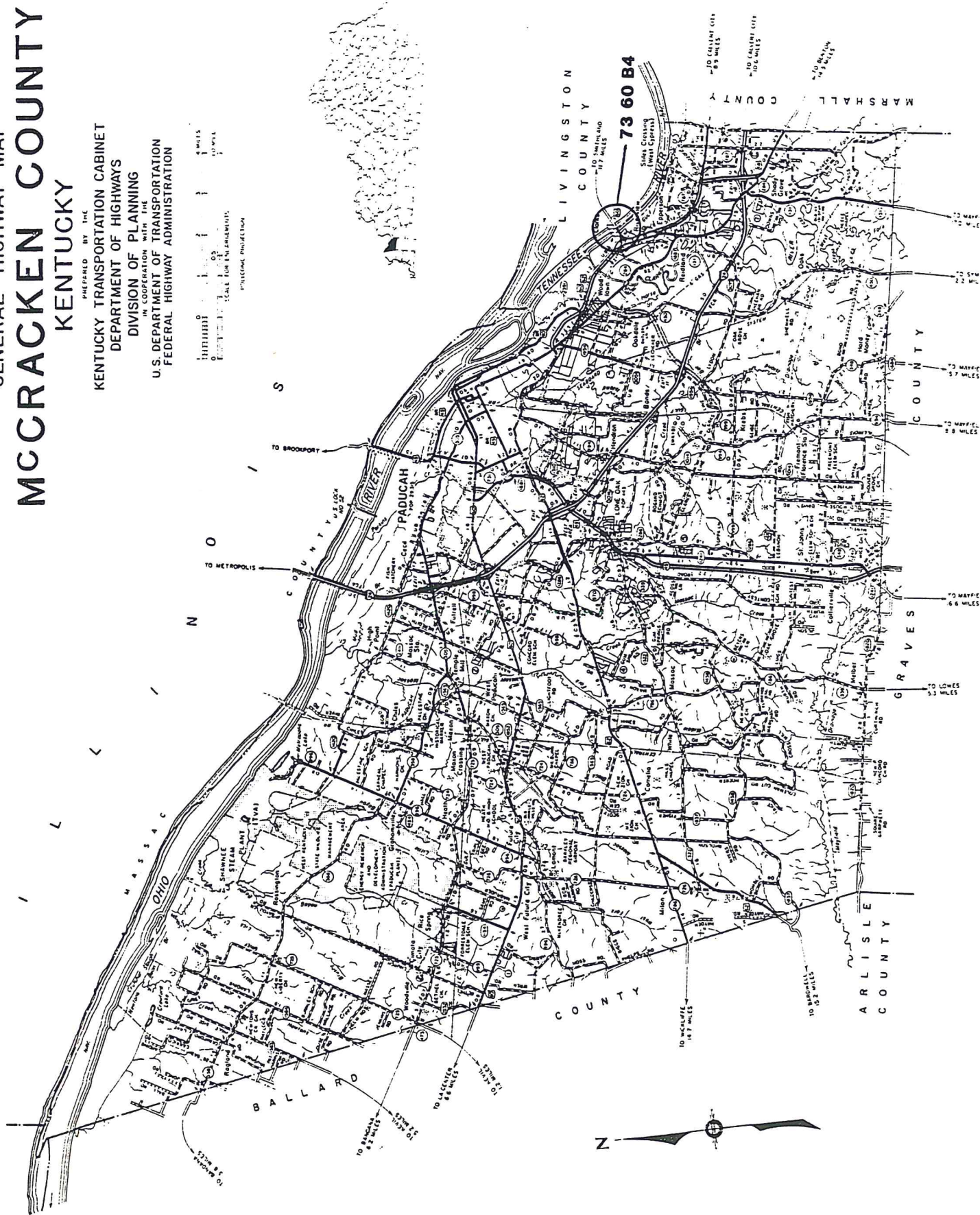




# GENERAL HIGHWAY MAP MCCRACKEN COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

1" = 1 MILE  
1" = 1 MILE  
SCALE FOR ENGINEERS  
PUBLISHED 1964



II. Historical Significance within Regional Landscapes  
(see attached map) (National Register Criteria A)  
(e.g., construction of a bridge was a major factor  
in a period of development or bridge is only one  
remaining constructed by a bridge company)  
(Maximum of 35)

A. National Importance	35
B. State Importance	25
C. Regional (Local) Importance	15
D. Historic context or setting	10

III. Integrity (National Register Criteria)  
(Maximum of 25)

A. Structure/Fabric

Unaltered	10
Minor Changes	7
Considerable Alterations	4
Integrity destroyed/compromised	0

B. Condition (Sufficiency Rating)

Good 75-100	5
Fair 51-74	3
Replacement Schedule $\leq$ 50	1

C. Setting

Unaltered	10
Minor Changes	7
Major Changes	4
Bridge Relocated	1

Department of Transportation Bridge Survey  
Evaluation Criteria

Points

Bridge must score at least 30 to be considered eligible for inclusion in the National Register of Historic Places, as follows:

15 points under Sections I and/or II and 15 points under Section III

I. Technological Significance (National Register Criteria B & C) (maximum of 30 points)

A. Designer/Builder

Known Prolific Builder (constructed 15 or more bridges in the state)	10
Known Builder (constructed 14 or less bridges in the state)	5
Unknown	0

B. Significance as a Type of Bridge within Region (refer to attached map of regions and to attached list of bridge types and their typical characteristics (to be devised by engineers))

1. Representation (within its region)

1	10
2-3	8
4-6	6
7-9	4
10-15	2
>15	0

2. Configuration (basic design, such as number of spans or lengths), Materials and Connections within State or Region

Unique/rare	5
Unusual	3
Typical	1

3. Design Elements, including embellishments or lack thereof (i.e., streamlining)

Unique/rare	5
Unusual	3
Typical	1

APPENDIX 5  
NATIONAL REGISTER OF HISTORIC PLACES CRITERIA  
EVALUATION FORM



## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 2

## I. LOCATION

COUNTY: McCracken CITY: Riverview

ROUTE: 60 SPANS: Tenn. River

HWY. DISTRICT: 1 S I A RATING: 48.7

UTM COORDINATES: 16 364000 4099955

## II. HISTORY

BRIDGE ID#: 73-60-B4

NAME/TYPE: Warren Thu

DESIGNER/

BUILDER: International Steel & Iron Co., Evansville, Indiana

DATE: 1931 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

Major crossing of Tennessee River, Connects McCracken and Livingston counties. Within the Jackson Purchase area (within Region I), one of the last parts of the state to be opened for settlement (Historic Marker nearby).

#### IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: One of two in Region I, one of  
17 in the state

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:



## V. ENVIRONMENT/OTHER REMARKS

Rural, residentialJackson Purchase - Historic Marker nearby

## VI. INTEGRITY

Structural integrity is good. Setting somewhat altered - some  
relatively modern buildings nearby

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 3036 WIDTH: 35.2

SPAN TYPES:

1. Warren Thru 3 LENGTH: 400,400,4002. Steel and Concrete Approaches LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

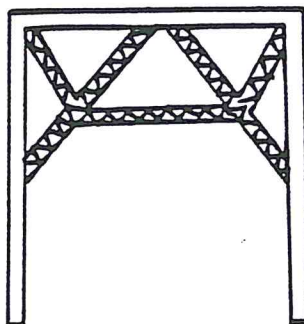
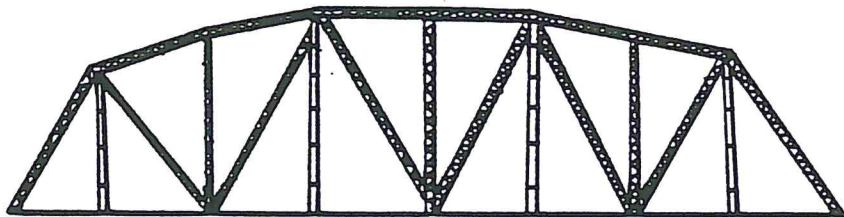
SUBSTRUCTURE: Concrete Abutments and Piers

SUPERSTRUCTURE: \_\_\_\_\_

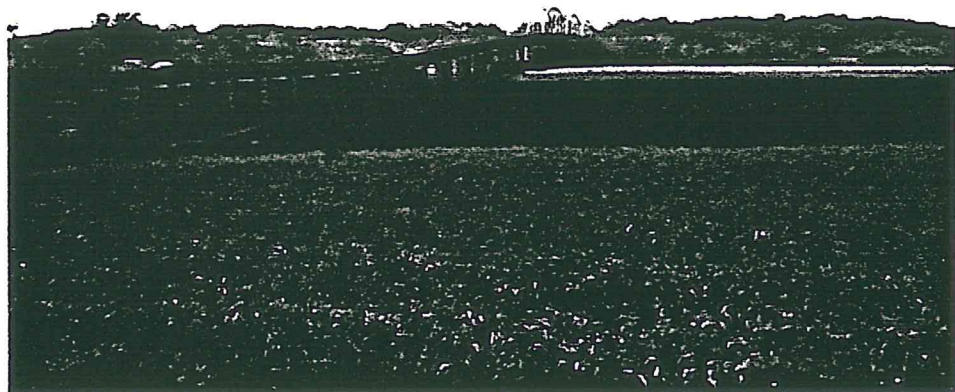
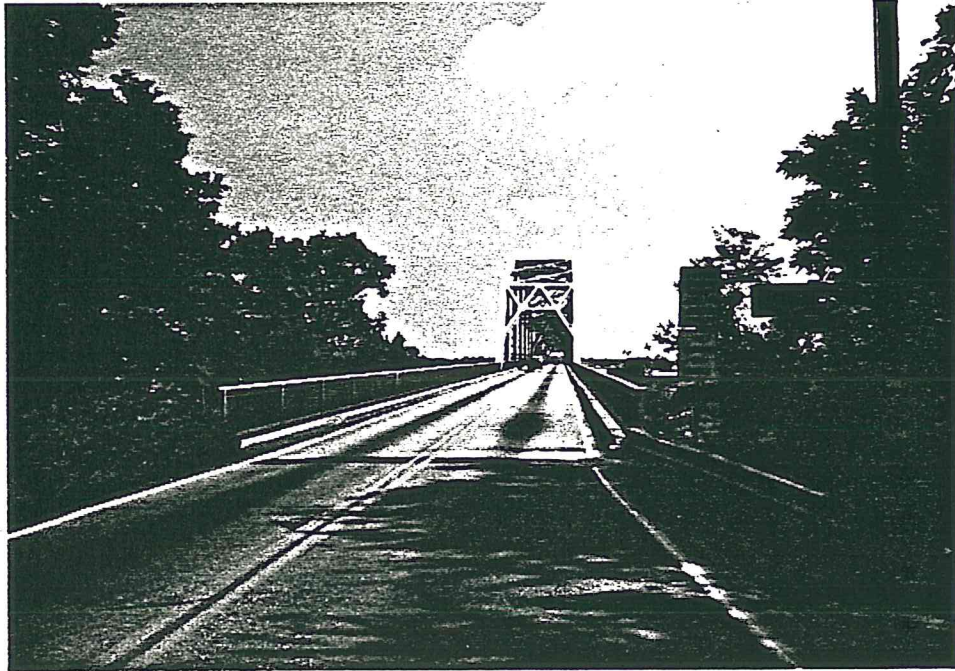
MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: Plates, Angles, Lattice BarsTOP CHORDS: Plates, Angles, Lattice Bars

BOTTOM CHORDS: 2 Channels (Built up) + Lacing BarsHIP VERTICALS: Paired Angles, Stay BarsINTERMEDIATE POSTS: Paired Angles, Stay Bars & 2 Channels,  
BarsDIAGONALS: 2 Channels, Lacing BarsCOUNTERS: -TOP LATERAL BRACING: Angles, Lacing BarsTOP LATERAL STRUTS: Angles, Lacing Bars

BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: I beams STRINGERS: I beamsOTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_**IX. TRUSS CONFIGURATION**

X. PHOTOGRAPHS







REGION II  
THE PENNYRILE





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 3

I. LOCATION

COUNTY: Grayson CITY: Rural

ROUTE: 1531 SPANS: Mistaken Creek  
(Tousey-Yeatman-Ohio Co. Line Rd)

HWY. DISTRICT: 1 S I A RATING: 16.4

UTM COORDINATES: 16 534759 4152362

II. HISTORY

BRIDGE ID#: CR-43-1531-C23

NAME/TYPE: Bedpost Pony

DESIGNER/

BUILDER: Unknown

DATE: 1920 BASIS: KDOH records

III. HISTORICAL SIGNIFICANCE

Between 1910 and 1945 nine bedpost pony trusses were built in  
Grayson County by an unknown builder or builders. Short spans  
crossing secondary streams in rural areas are common to  
Region II, where the landscape is relatively level and agriculture  
is the major land use. This is one of seven survivors, and is  
unaltered from its original state.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural  
  
  
  

## VI. INTEGRITY

Structural integrity is good. Setting integrity is good.  
  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 80 WIDTH: 11.7

SPAN TYPES:

1. Bedpost Pony LENGTH: 78

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: \_\_\_\_\_

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: X RIVETS: \_\_\_\_\_END POSTS: 2 Channels, Cover Plate, Stay BarsTOP CHORDS: 2 Channels, Cover Plate, Stay Bars



FORM # 3

BOTTOM CHORDS: 2 Eye Bars

HIP VERTICALS: -

INTERMEDIATE POSTS: 2 Paired Angles with Lattice Bars

DIAGONALS: 2 Eye Bars

COUNTERS: Single Rod with Turnbuckle (4 total)

TOP LATERAL BRACING: -

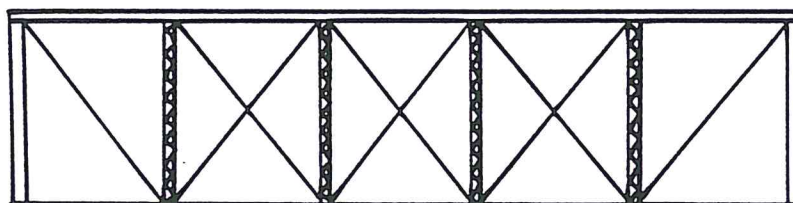
TOP LATERAL STRUTS: -

BOTTOM LATERAL BRACING: -

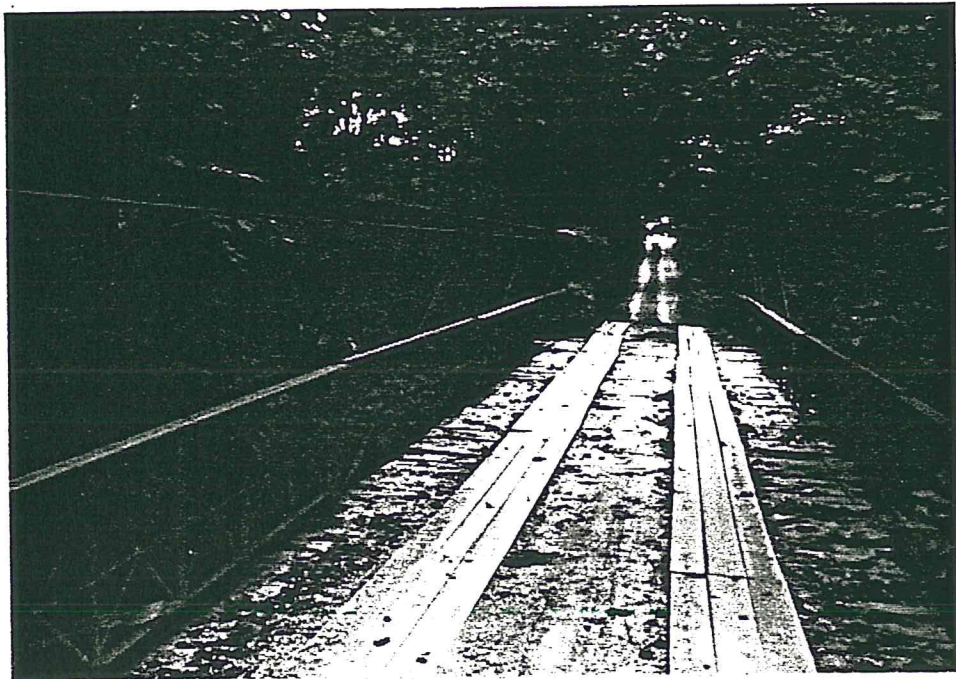
FLOOR BEAMS: I Beam STRINGERS: Wooden Beams

OTHER DETAILS: -

#### IX. TRUSS CONFIGURATION

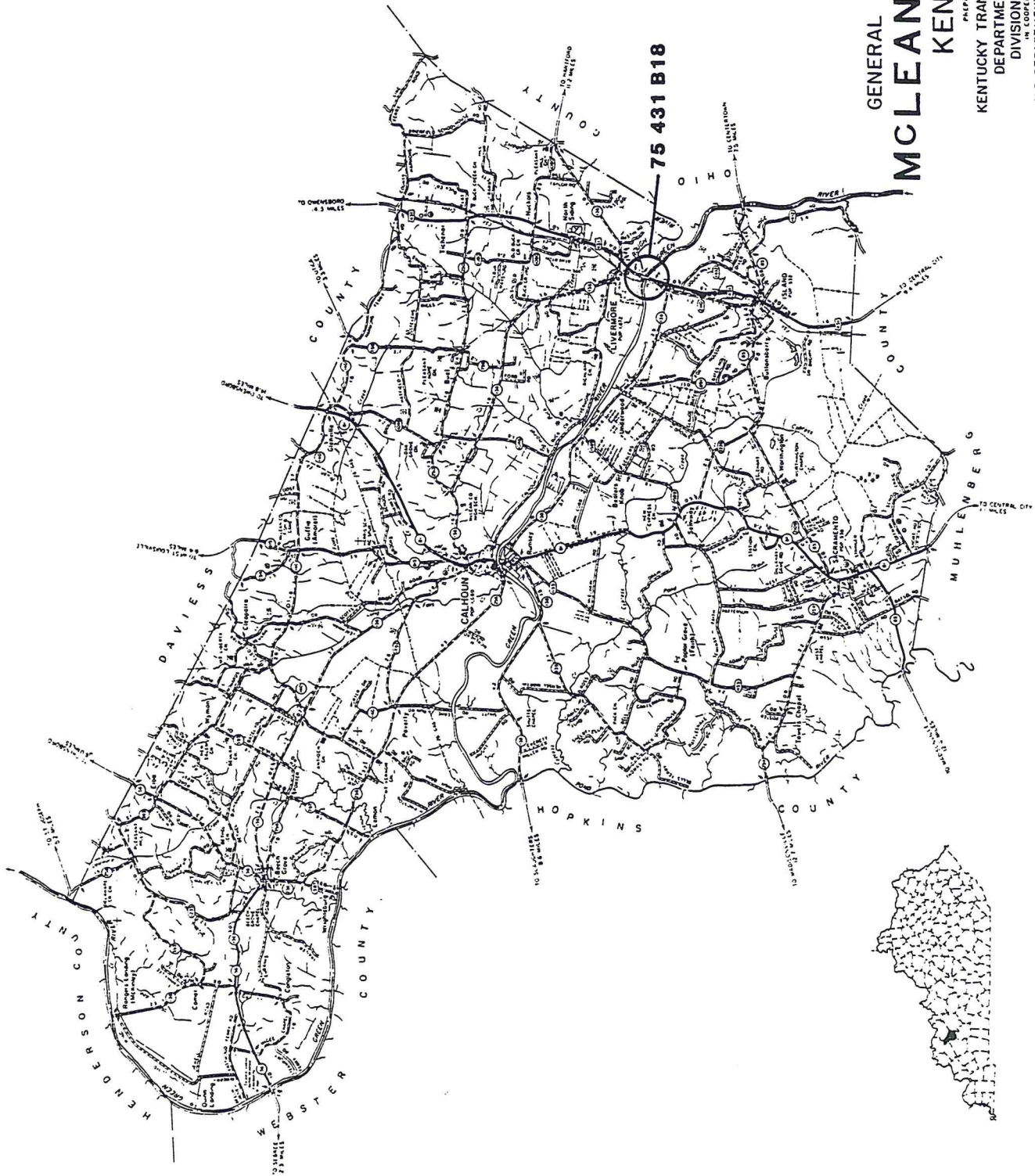


X. PHOTOGRAPHS









75 431 B18

# GENERAL HIGHWAY MAP MCLEAN COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SCALE 1:250,000  
1 inch = 2.5 miles  
1 centimeter = 0.625 miles  
1 kilometer = 0.625 miles

## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 4

## I. LOCATION

COUNTY: McLean

CITY: Livermore

ROUTE: US RT 431  
(Central City - Owensboro)

SPANS: Green River & Rough River

HWY. DISTRICT: 1 S I A RATING: 65.5

UTM COORDINATES: 16 488162 4148479

## II. HISTORY

BRIDGE ID#: 75-431-B18

NAME/TYPE: Polygonal Warren Thru

DESIGNER/ (Livermore or Green River Bridge)

BUILDER: Public Works Administration

DATE: 1939 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

Bridge said to be only one in world over a river that begins and ends in same county, crosses two rivers and part of another county (Ohio) - Historic Marker. One of four surviving, documented Public Works Administration built bridges in the state.

#### IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_ TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

X RARE SURVIVOR/STANDARD DESIGN: The only one of its kind  
in Region II.

UNIQUE/UNUSUAL OR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural, near town of Livermore  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is good. Setting is rural and not much  
changed.  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 5 main OVERALL LENGTH: 1,644 WIDTH: \_\_\_\_\_

## SPAN TYPES:

1. Warren Thru (Poly) 1 LENGTH: 300  
Steel Beam and Concrete Deck Approach Spans2. Warren Deck approaches 4 LENGTH: 148

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete Abutments and Piers

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: 3 Plates with Angles, Lattice BarsTOP CHORDS: 3 Plates with Angles, Lattice Bars



FORM # 4

BOTTOM CHORDS: 2 Plates with Angles, Lattice Bars

HIP VERTICALS: 2 Channels, Stay Plates

INTERMEDIATE POSTS: 2 Channels, Stay Plates or Lacing Bars

DIAGONALS: 2 Channels, Stay Plates or Lacing Bars

COUNTERS: -

TOP LATERAL BRACING: 2 Paired Angles with Lacing Bars

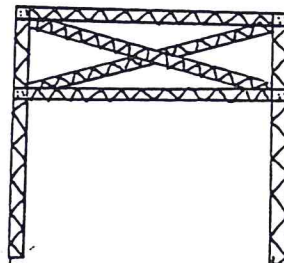
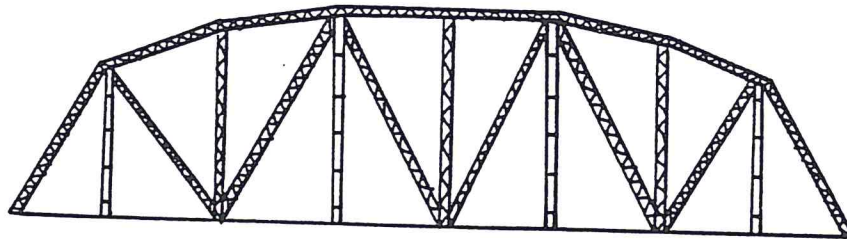
TOP LATERAL STRUTS: 2 Plates, 4 Angles with Lacing Bars

BOTTOM LATERAL BRACING:

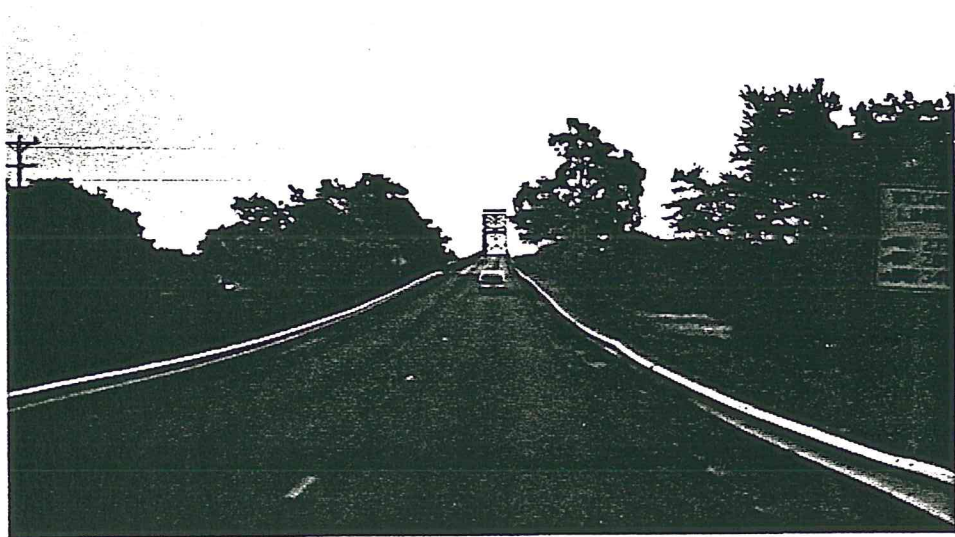
FLOOR BEAMS: Steel Beams STRINGERS: Steel Beams

OTHER DETAILS:

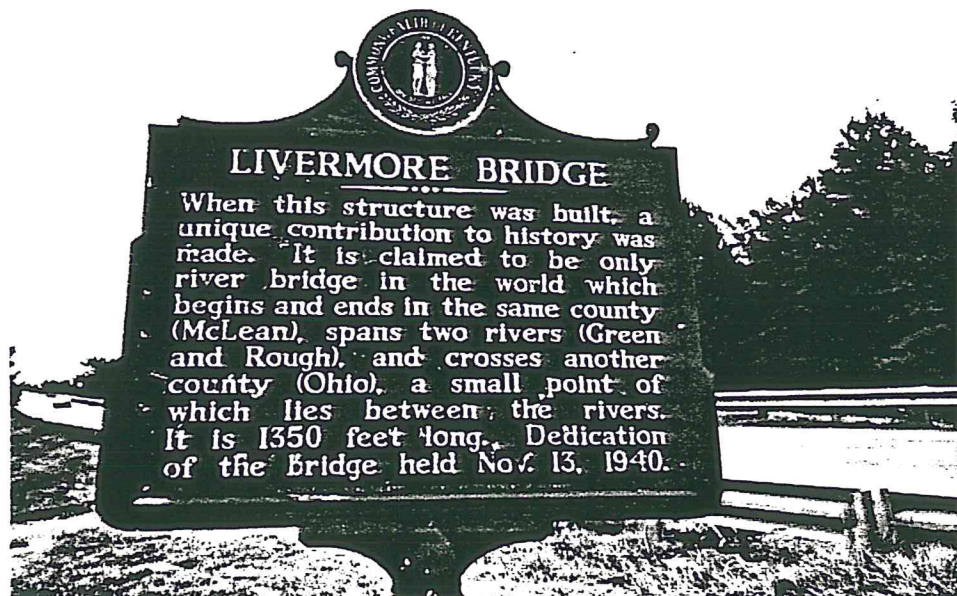
#### IX. TRUSS CONFIGURATION



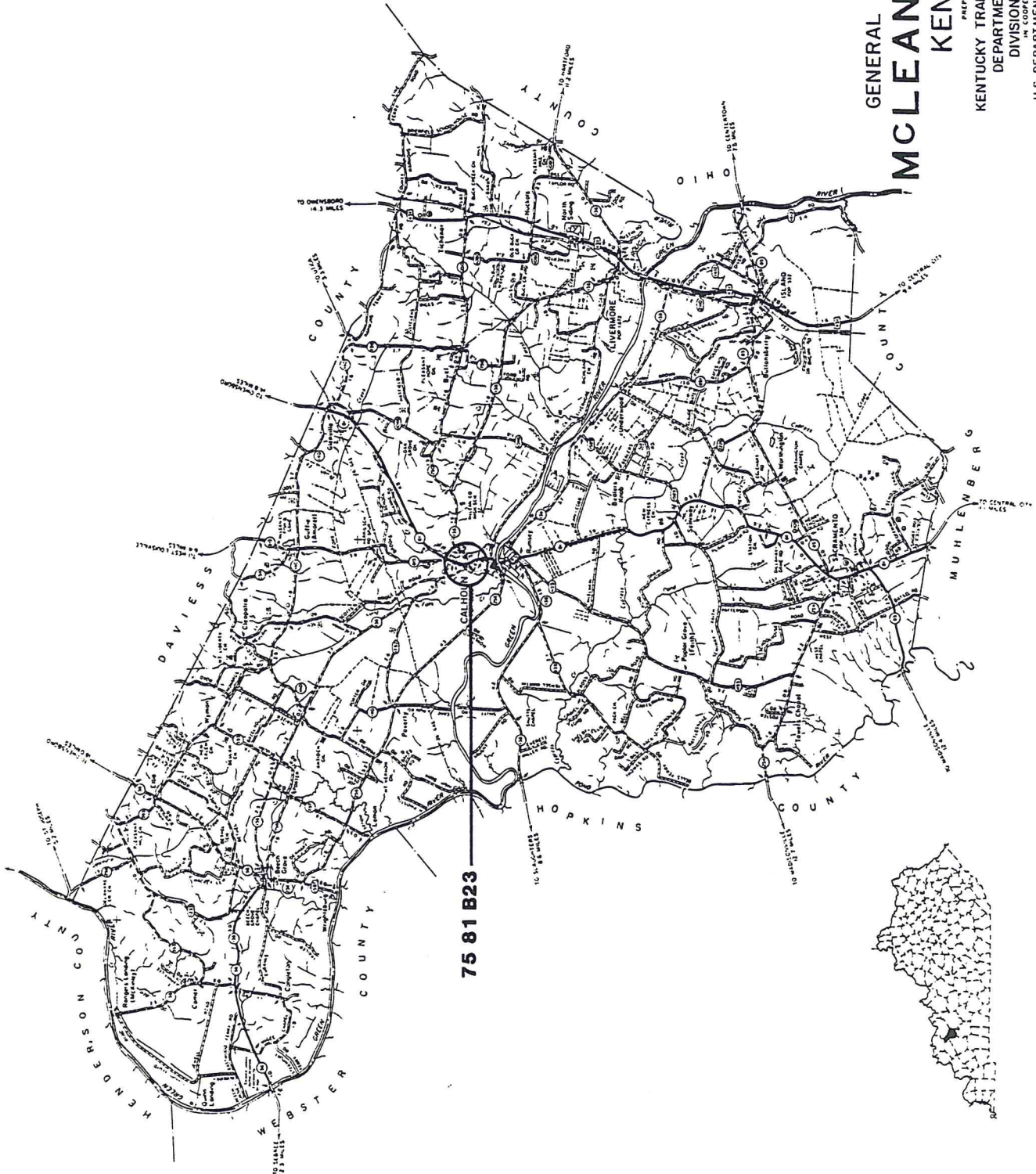
X. PHOTOGRAPHS











# GENERAL HIGHWAY MAP MCLEAN COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SCALE 1:250,000  
1" = 10 MILES  
1" = 16 KILOMETERS  
PUBLISHED 1965

## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 5

## I. LOCATION

COUNTY: McLean CITY: Calhoun

ROUTE: 81 SPANS: Green River  
(Calhoun - Greenville)

HWY. DISTRICT: 2 S I A RATING: 52.3

UTM COORDINATES: 16 476985 4155251

## II. HISTORY

BRIDGE ID#: 75-81-B23

NAME/TYPE: Pennsylvania Petit Corp. James Bethel Gresham Memorial Bridge)

DESIGNER/ Harrington, Howard and Associates

BUILDER: Nashville Bridge Co., Nashville, TN

DATE: 1928 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

Crosses Green River at County Seat. Named for 1st American  
killed in WWI, a native of McLean County, Ky. - Historic marker.  
Only surviving documented structure by Nashville Bridge Company  
in the state.

#### IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_\_ TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

X RARE SURVIVOR/STANDARD DESIGN: One of two in Region II,  
seven in the state

UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

In flood plain of Green River  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity good - steel support added beneath steel and  
concrete approach spans, both ends. Setting little changed  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 5 OVERALL LENGTH: 1048 WIDTH: 21

## SPAN TYPES:

1. Pennsylvania Petit 1 LENGTH: 327
2. Pratt Deck Approaches 2 LENGTH: 121,121  
2 steel and concrete approaches

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete Abutments and Piers

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars



BOTTOM CHORDS: ?

HIP VERTICALS: 2 paired angles, lacing bars

INTERMEDIATE POSTS: 2 paired angles, lacing bars

DIAGONALS: 2 channels with lacing bars or 2 paired angles with stay bars

COUNTERS: 2 channels with lacing bars or 2 paired angles with stay bars

TOP LATERAL BRACING: Angles with lacing bars and stay bars

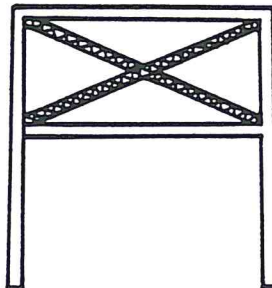
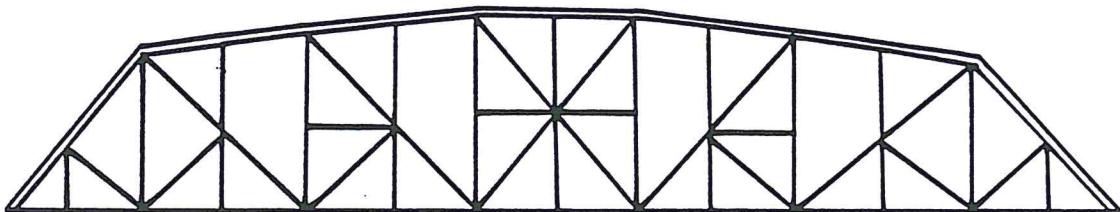
TOP LATERAL STRUTS: Angles with lacing bars and stay bars

BOTTOM LATERAL BRACING: ?

FLOOR BEAMS: I-beams STRINGERS: I-beams

OTHER DETAILS: Steel grid deck filled with concrete

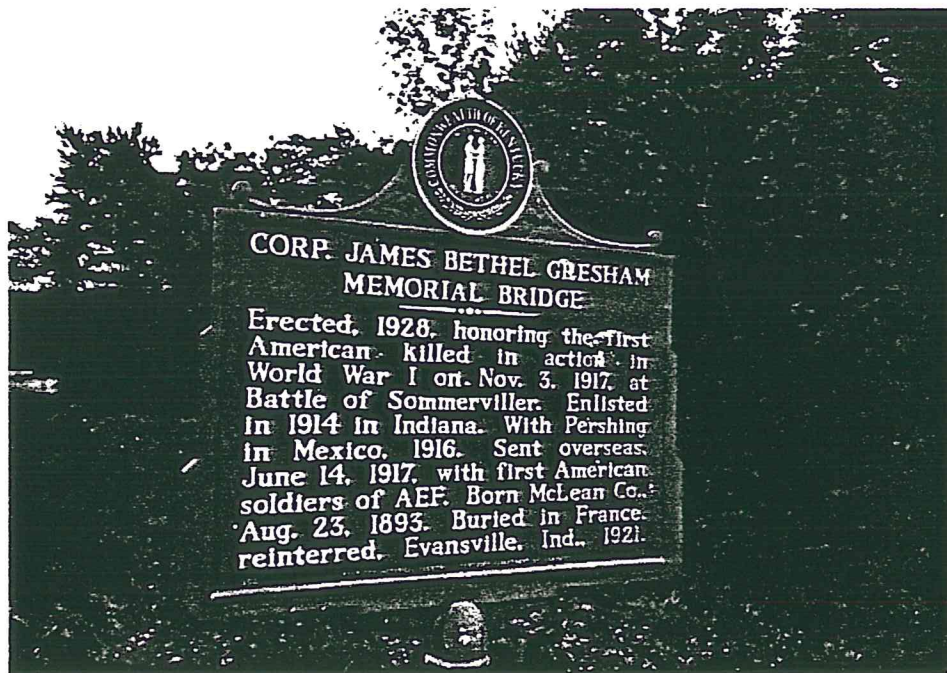
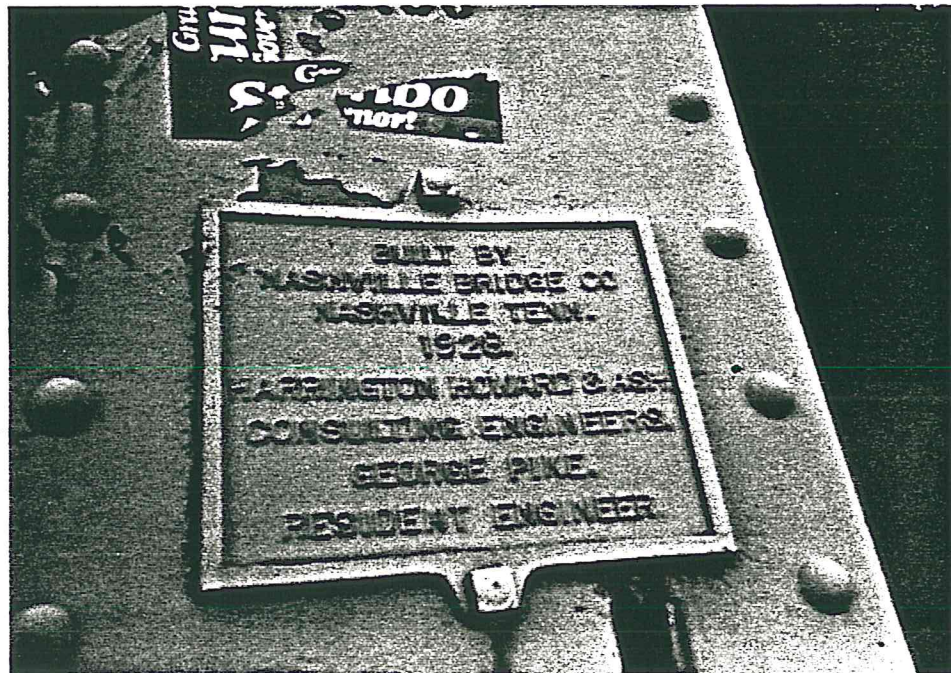
# IX. TRUSS CONFIGURATION



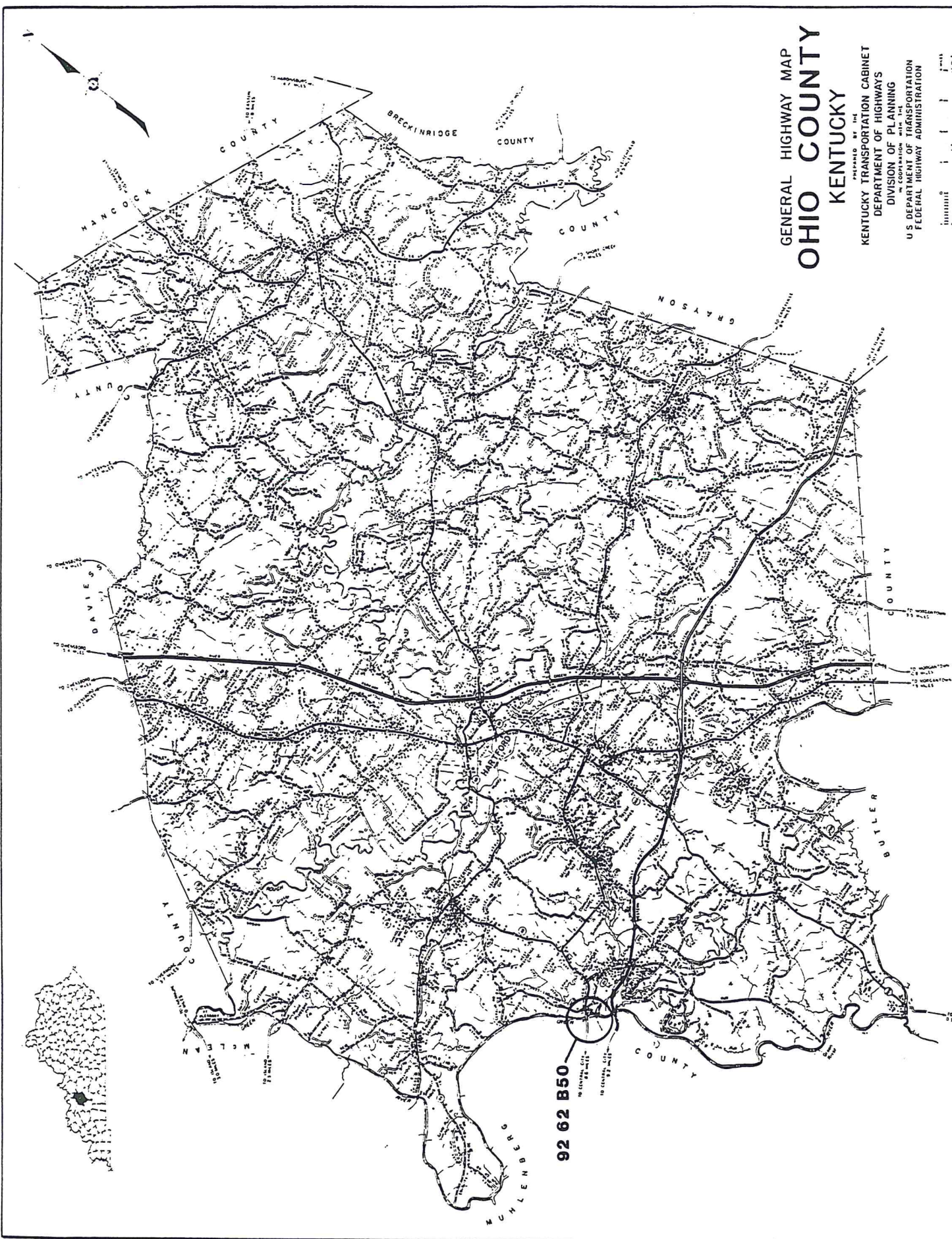
X. PHOTOGRAPHS











GENERAL HIGHWAY MAP  
**OHIO COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500

92 62 B50

## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 6

## I. LOCATION

COUNTY: Ohio CITY: (Vic.) Rockport

ROUTE: 62 SPANS: Green River  
(Beaver Dam - Central City)

HWY. DISTRICT: 2 S I A RATING: 62.14

UTM COORDINATES: 16 499759 4131882

## II. HISTORY

BRIDGE ID#: 92-62-B50

NAME/TYPE: Continuous/Warren Deck (Green River Bridge)

DESIGNER/ \_\_\_\_\_

BUILDER: Public Works Administration

DATE: 1939 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

Early Continuous truss. One of four documented bridges built by the Public Works Administration in the late 1930's. Oldest of type in the state. Major river crossing in Region II.

#### IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_ TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

X RARE SURVIVOR/STANDARD DESIGN: One of three in Region II.  
one of the eight in the state.

\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_



## V. ENVIRONMENT/OTHER REMARKS

Rural/Urban - edge of Rockport

## VI. INTEGRITY

Structural and Setting Integrity Good

## VII. DESIGN INFORMATION

NO. SPANS: 10 OVERALL LENGTH: 1,840 WIDTH: 26.0

## SPAN TYPES:

1. Continuous 3 Span LENGTH: 700

2. Warren Deck approaches - 7 LENGTH: 118

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: RIVETS: X

END POSTS: 2 Channels, Coverplate, Lacing Bars

TOP CHORDS: 2 Channels, Coverplate, Lacing Bars



BOTTOM CHORDS: 2 channels, lacing bars

HIP VERTICALS: 2 Angles, stay plates

INTERMEDIATE POSTS: 2 Angles with stay plates or 2 channels  
with lacing bars

DIAGONALS: 2 Channels with lacing bars

COUNTERS: -

TOP LATERAL BRACING: Paired angles with lacing bars or paired  
with stay plates

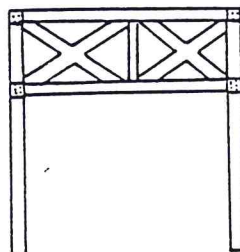
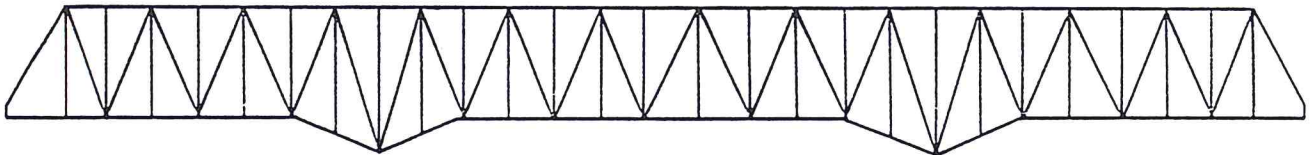
TOP LATERAL STRUTS: Angles, cover plate, lacing bars

BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: Steel I-Beams STRINGERS: Steel I-Beams

OTHER DETAILS: \_\_\_\_\_  
 \_\_\_\_\_

# IX. TRUSS CONFIGURATION



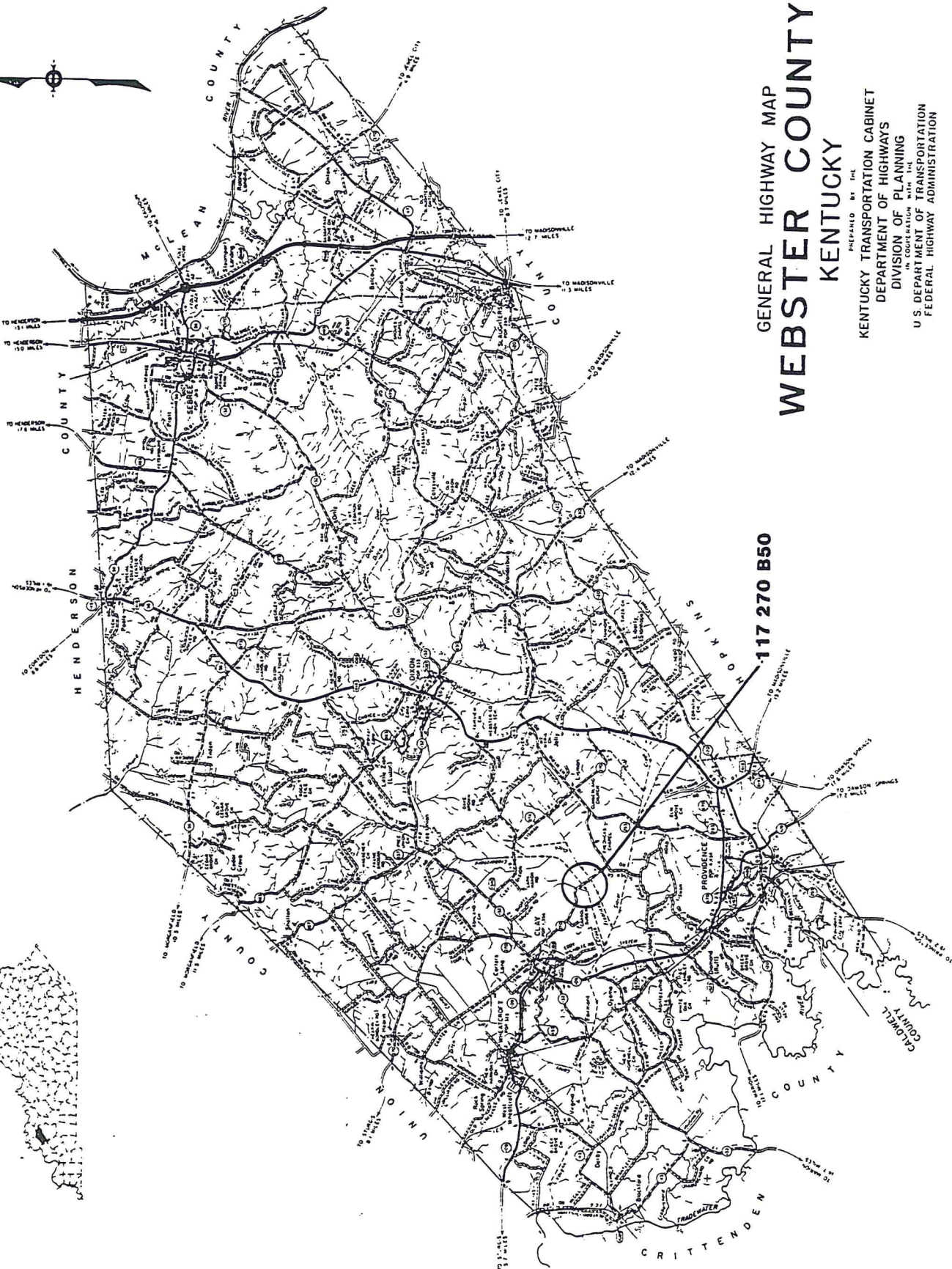
X. PHOTOGRAPHS











117 270 B50

# GENERAL HIGHWAY MAP WEBSTER COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale in Miles  
0 1 2 3 4 5 6 7 8 9 10  
Scale in Kilometers  
0 1 2 3 4 5 6 7 8 9 10

FORM # 7

FORM # 7

COUNTY: Webster CITY: Rural  
ROUTE: 270 (Clay Lisman Rd.) SPANS: Crab Orchard Creek  
HWY. DISTRICT: 2 S I A RATING: 54.2  
UTM COORDINATES: -N/A-

BRIDGE ID#: 117-270-B50

NAME/TYPE: Pratt Pony

DESIGNER/

BUILDER: M & P Contract Co., Rockport, Indiana

DATE: 1922 BASIS: Bridge Plate

Only surviving documented structure in state built by M & P Company. Style, with outriggers is common among pony trusses built in the early to mid 1900's.

  X   TYPICAL EXAMPLE/Common Survivor: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

       RARE Survivor/STANDARD DESIGN: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

       UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural, Agricultural  
  
  
  

## VI. INTEGRITY

Structural integrity is fair - new abutments (1955), new steel  
guardrail. Setting integrity is fair.  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 83 WIDTH: 19

SPAN TYPES:

1. Pratt Pony LENGTH: 80

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: 2 channels, cover plate, lacing bars, stay barsTOP CHORDS: 2 channels, cover plate, lacing bars, stay bars



BOTTOM CHORDS: 2 angles, stay bars

HIP VERTICALS: \*2 paired angles, stay bars

INTERMEDIATE POSTS: \* 2 paired angles, stay bars

DIAGONALS: 2 angles, stay bars

COUNTERS: 2 angles, stay bars

TOP LATERAL BRACING: -N/A-

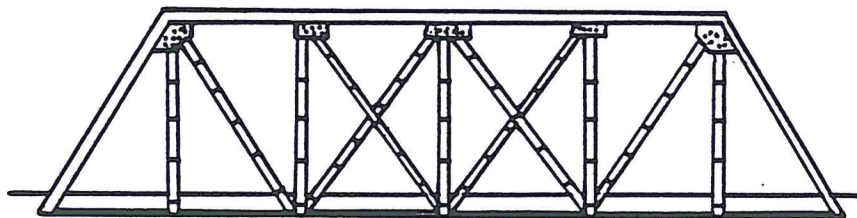
TOP LATERAL STRUTS: -N/A-

BOTTOM LATERAL BRACING: Angles

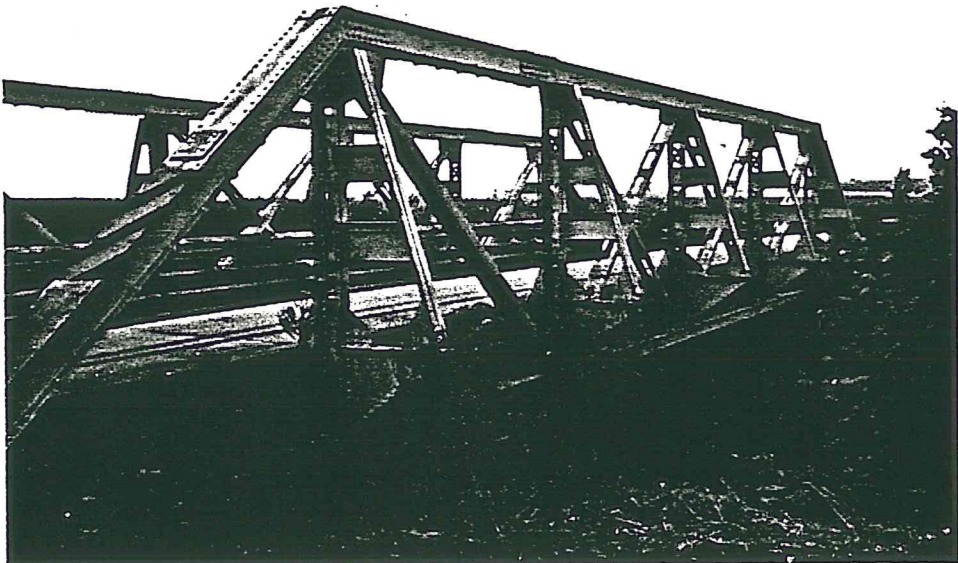
FLOOR BEAMS: I-beams STRINGERS: I-beams

OTHER DETAILS: \* Vertical members have paired angle and stay bar outriggers

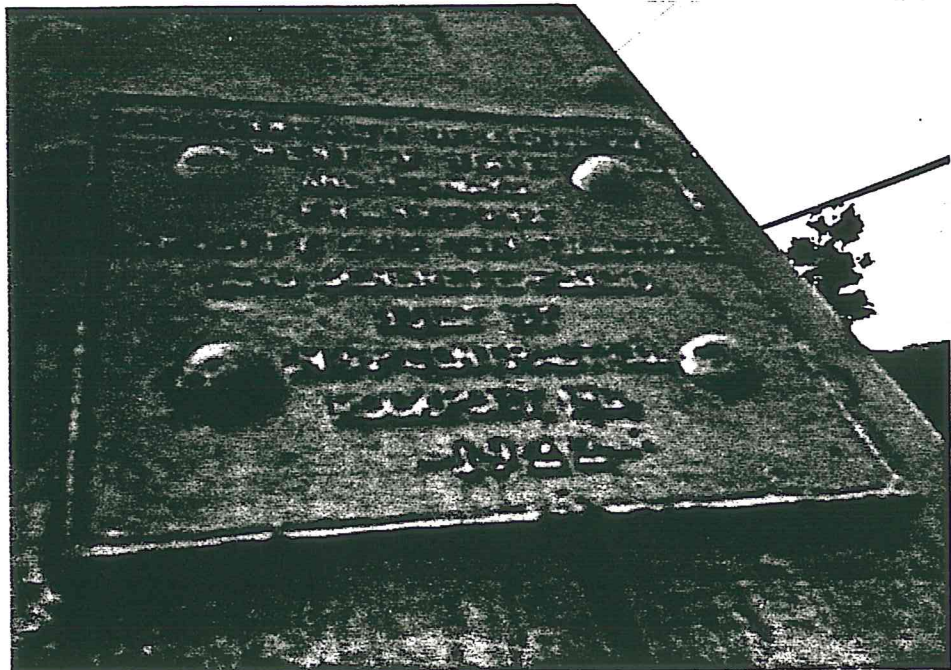
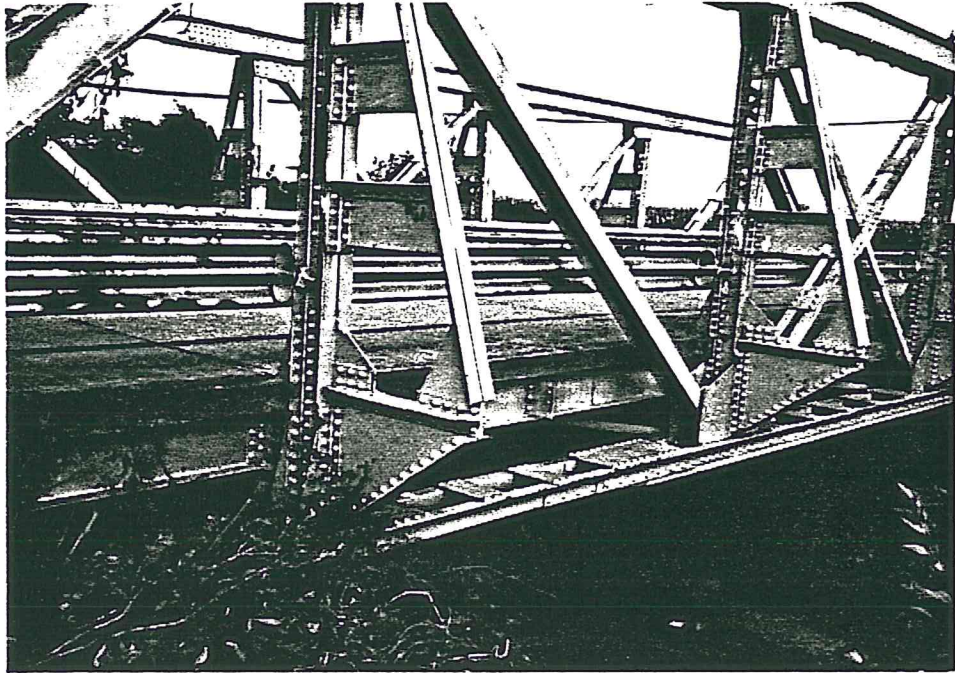
# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

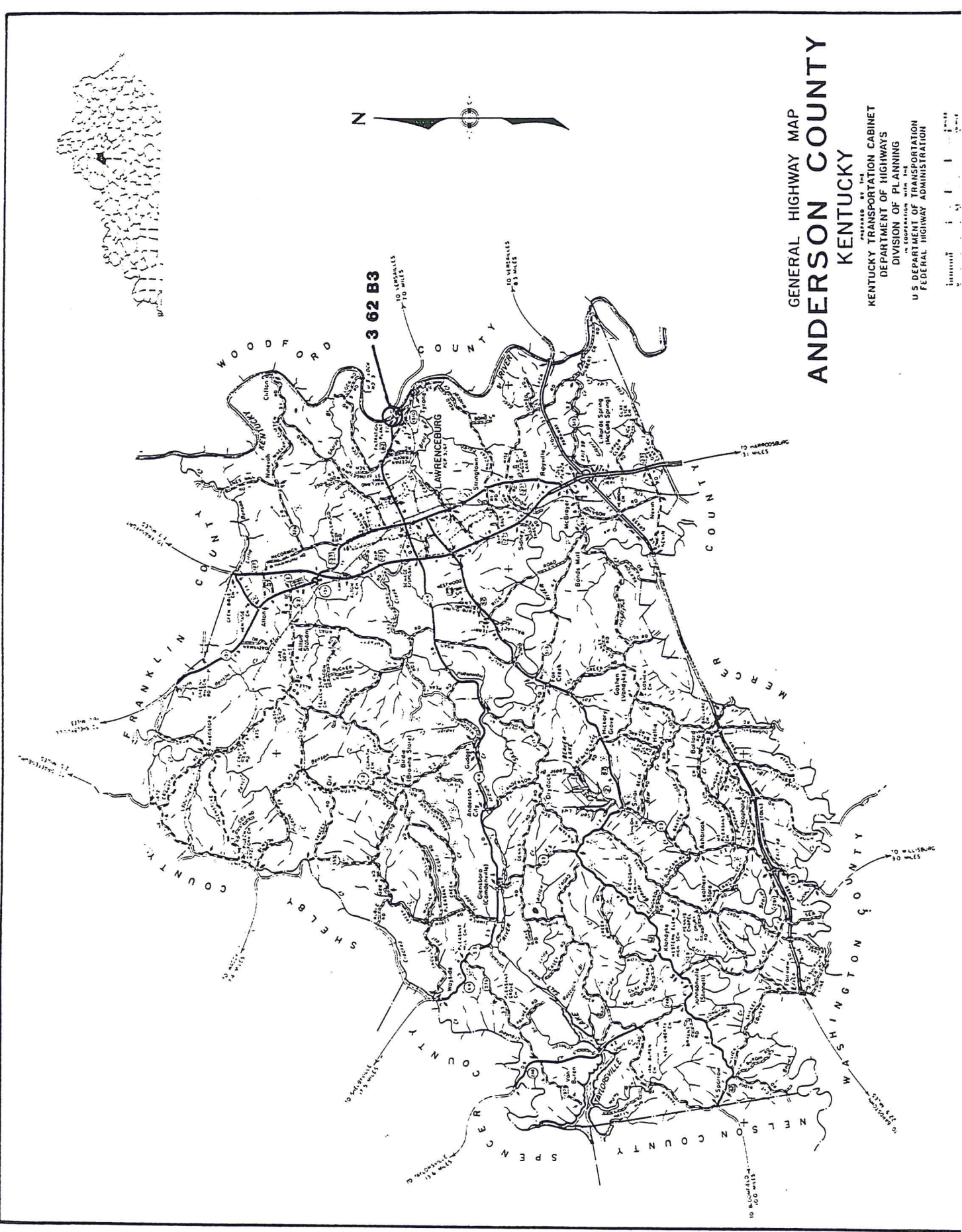








REGION IV  
THE BLUEGRASS



# GENERAL HIGHWAY MAP ANDERSON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale 1:100,000  
1 inch = 10 miles  
1 centimeter = 0.625 miles

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 8

I. LOCATION

COUNTY: Anderson CITY: Vic. Tyrone

ROUTE: U.S. Rt. 62 SPANS: Kentucky River  
(Lawrenceburg - Versailles)

HWY. DISTRICT: 7 S I A RATING: 67.1

UTM COORDINATES: 16 688981 4212339

II. HISTORY

BRIDGE ID#: 3-62-B3

NAME/TYPE: Warren Deck (Jo Blackburn Bridge)

DESIGNER/

BUILDER: KDOH

DATE: 1932 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Adjacent National Register Railroad Bridge (Tyrone High Bridge),  
near an old distillery. Named for Joseph Clay Styles Blackburn,  
Confederate Soldier, Congressman, Senator, Gov. of Canal Zone  
(1838 to 1918).

IV. TECHNOLOGICAL SIGNIFICANCE

TYPICAL EXAMPLE/COMMON SURVIVOR:

X RARE SURVIVOR/STANDARD DESIGN: One of two of type in  
Region IV, seven in state

UNIQUE/UNUSUAL FOR ITS TIME:



## V. ENVIRONMENT/OTHER REMARKS

Rural near Tyrone, Bridge is very high and curves at one end

## VI. INTEGRITY

Structural integrity is good; setting integrity is fair

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 1255 WIDTH: 23.0

## SPAN TYPES:

1. Warren Deck - 1 LENGTH: 360

2. Warren Deck - 2 LENGTH: 225

Concrete and steel beam approaches

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

END POSTS: Box shape-4 angles, 2 cover plates, lacing bars both sides

TOP CHORDS: Box shape-4 angles, 2 web plates, top cover plate  
bottom lacing bars

FORM # 8

BOTTOM CHORDS: Box shape-4 angles, 2 web plates, lattice bars  
top and bottom

HIP VERTICALS: -

INTERMEDIATE POSTS: Same as bottom chord and built up I-shape

DIAGONALS: Same as bottom chord

COUNTERS: -

TOP LATERAL BRACING: - (Concrete deck)

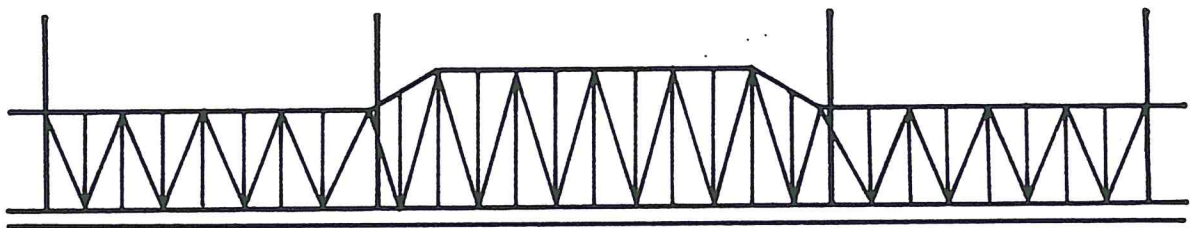
TOP LATERAL STRUTS: -

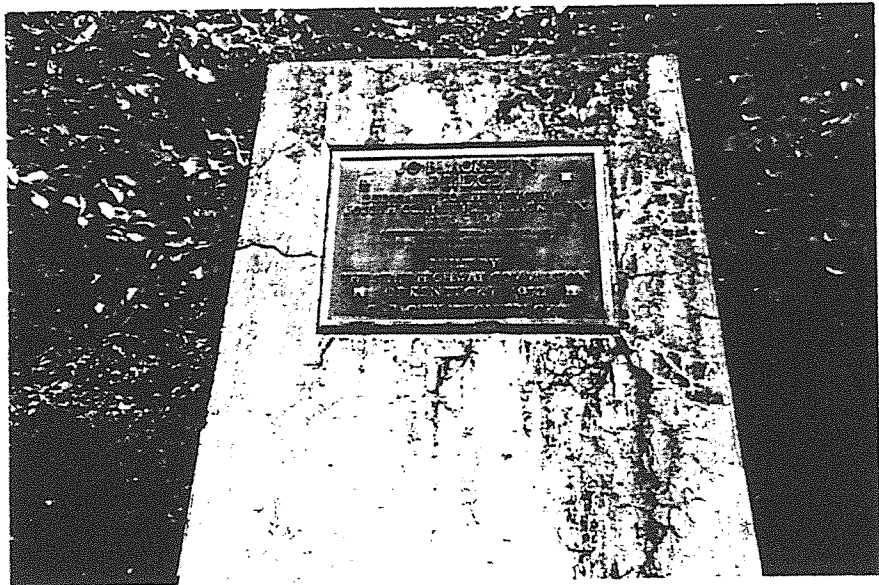
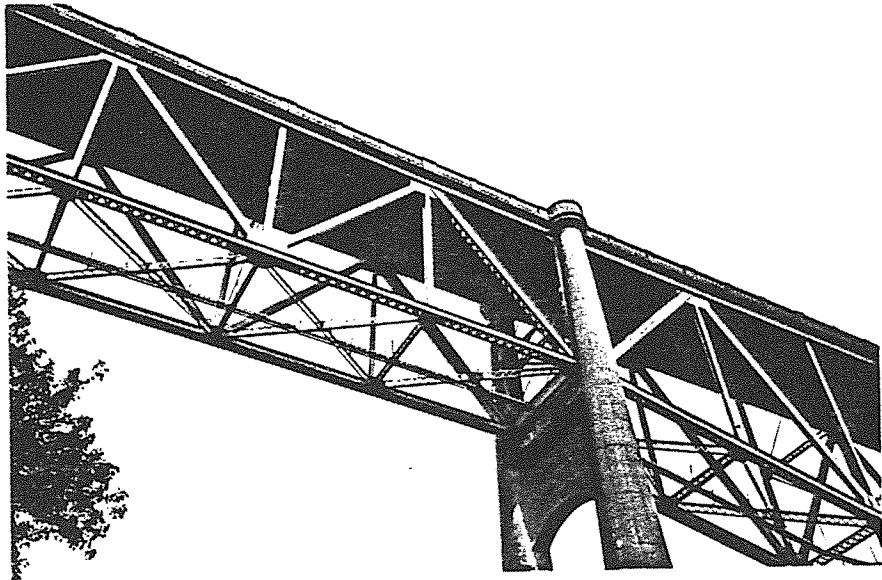
BOTTOM LATERAL BRACING: Paired angles with lattice bars

FLOOR BEAMS: Built-up I-Beams TRINGERS: I-beams

OTHER DETAILS: Bottom latteral struts - same as bottom lattice  
bracing

#### IX. TRUSS CONFIGURATION



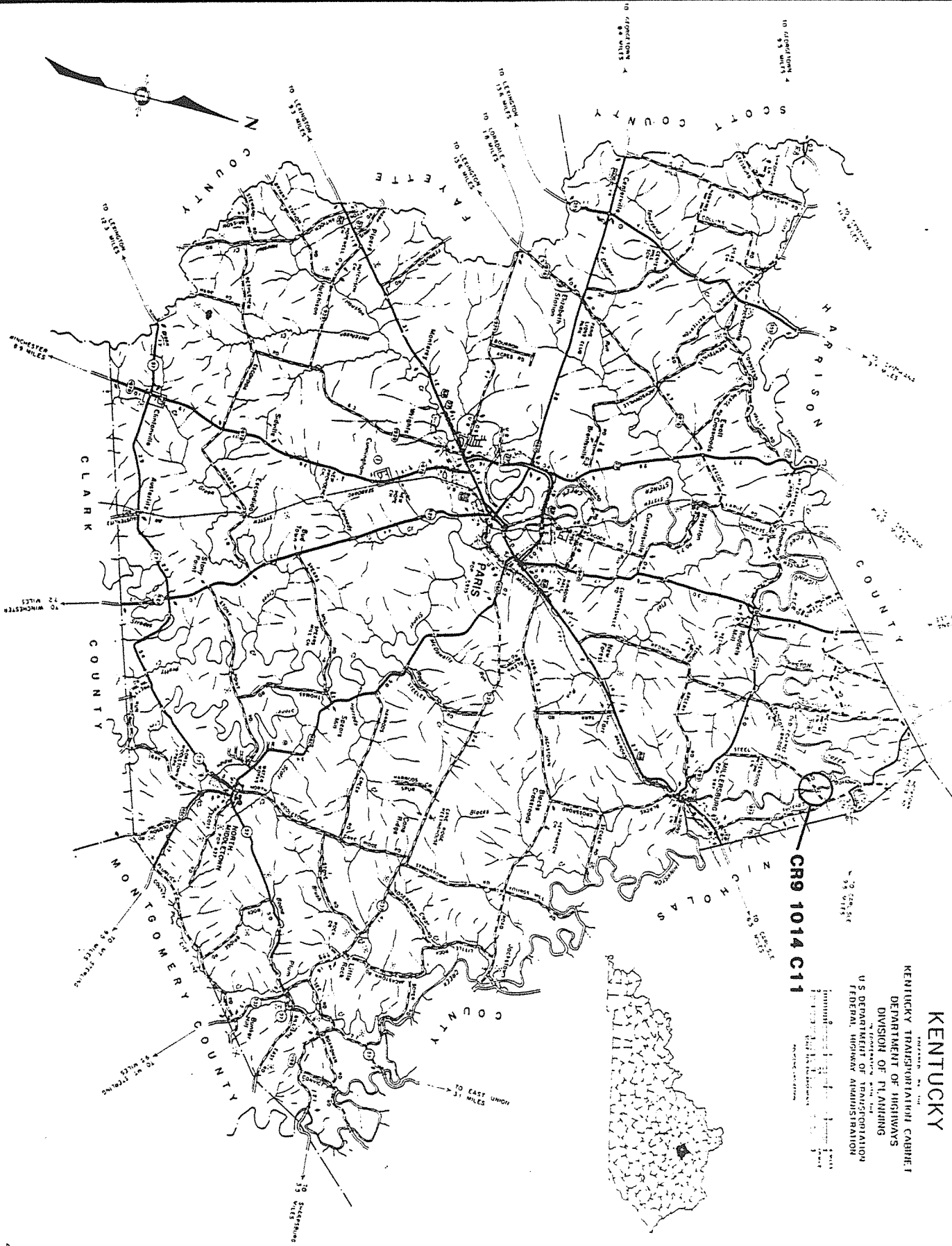




# GENERAL HIGHWAY MAP BOURBON COUNTY KENTUCKY

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

CR9 1014 C11



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 9

I. LOCATION

COUNTY: Bourbon CITY: Rural

ROUTE: 1014 (Steelford Rd.) SPANS: Hinkston Creek

HWY. DISTRICT: 7 S I A RATING: 30.3

UTM COORDINATES: 16 747325 4246906

II. HISTORY

BRIDGE ID#: CR-9-1014-C11

NAME/TYPE: Pratt Thru

DESIGNER/

BUILDER: Champion Bridge Co., Wilmington, Ohio

DATE: 1891 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

One of the earliest surviving examples by the Champion Bridge Company, the most prolific documented private bridge builder in the state. Elegant examples of a type relatively common in Region IV, which was the site of some of the states earliest settlements.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair - new guardrail, paved, stone  
caped abutments, new floor beams.  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 126 WIDTH: 15.2

## SPAN TYPES:

1. Pratt Thru-1 LENGTH: 126
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete capped stone abutments

## SUPERSTRUCTURE

MATERIALS: May be Wrought Iron BASIS: Age

CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

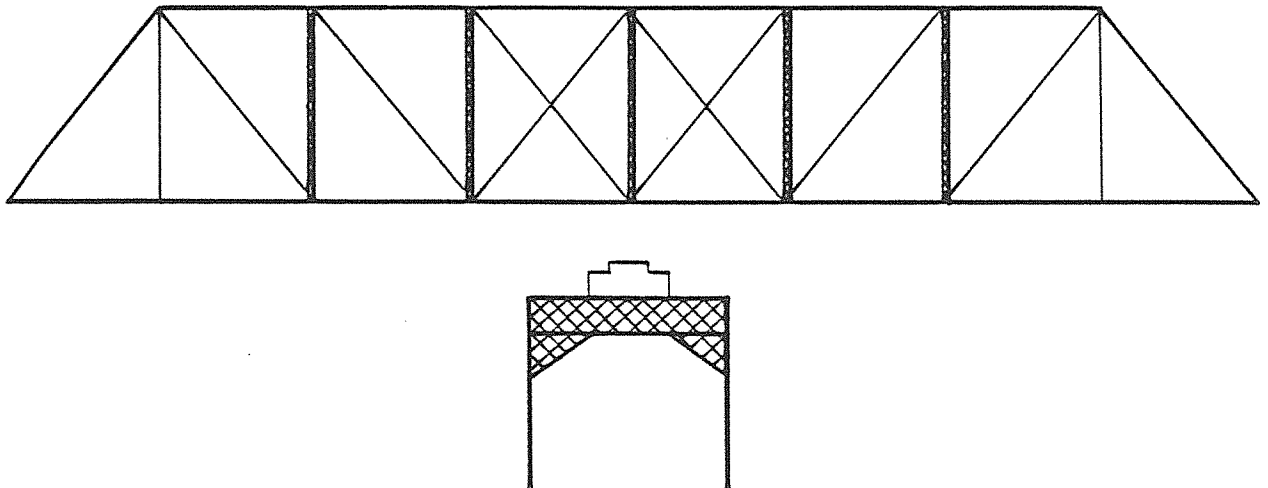
END POSTS: 2 Channels, Cover Plate, Stay Bars

TOP CHORDS: 2 Channels, Cover Plate, Stay Bars

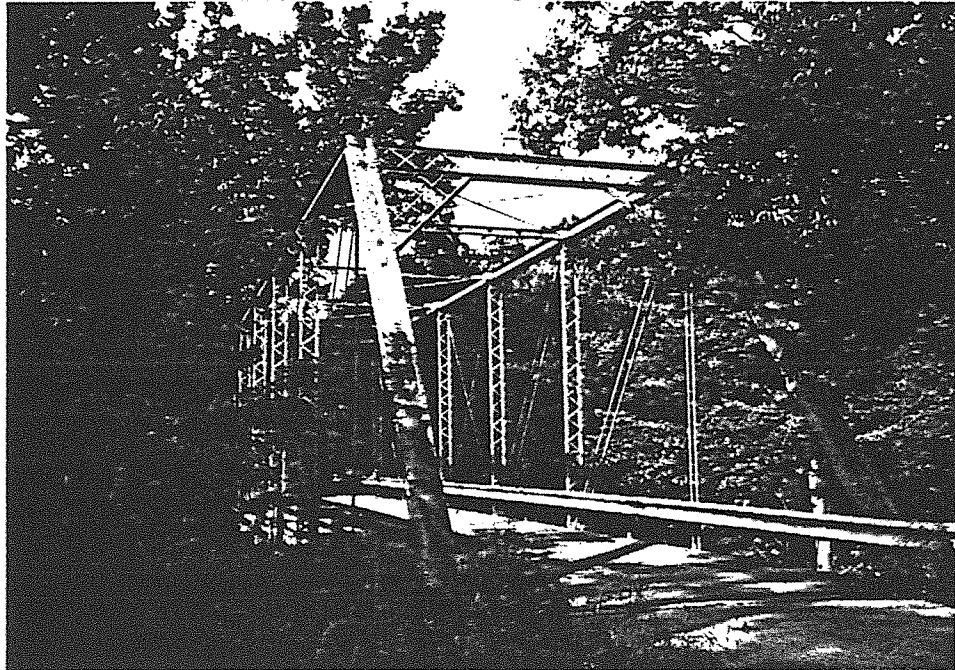


BOTTOM CHORDS: 2 EyebarsHIP VERTICALS: StirrupINTERMEDIATE POSTS: 2 Channels, Lacing BarsDIAGONALS: 2 Eyebars, 2 StirrupsCOUNTERS: 1 Stirrup (Each way, Center panel)TOP LATERAL BRACING: Round RodsTOP LATERAL STRUTS: 2 Paired Angles with Stay PlatesBOTTOM LATERAL BRACING: Round RodsFLOOR BEAMS: Built-up I-Beam STRINGERS: I-BeamsOTHER DETAILS: Portal Strut - 2 Paired Angles with Lacing BarsPortal Bracing - Paired Angles with Lacing Bars

## IX. TRUSS CONFIGURATION



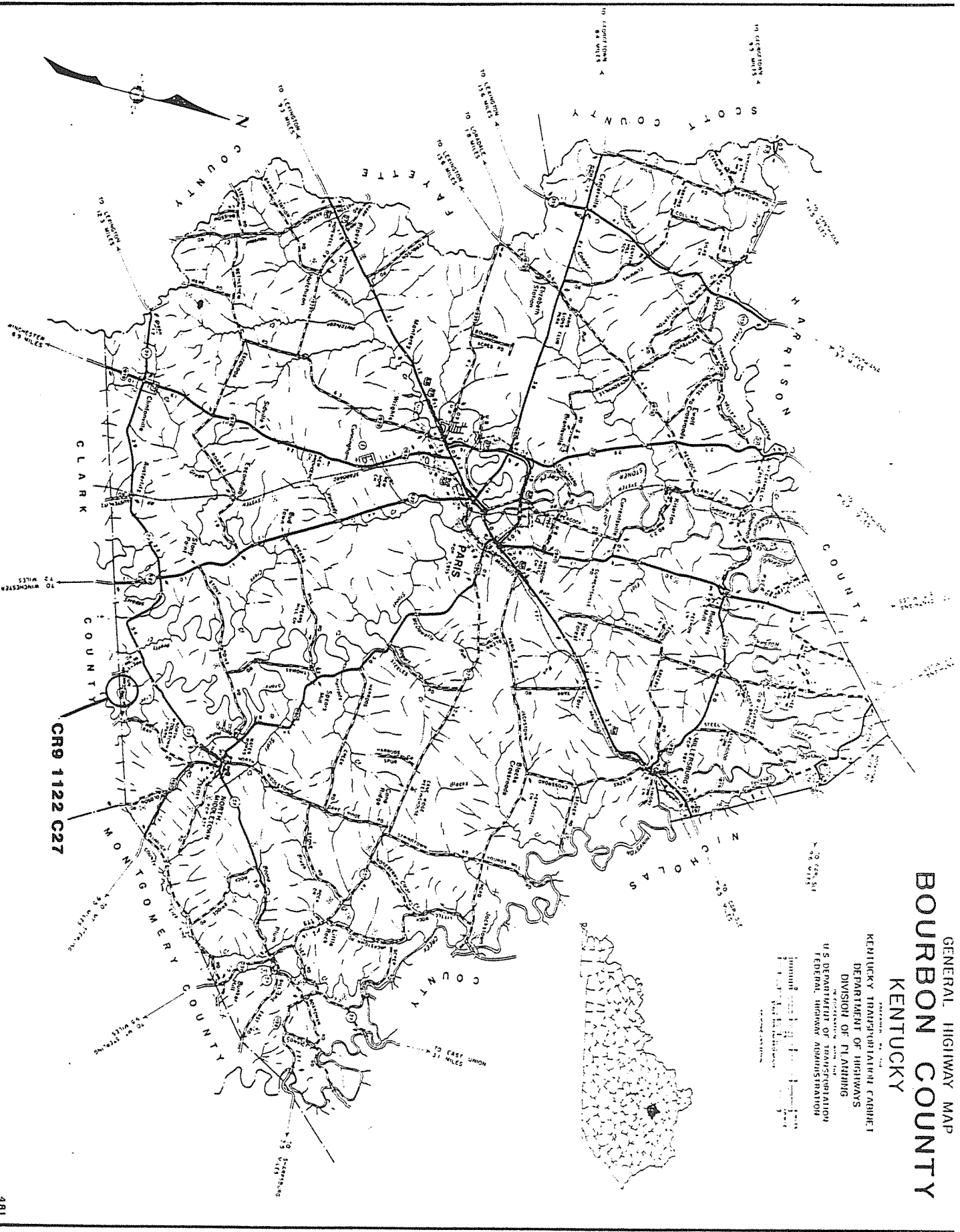
X. PHOTOGRAPHS



GENERAL HIGHWAY MAP  
BOURBON COUNTY  
KENTUCKY

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

1964  
1:250,000  
Scale  
1 inch = 20 miles  
1 centimeter = 0.625 miles





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 10

I. LOCATION

COUNTY: Bourbon CITY: Rural

ROUTE: 1122 SPANS: Stoner Creek  
(Thomas Road)

HWY. DISTRICT: 7 S I A RATING: 21.9

UTM COORDINATES: 16 751600 4221005

II. HISTORY

BRIDGE ID#: CR-9-1122-C27

NAME/TYPE: Pratt Thru

DESIGNER/

BUILDER: Toledo Bridge Co. Toledo, Ohio

DATE: 1893 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

One of two surviving pratt thru trusses by the Toledo Bridge  
Company in the state. Region IV was settled by some of the  
earliest pioneers to reach the state because the land was  
relatively level and fertile. The region contains several late  
1800's and early 1900's truss bridges of which this is a typical  
example.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair, setting integrity is good. New  
steel quadrails and underfloor supports, concrete caps on stone  
abutments.  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 101 WIDTH: 16.0

## SPAN TYPES:

1. Pratt Thru \_\_\_\_\_ LENGTH: 99

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Stone, Concrete Caps

## SUPERSTRUCTURE

MATERIALS: May be Wrought Iron BASIS: Age

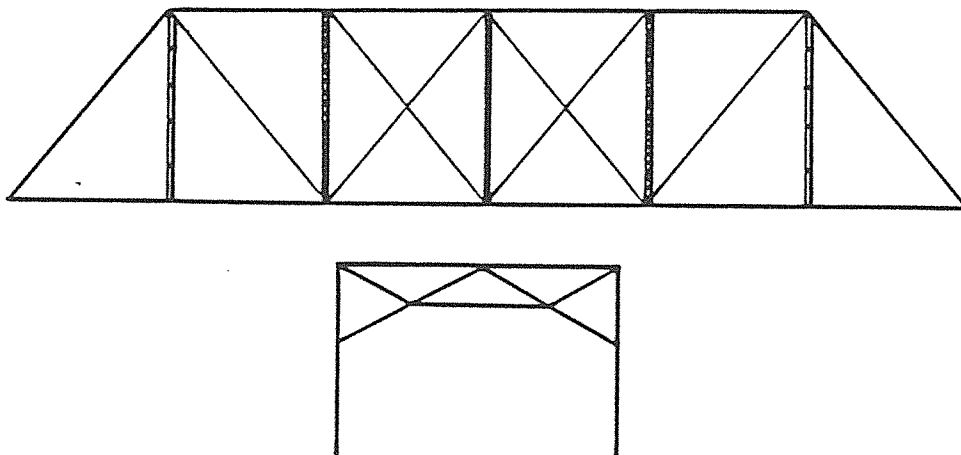
CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

END POSTS: 2 Channels, Coverplate, Lacing Bars

TOP CHORDS: 2 Channels, Coverplate, Lacing Bars

BOTTOM CHORDS: 2 eye bars, loop welded  
HIP VERTICALS: 2 square rods, loop welded?  
INTERMEDIATE POSTS: 2 eye bars, lacing bars  
DIAGONALS: 2 eye bars, loop welded  
COUNTERS: 1 and 2 round rods, open turnbuckle  
TOP LATERAL BRACING: 1 round rod  
TOP LATERAL STRUTS: Paired angles  
BOTTOM LATERAL BRACING: 1 round rod  
FLOOR BEAMS: I beams STRINGERS: I beams  
OTHER DETAILS: Timber deck latterally and longitudinally;  
timber "curbs".

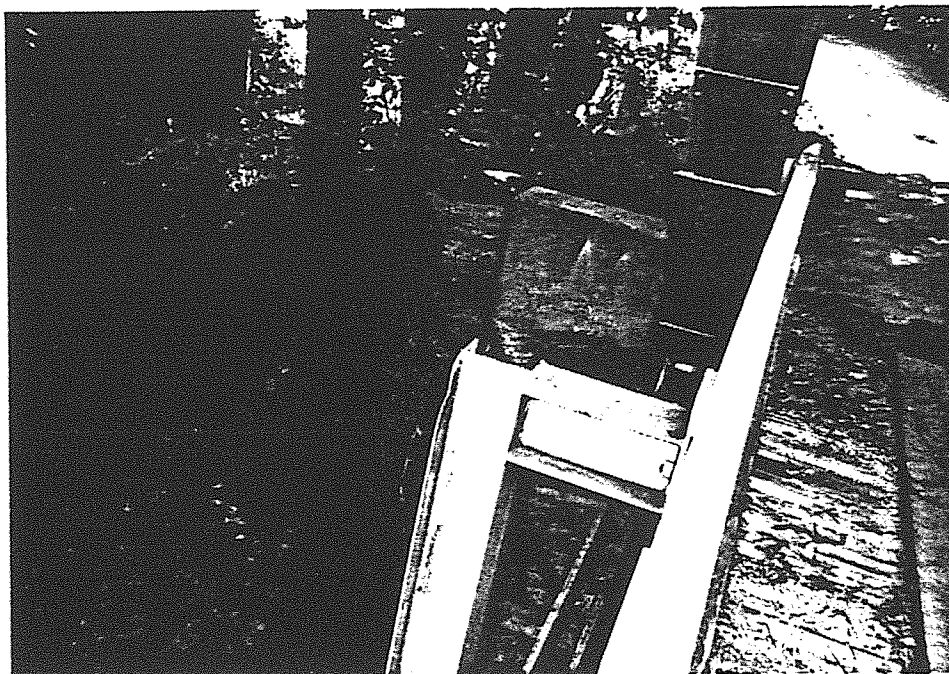
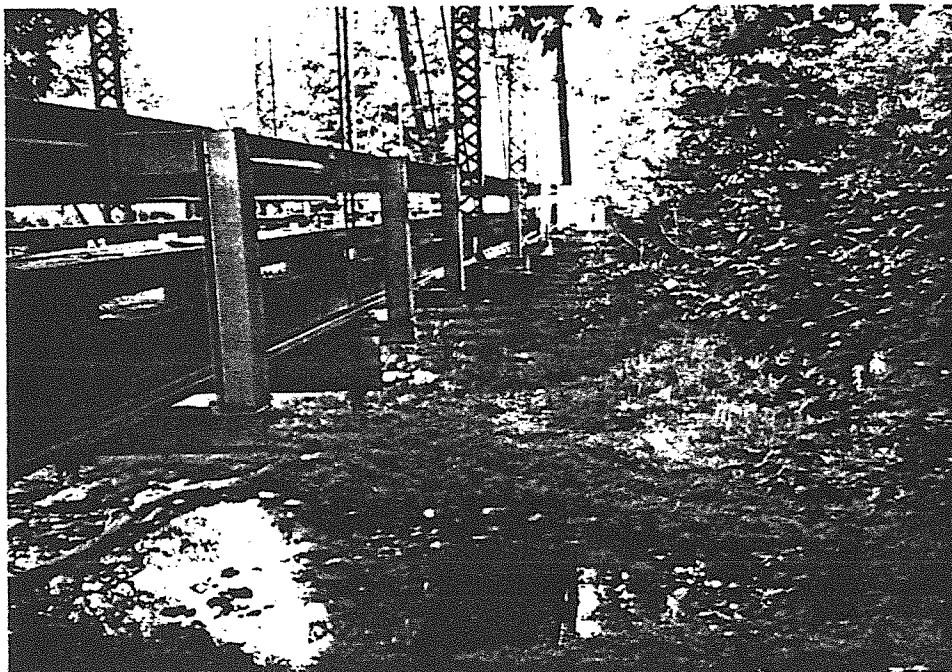
## IX. TRUSS CONFIGURATION

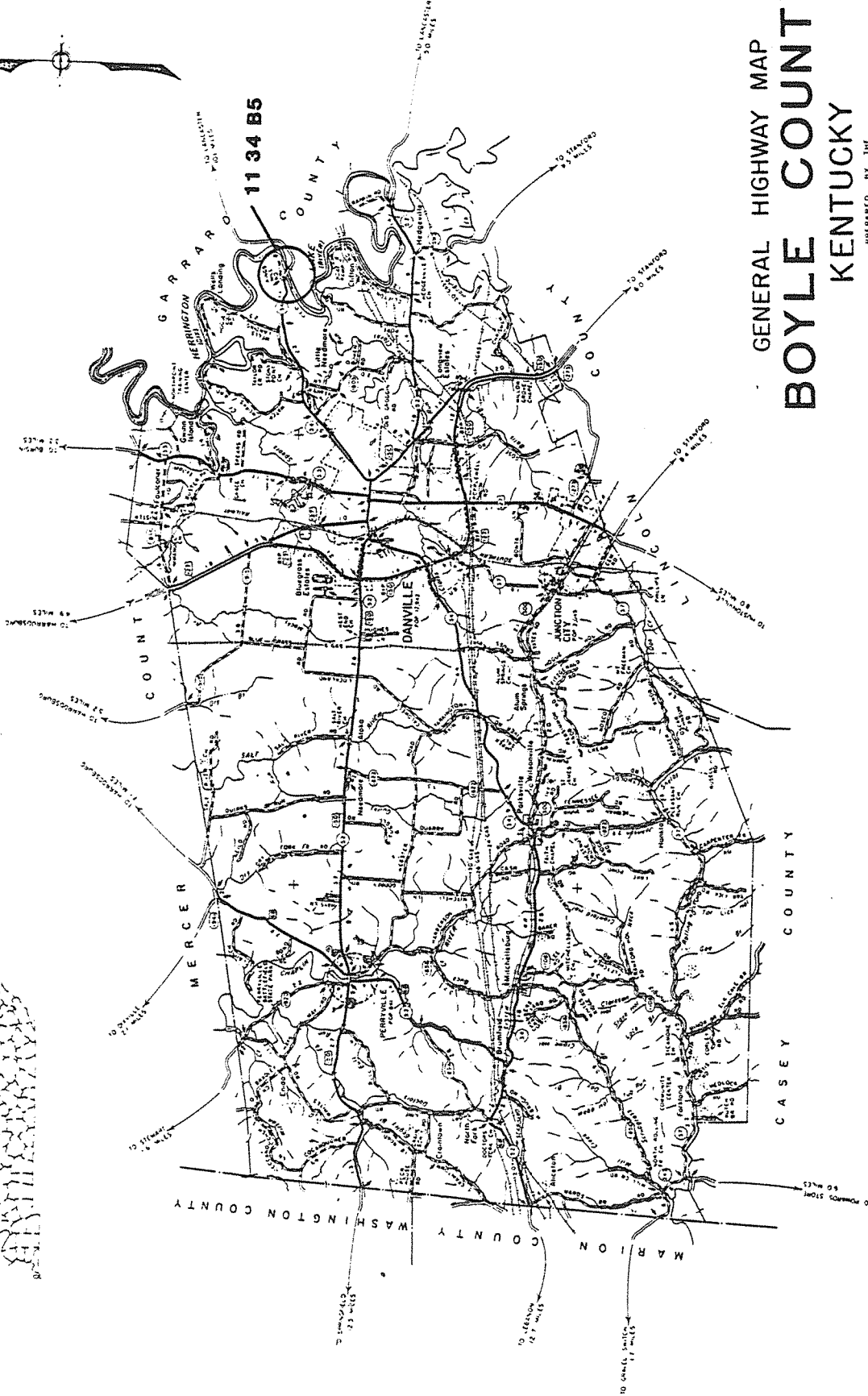
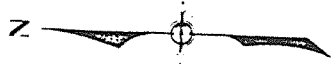




X. PHOTOGRAPHS







# GENERAL HIGHWAY MAP BOYLE COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale for the map  
1 inch = 10 miles  
1 centimeter = 1 mile



FORM # 11

COUNTY: Boyle CITY: Vic. Danville  
ROUTE: 34 SPANS: Dix River (Herrington Lake)  
HWY. DISTRICT: 7 S I A RATING: 18.8  
UTM COORDINATES: 16 703723 4171639

BRIDGE ID#: 11-34-B5

NAME/TYPE: Baltimore Petit - Henry Chenault Bridge

DESIGNER/

BUILDER: KDOH and Kentucky Hydro Electric

DATE: 1924 BASIS: KDOH Records

Spans the Dix River at Herrington Lake - part of the Dix River Hydroelectric Project. Named for Henry Chenault, a pioneer in the Dix River Hydroelectric development.

TYPICAL EXAMPLE/Common Survivor:

X RARE Survivor/STANDARD DESIGN: One of two in Region IV,  
one of four in state

UNIQUE/unUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural residential and recreational  
  
  

## VI. INTEGRITY

Structural integrity is good, setting integrity if fair  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 547 WIDTH: 20.5

SPAN TYPES:

1. Baltimore - 2 LENGTH: 1502. Baltimore LENGTH: 240

## VIII. STRUCTURAL INFORMATION

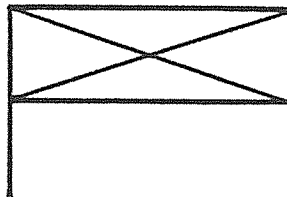
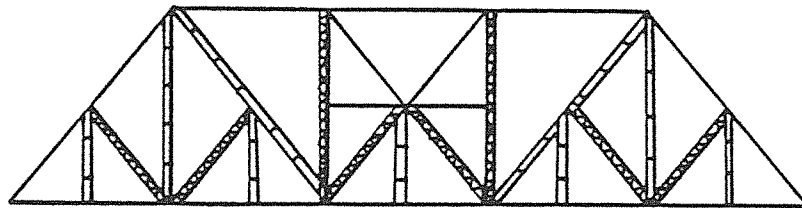
SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: 2 Channels, Coverplate, Lacing barsTOP CHORDS: 2 Channels, Coverplate, Lacing bars

BOTTOM CHORDS: 2 Channels, Stay platesHIP VERTICALS: Paired angles, Stay platesINTERMEDIATE POSTS: Paired angles, Lacing barsDIAGONALS: Paired angles, Stay platesCOUNTERS: Paired angles, Stay platesTOP LATERAL BRACING: AnglesTOP LATERAL STRUTS: Paired angles, Lacing barsBOTTOM LATERAL BRACING: ?FLOOR BEAMS: I Beams STRINGERS: I BeamsOTHER DETAILS: Open steel grid deck

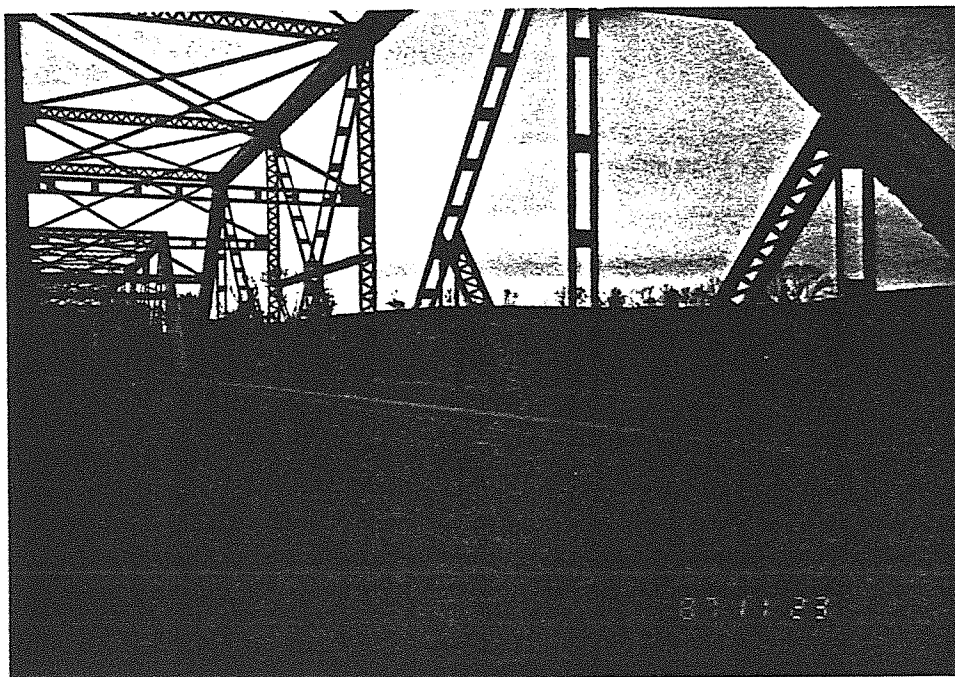
## IX. TRUSS CONFIGURATION





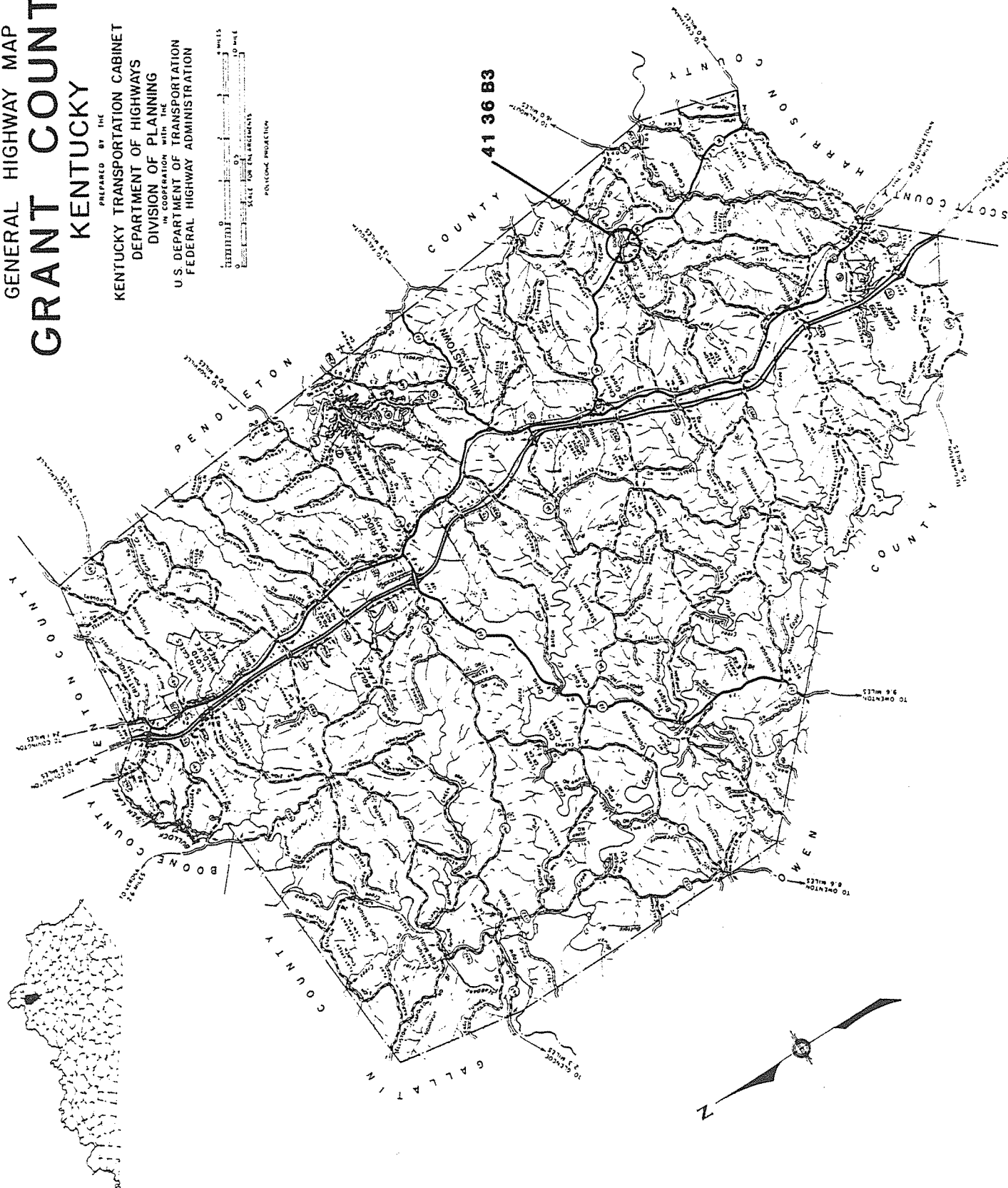
X. PHOTOGRAPHS





# GENERAL HIGHWAY MAP GRANT COUNTY KENTUCKY

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KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



41 36 B3



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 12

I. LOCATION

COUNTY: Grant CITY: Rural

ROUTE: KY 36 SPANS: Lick CR

HWY. DISTRICT: 6 S I A RATING: 60.6

UTM COORDINATES: 16 717099 4271425

II. HISTORY

BRIDGE ID#: 41-36-B3

NAME/TYPE: Concrete Arch

DESIGNER/

BUILDER: Luten Bridge Co., York, PA

DATE: 1922 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

One of three surviving, documented concrete arches by Luten

Bridge Co. (PA) in state

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural - near Camp Northward

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity is good but condition of siderails  
is poor - cracks and repairs indicate bridge may have been hit  
more than once.

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 130 WIDTH: 18.0

SPAN TYPES:

1. Concrete Arch - 2 LENGTH: 60

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

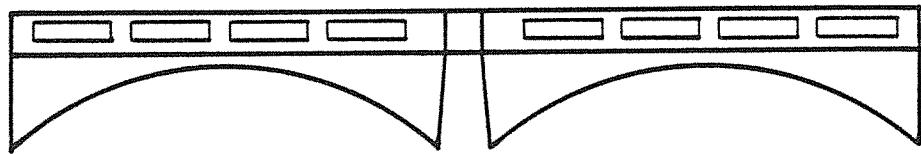
SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Concrete BASIS: Inspection

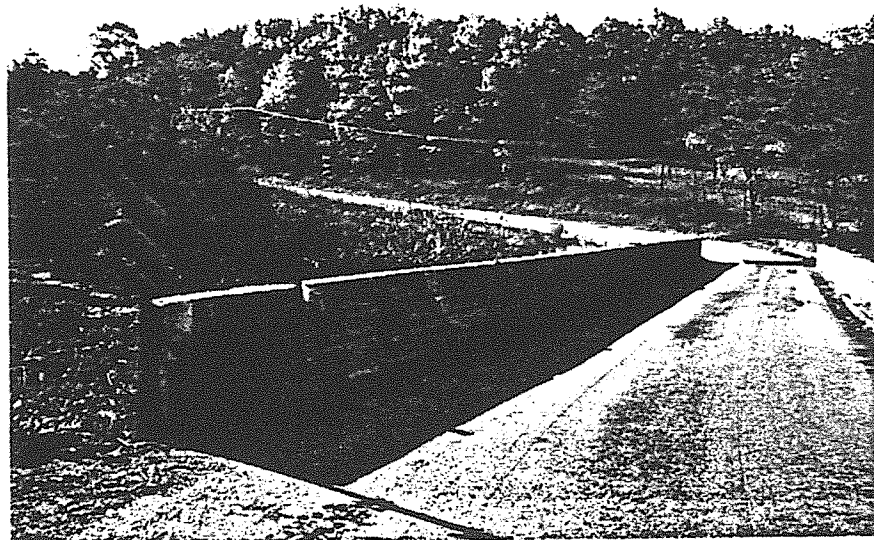
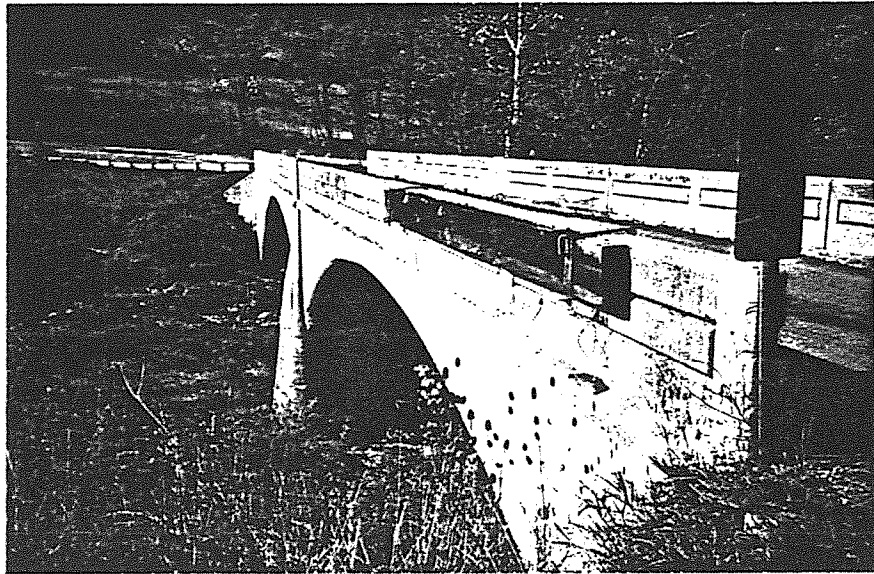
OTHER DETAILS: Substructure and bridge appear to be solid  
concrete, deck is concrete.

IX. TRUSS CONFIGURATION





X. PHOTOGRAPHS





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FEDERAL HIGHWAY ADMINISTRATION

[illegible]

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 13

I. LOCATION

COUNTY: Henry CITY: Drennon Springs

ROUTE: 1360 SPANS: Drennon Creek  
(KY 22-Franklinton-Drennon Springs)

HWY. DISTRICT: 5 S I A RATING: 18.4

UTM COORDINATES: N/A

II. HISTORY

BRIDGE ID#: 52-1360-B47

NAME/TYPE: Pratt Thru

DESIGNER/

BUILDER: Champion Bridge Co., Wilmington, OH

DATE: 1912 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Located in a National Register District near the site of a Boys Academy (no longer standing). Good example of a common type by the most prolific (documented) private bridge builder in the state.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural, Agricultural  
  
  

## VI. INTEGRITY

Structural integrity is fair - new approach NE, new steel pier  
NE, new steel guardrail, some new under floor supports.Setting integrity if fair.  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 370 WIDTH: 12.0

SPAN TYPES:

1. Pratt Thru LENGTH: 1252. Steel & Concrete Beam App LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete, Steel

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: X RIVETS: END POSTS: 2 Channels, Coverplate, Lacing BarsTOP CHORDS: 2 Channels, Coverplate, Lacing Bars



BOTTOM CHORDS: 2 eye bars, loop welded, not attached

HIP VERTICALS: 2 square rods, loop welded

INTERMEDIATE POSTS: 2 eye bars, lacing bars

DIAGONALS: 2 eye bars, loop-welded, 2nd pair smaller

COUNTERS: 1 square rod, open turnbuckle

TOP LATERAL BRACING: Round Rods

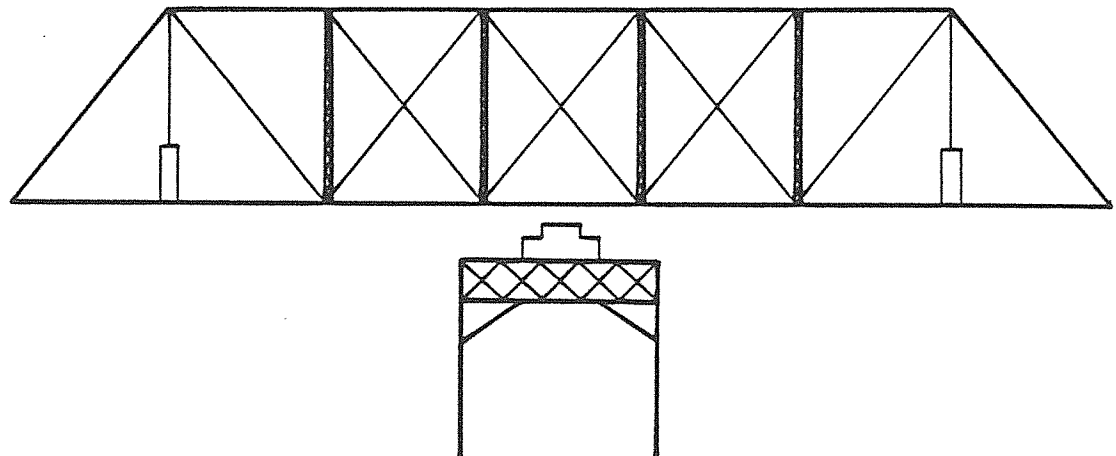
TOP LATERAL STRUTS: Paired angles, lacing bars

BOTTOM LATERAL BRACING: Round Rods

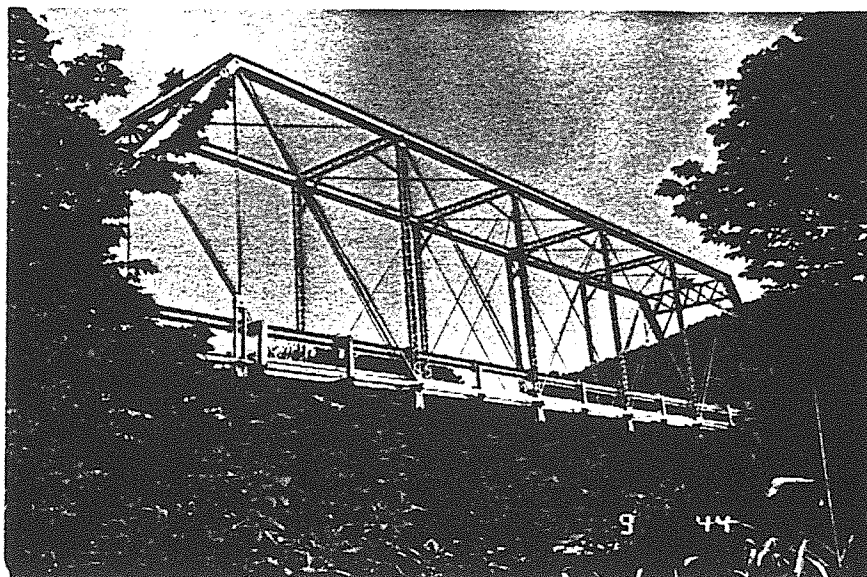
FLOOR BEAMS: I Beams STRINGERS: I Beams

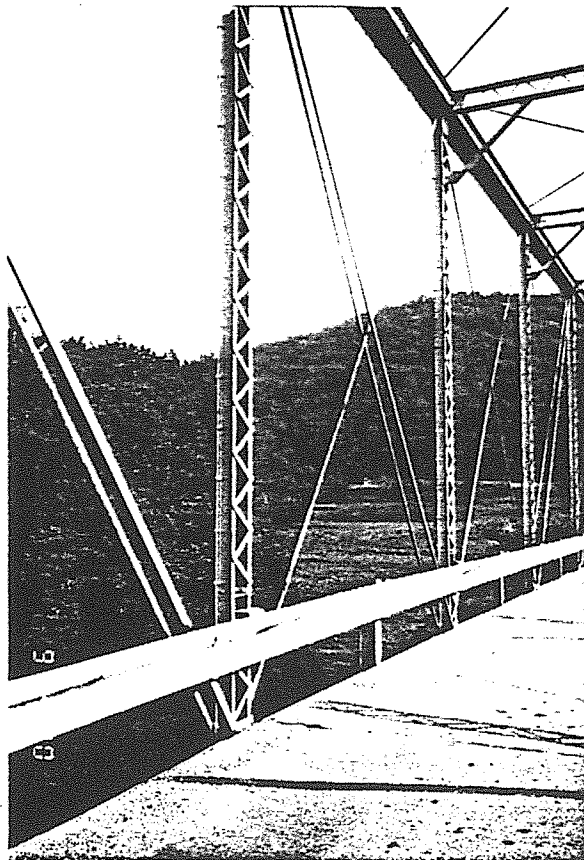
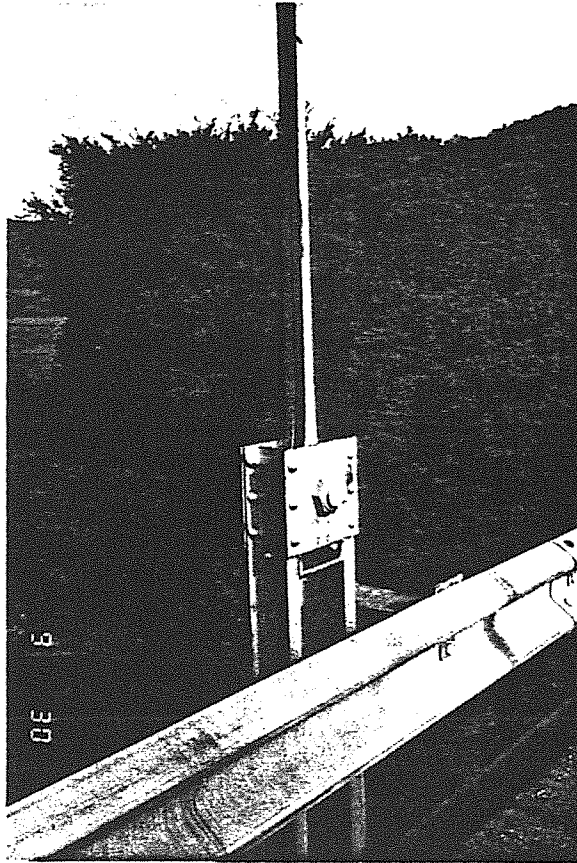
OTHER DETAILS: \_\_\_\_\_

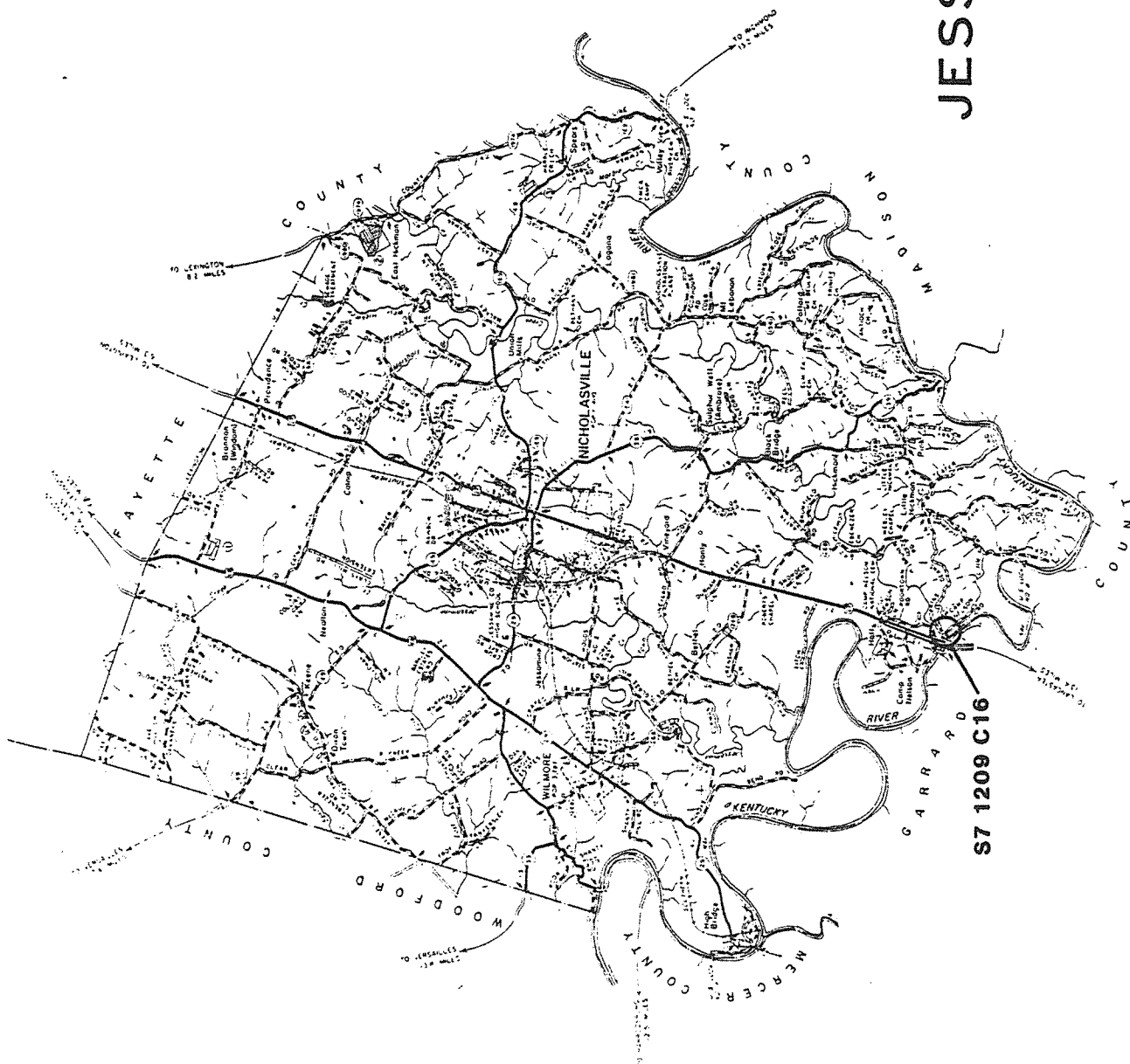
# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS







# GENERAL HIGHWAY MAP JESSAMINE COUNTY KENTUCKY

PREPARED BY THE  
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 DEPARTMENT OF HIGHWAYS  
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 FEDERAL HIGHWAY ADMINISTRATION

1 inch = 1 mile  
 1 centimeter = 1 kilometer  
 1 mile = 1.6 kilometers  
 1 kilometer = 0.6 miles



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 14

I. LOCATION

COUNTY: Jessamine CITY: Rural

ROUTE: 1209 (Camp Nelson Rd.) SPANS: Hickman Creek

HWY. DISTRICT: 7 S I A RATING: 24.9

UTM COORDINATES: 16 710250 4182602

II. HISTORY

BRIDGE ID#: 57-1209-C16

NAME/TYPE: Polygonal Warren Pony (5 slope)

DESIGNER/

BUILDER: Champion Bridge, Co., Wilmington, Ohio

DATE: 1940 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

\_\_\_\_\_ This bridge is  
\_\_\_\_\_ representative of a common type in the 1930' and 1940's built  
\_\_\_\_\_ by Champion Bridge Co. in eastern Kentucky. Champion bridge  
\_\_\_\_\_ Company was the most prolific private builder of bridges in  
\_\_\_\_\_ the state, based on documented numbers.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/Common Survivor: \_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural/Small Community  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity good  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 146 WIDTH: 12.0

## SPAN TYPES:

1. Poly Warren Pony LENGTH: 882. I Beam Approach LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete Abutments, Stone Pier

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: I BeamTOP CHORDS: I Beam

FORM # 14

BOTTOM CHORDS: Channel

HIP VERTICALS: -

INTERMEDIATE POSTS: I Beam

DIAGONALS: Shallower I Beam

COUNTERS: Shallower I Beam

TOP LATERAL BRACING:

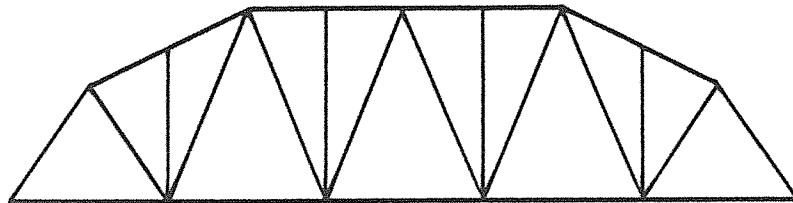
TOP LATERAL STRUTS:

BOTTOM LATERAL BRACING: Angle

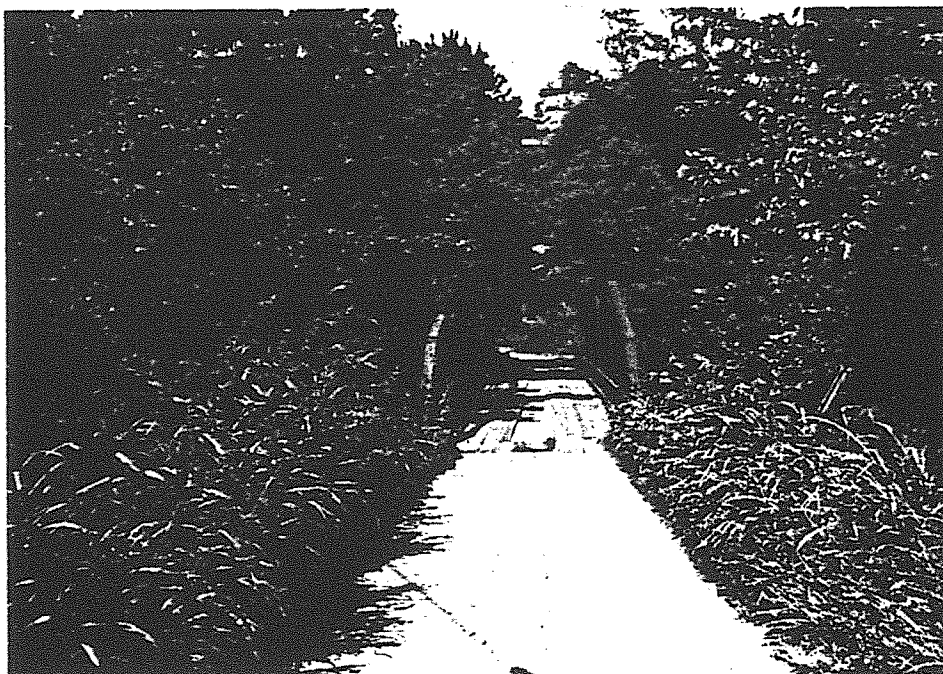
FLOOR BEAMS: Rib STRINGERS: Rib

OTHER DETAILS: Lateral & Longitudinal Timber deck

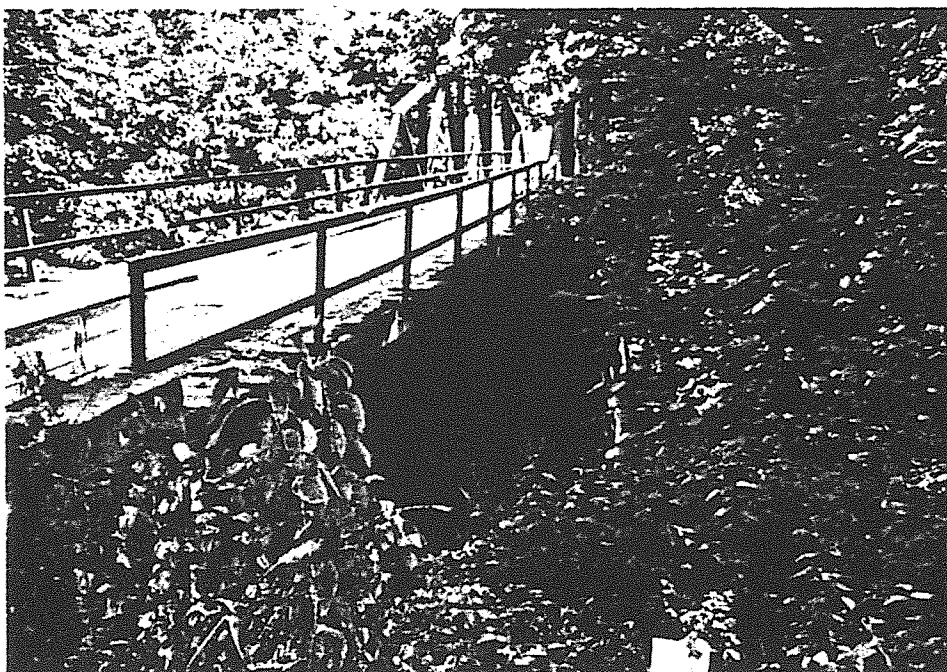
#### IX. TRUSS CONFIGURATION

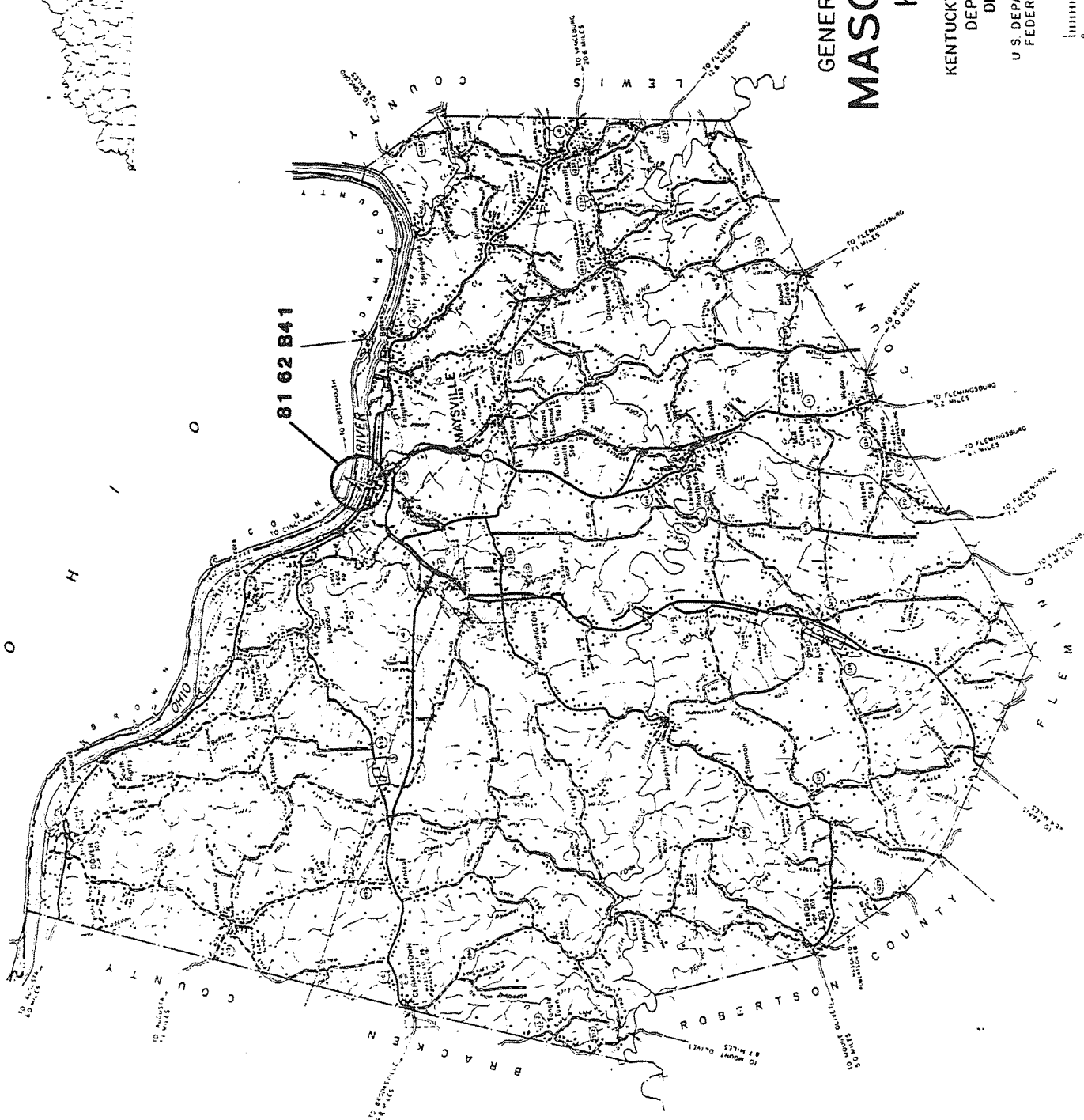


X. PHOTOGRAPHS









# GENERAL HIGHWAY MAP MASON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
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DIVISION OF PLANNING  
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FEDERAL HIGHWAY ADMINISTRATION

0 1 2 3 4 5  
MILES  
0 1 2 3 4 5  
KILOMETERS

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 15

I. LOCATION

COUNTY: Mason CITY: (Vic.) Maysville  
ROUTE: 62 SPANS: Ohio River  
HWY. DISTRICT: 9 S I A RATING: 44.6  
UTM COORDINATES: 17 259823 4281311

II. HISTORY

BRIDGE ID#: 81-62-B41  
NAME/TYPE: Suspension (Simon P. Kenton Memorial Bridge)  
DESIGNER/ (Maysville - Aberdeen Bridge)  
BUILDER: KDOH  
DATE: 1931 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Named for Simon P. Kenton, a Kentucky pioneer and frontiersman.  
Major Ohio River bridge, connects Kentucky and Ohio

IV. TECHNOLOGICAL SIGNIFICANCE

TYPICAL EXAMPLE/COMMON SURVIVOR:

X RARE SURVIVOR/STANDARD DESIGN: Only one in Region IV, one  
of three surviving on state system

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Urban - floodwall passes under

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is good. Setting is modern urban

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 2,866 WIDTH: 25.5

SPAN TYPES:

1. Suspension LENGTH: \_\_\_\_\_

2. Steel & Concrete Approaches LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete Abutments and Piers

SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

TOWERS: Welded steel box shaped members

CABLES: Wire rope



ANCHORAGE: Massive Concrete Abutments

FLOOR BEAMS: Massive Concrete Abutments

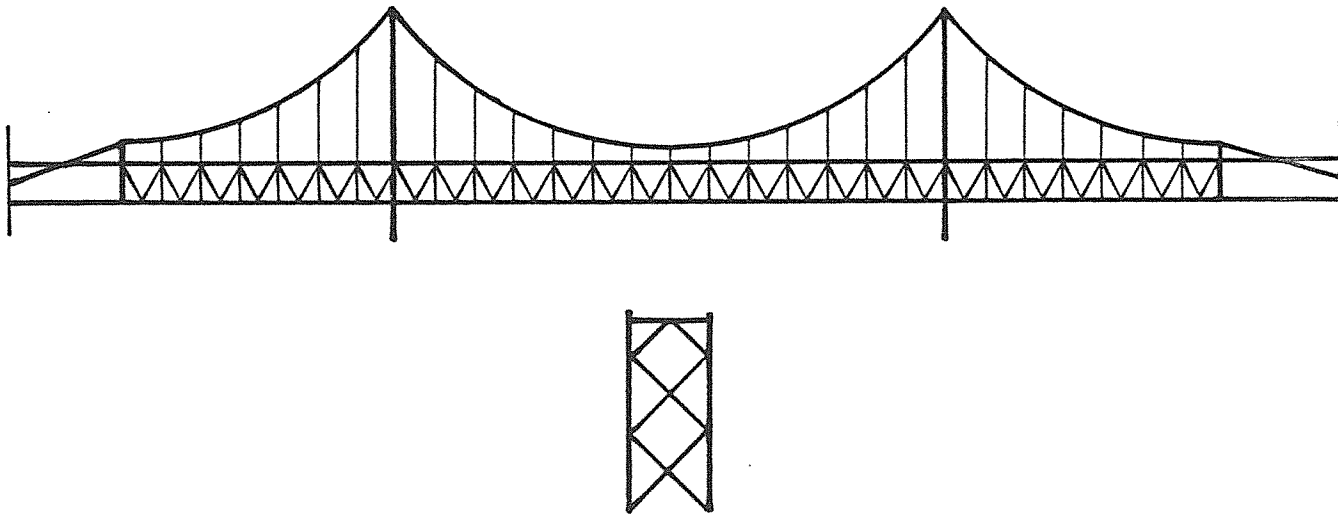
STRINGERS: Steel I-Beams

BOTTOM LATERAL BRACING: Back to Back Built-up Channels

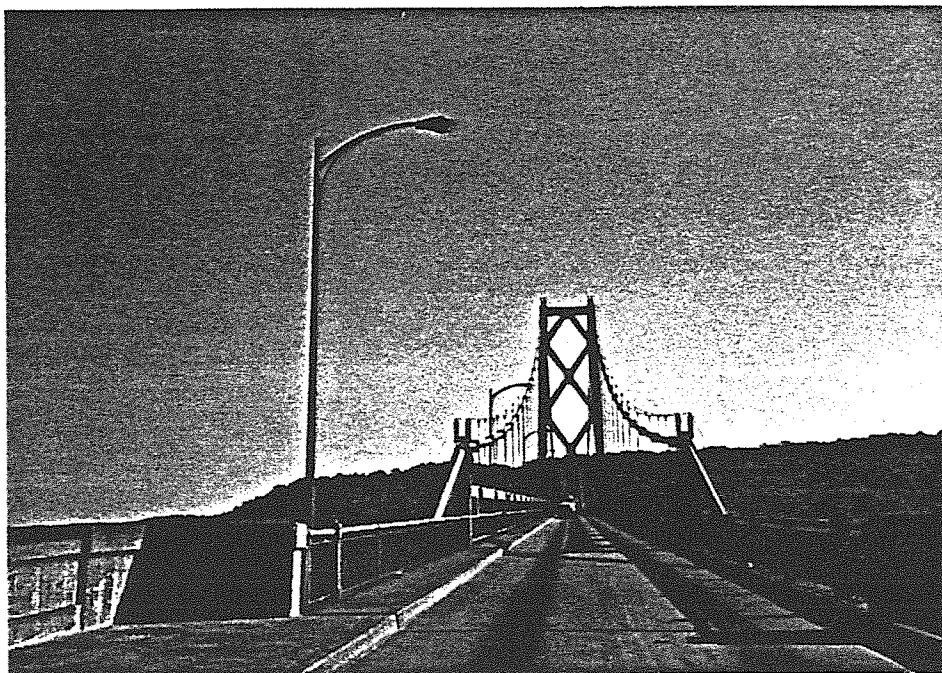
HANGARS: Two round rods from wire ropes, attached to top cord  
panel points of deck truss

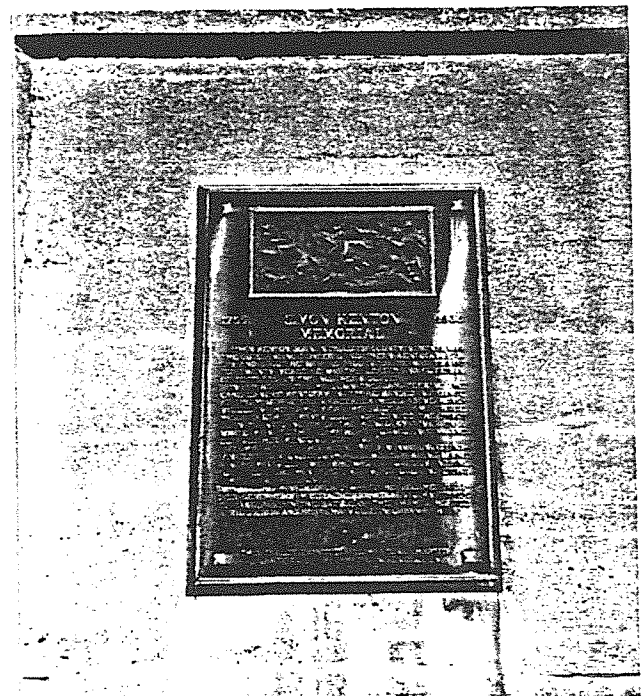
OTHER FEATURES: Floor is supported by Warren Deck Truss members  
comprised of paired channels with stay plates

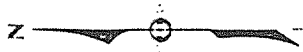
#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





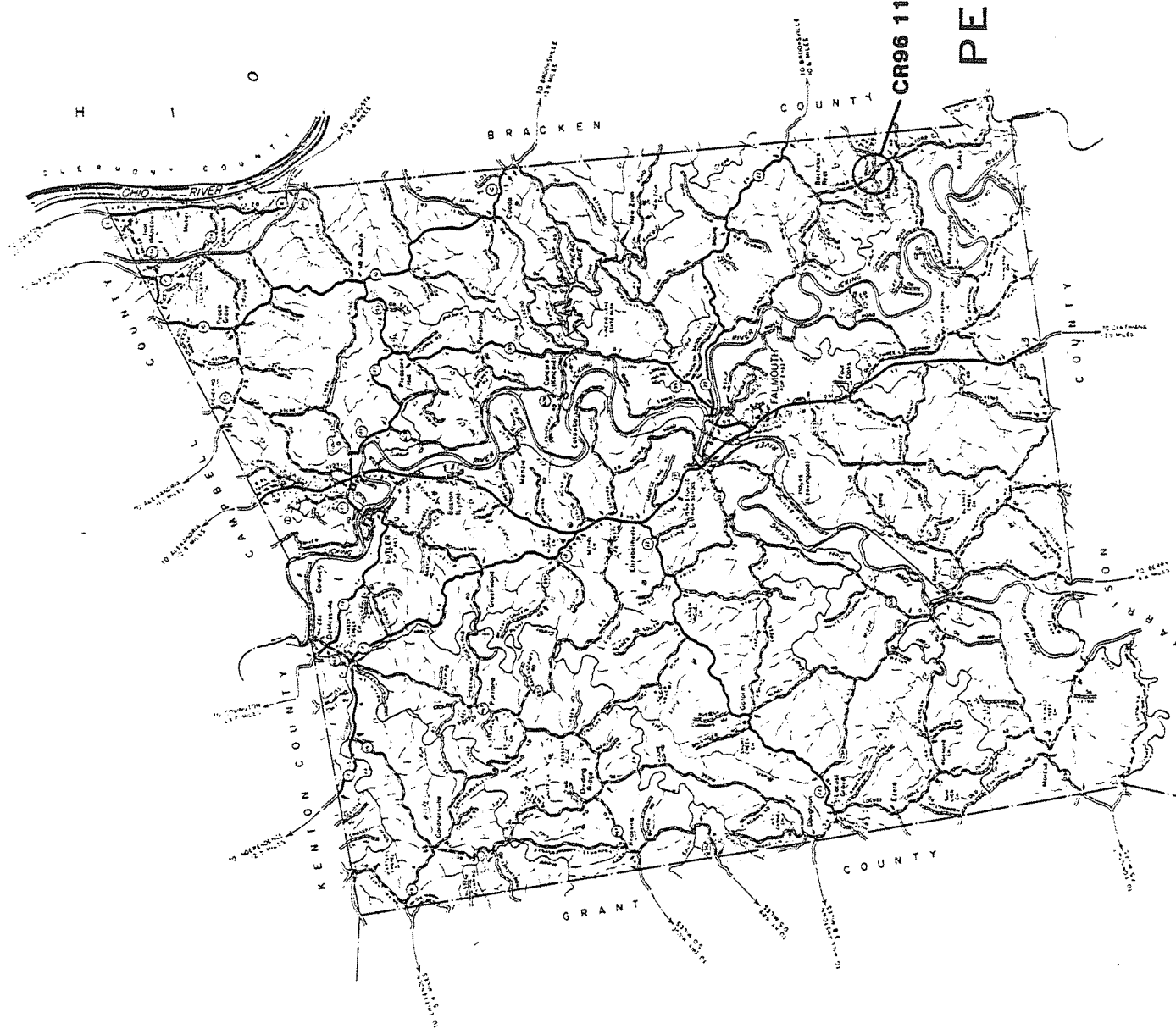


CR96 1110 C16

# GENERAL HIGHWAY MAP PENDLETON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

SCALE 1:50,000  
1 inch = 1 mile  
1 centimeter = 0.625 miles





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 16

I. LOCATION

COUNTY: Pendleton CITY: Rural (Browning Corner)

ROUTE: 1110 SPANS: Kincaid Creek  
(Falmouth - Lenoxberg)

HWY. DISTRICT: 6 S I A RATING: 20.6

UTM COORDINATES: 16 741301 4278775

II. HISTORY

BRIDGE ID#: CR 96-1110-C16

NAME/TYPE: Pratt 1/2 Hip Pony

DESIGNER/

BUILDER: Smith Bridge Co.

DATE: 1880 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

One of the oldest survivors of its type in the state and region.

One of three documented structures built by the Smith Bridge  
Company in Kentucky.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural - vicinity Browning Corner

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity are good

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 44 WIDTH: 12.0

## SPAN TYPES:

1. Pratt 1/2 Hip Pony LENGTH: 41

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: May be wrought iron basis: Age

CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

END POSTS: 2 channels, cover plate, stay bars

TOP CHORDS: 2 channels, cover plate, stay bars

FORM # 16

BOTTOM CHORDS: 2 round rods, 2 eye bars, 2 round rods (die punched)

HIP VERTICALS: -N/A-

INTERMEDIATE POSTS: 2 paired angles with trapezoidal plate

DIAGONALS: 2 eye bars (loop welded)

COUNTERS: 1 round rod (loop welded with closed turnbuckle

TOP LATERAL BRACING: -N/A-

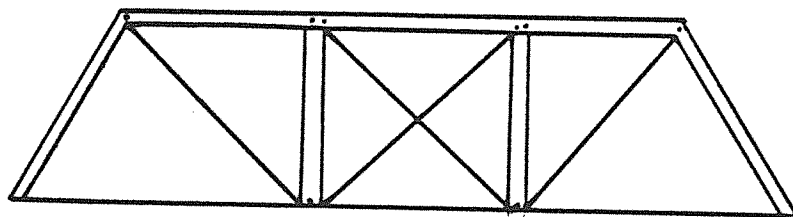
TOP LATERAL STRUTS: -N/A-

BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: Steel Beam STRINGERS: I beams

OTHER DETAILS: \_\_\_\_\_

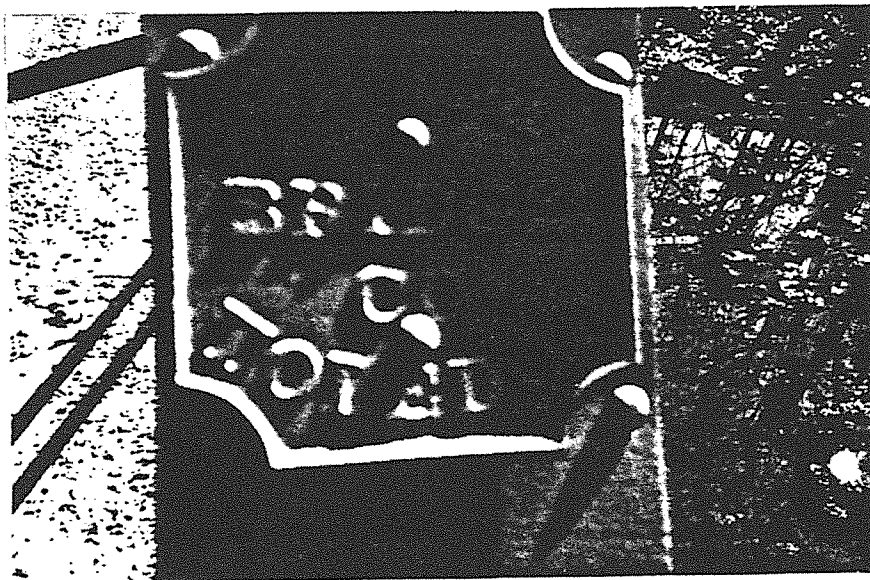
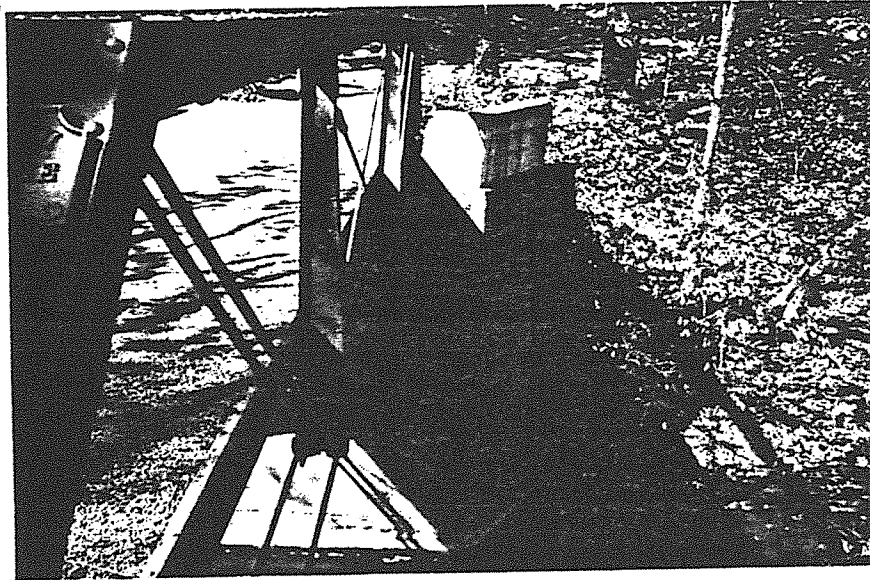
#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

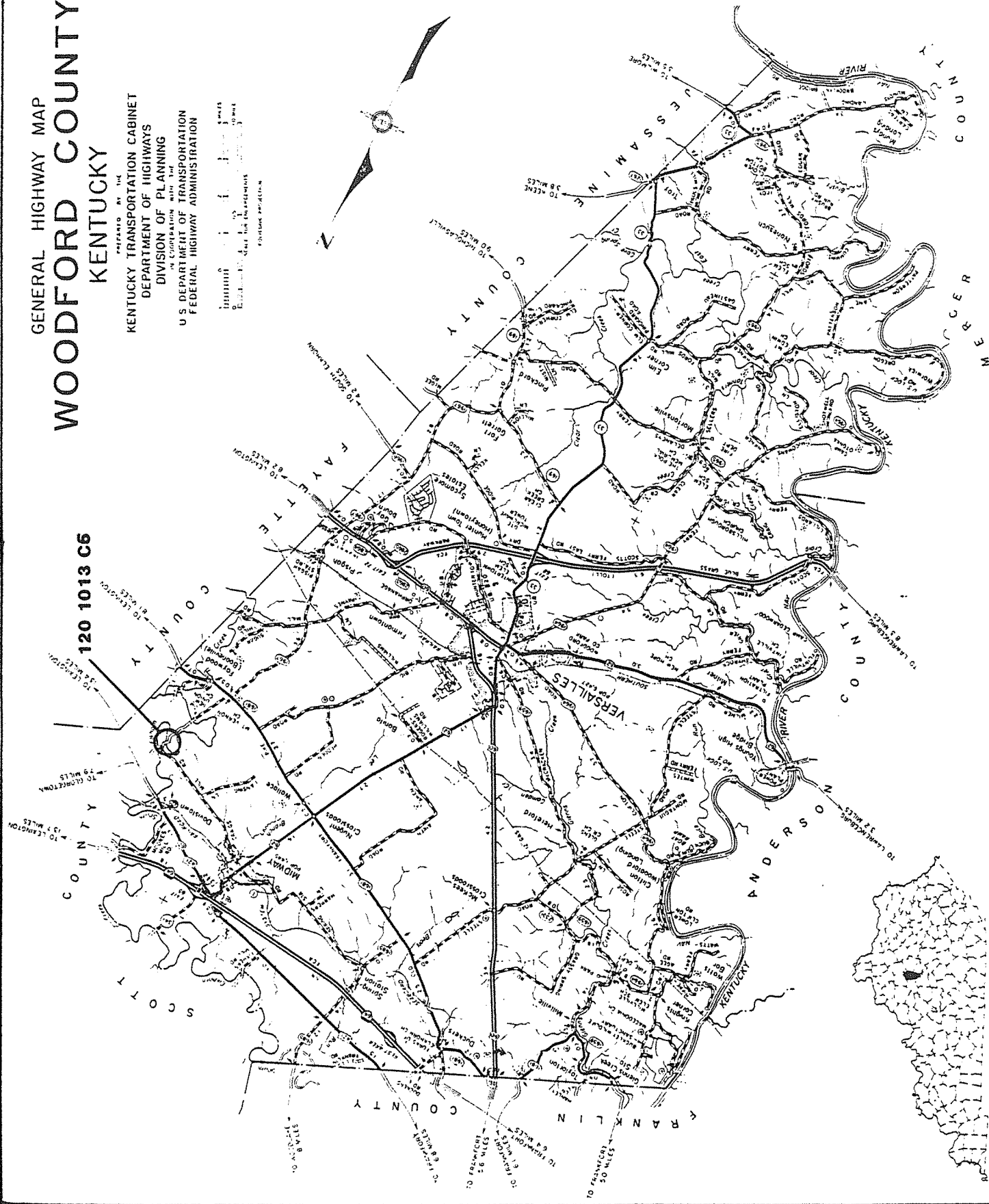
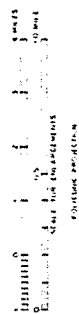






# GENERAL HIGHWAY MAP WOODFORD COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 17

I. LOCATION

COUNTY: Woodford CITY: Vic. Midway

ROUTE: 1013 (Paynes Depot Rd.) SPANS: Elkhorn Creek

HWY. DISTRICT: 7 S I A RATING: 15.4

UTM COORDINATES: 16 707160 4222468

II. HISTORY

BRIDGE ID#: CR-120-1013-C6

NAME/TYPE: Pratt Pony

DESIGNER/ Unknown

BUILDER: Unknown

DATE: 1930 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Adjacent flour mill (early 1800's) operated by Weisenberger  
family since 1872; mill dam still exists. Mill and bridge are  
typical of surviving early landscapes in Region IV, which was  
settled early in the state's history because of fertile farmland

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural near Midway - Historic mill setting

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair - concrete caps and reinforcements  
on abutments, paved floor

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 72 WIDTH: 12.5

SPAN TYPES:

1. Pratt Pony LENGTH: 72

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Mortared Limestone, Concrete caps & reinforcement

SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: \_\_\_\_\_

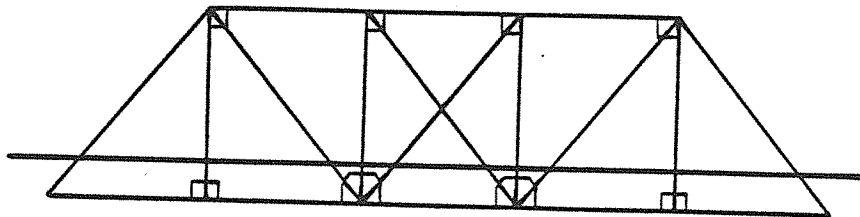
END POSTS: 2 Channels, Cover Plate, Lacing Bars

TOP CHORDS: 2 Channels, Cover Plate, Lacing Bars

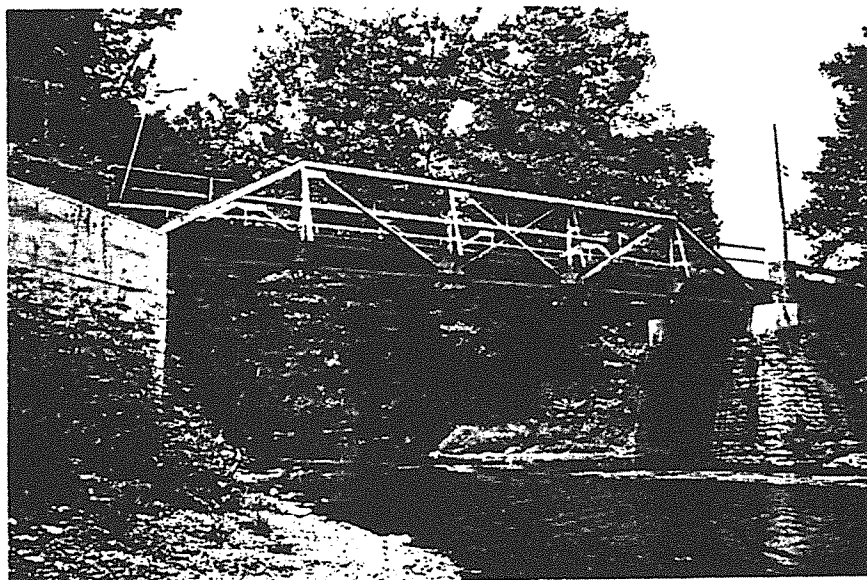
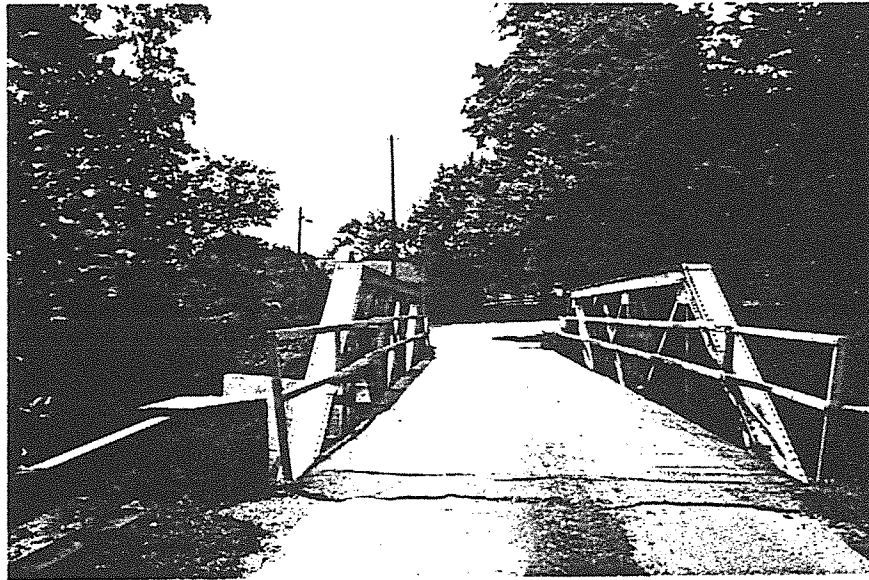


BOTTOM CHORDS: 2 Angles with Stay PlatesHIP VERTICALS: 2 Angles with Stay PlatesINTERMEDIATE POSTS: 2 Angles with Stay PlatesDIAGONALS: 2 Angles with Stay PlatesCOUNTERS: Single AnglesTOP LATERAL BRACING: -TOP LATERAL STRUTS: -BOTTOM LATERAL BRACING: Single AnglesFLOOR BEAMS: Steel I-Beams STRINGERS: I-BeamOTHER DETAILS: Outriggers on all verticals made of paired  
angles with stay plates

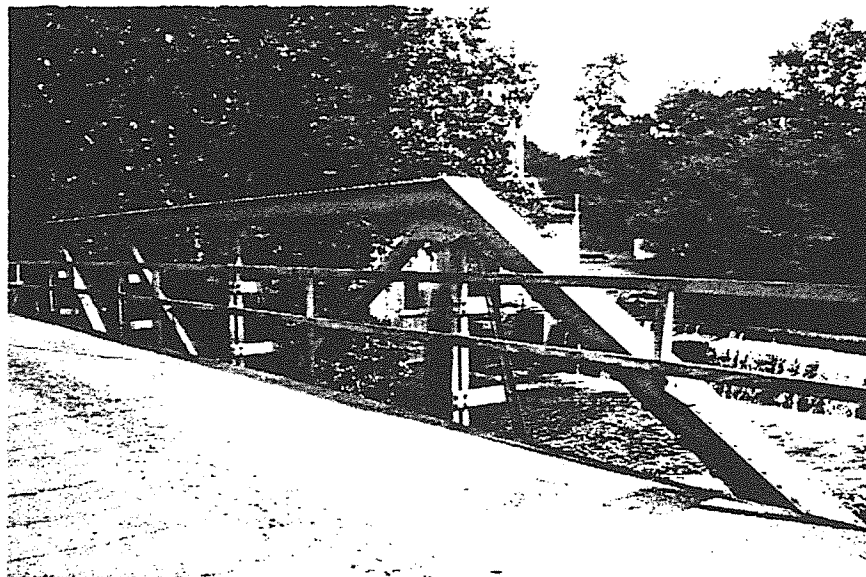
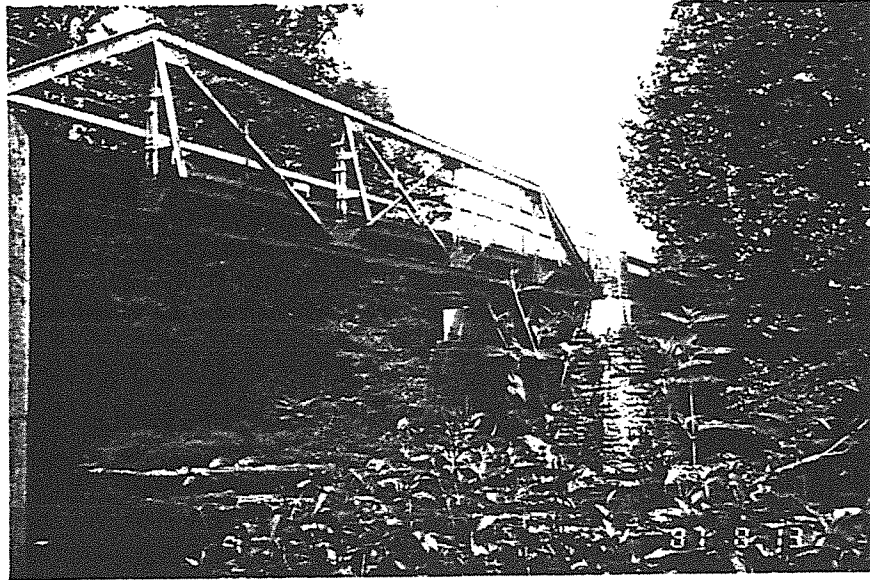
## IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



FORM # \_\_\_\_\_



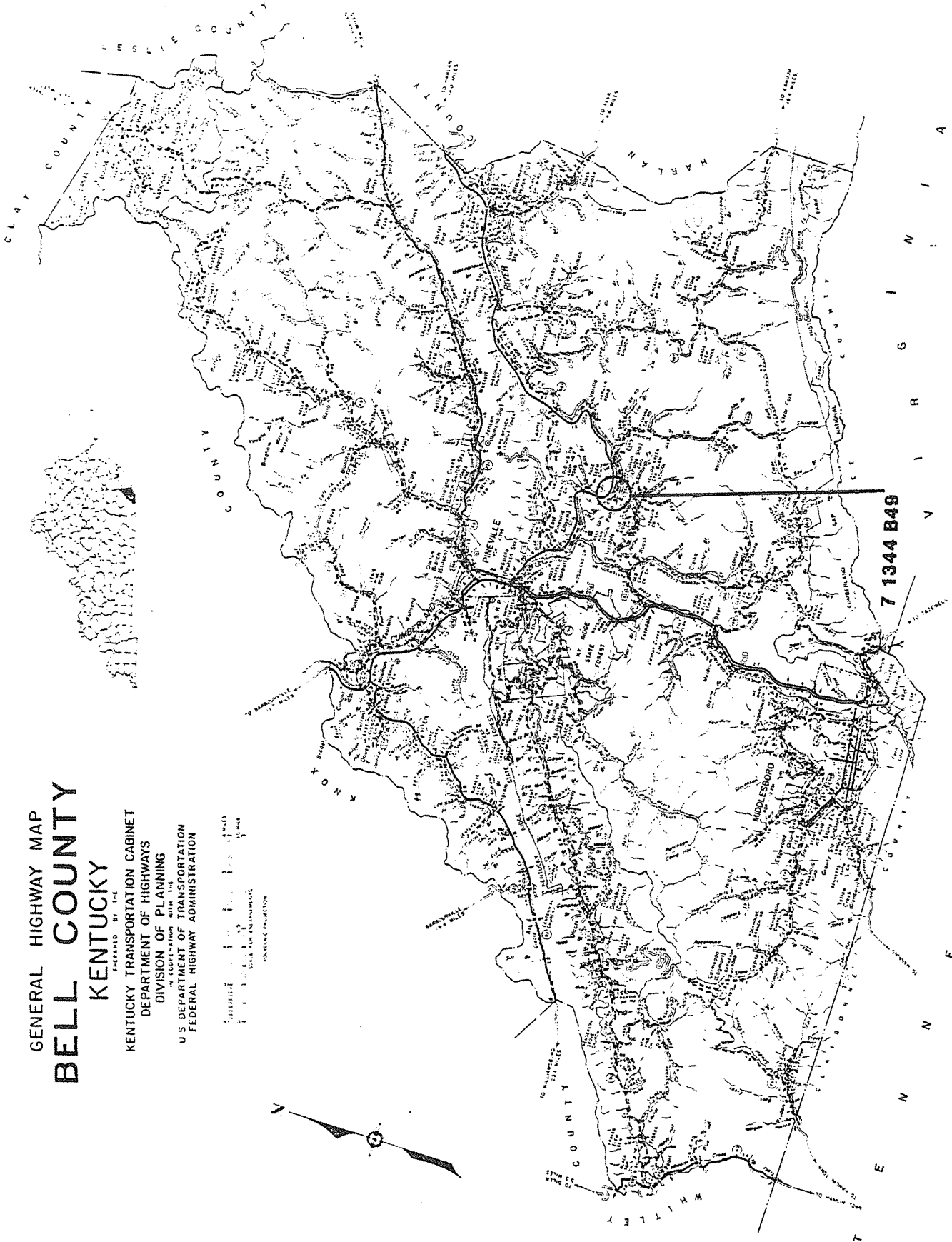
REGION V  
APPALACHIAN MOUNTAIN



GENERAL HIGHWAY MAP  
**BELL COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale in Miles  
0 1 2 3 4 5  
Scale in Kilometers  
0 1 2 3 4 5  
Scale in Feet  
0 100 200 300 400 500  
Scale in Meters  
0 100 200 300 400 500



7 1344 B49

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 18

I. LOCATION

COUNTY: Bell CITY: Ponza

ROUTE: KY 1344 SPANS: Cumberland River  
(US 119 - Page)

HWY. DISTRICT: 11 S I A RATING: 28.3

UTM COORDINATES: 17 265500 4067062

II. HISTORY

BRIDGE ID#: 7-1344-B49

NAME/TYPE: Camelback/Warren Pony

DESIGNER/ Vincennes Bridge Co.

BUILDER: Vincennes Bridge Co.

DATE: 1916 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Good example of an early camelback truss. Built by one of the  
most prolific (documented) private bridge builders in the state  
Major river crossing in Region V; rugged, mountainous landscape  
typical of the Region

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural, vicinity Pineville - Town of Ponza. Nice setting in the  
mountains

## VI. INTEGRITY

Structural and setting integrity are good

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 357 WIDTH: 15.4

## SPAN TYPES:

1. Camelback - 2 LENGTH: 150

2. Warren Pony LENGTH: 50

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: X RIVETS:

END POSTS: 2 Channels, Cover Plate, Lacing bars

TOP CHORDS: 2 Channels, Cover Plate, Lacing bars

BOTTOM CHORDS: 2 eye bars, punched

HIP VERTICALS: 2 angles, stay plates

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars, punched, with open turn buckles

COUNTERS: 1 round rod, loop welded top, open turnbuckle and eye bar punched bottom; middle - 1 eye bar open turnbuckle punched.

TOP LATERAL BRACING: Round Rods

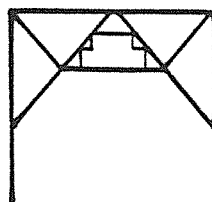
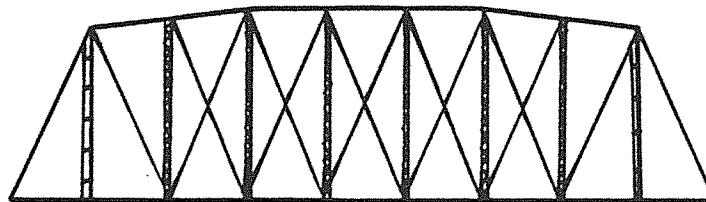
TOP LATERAL STRUTS: 2 paired angles with lacing bars) connected by round rods

BOTTOM LATERAL BRACING: Round rods

FLOOR BEAMS: I Beams STRINGERS: I Beams

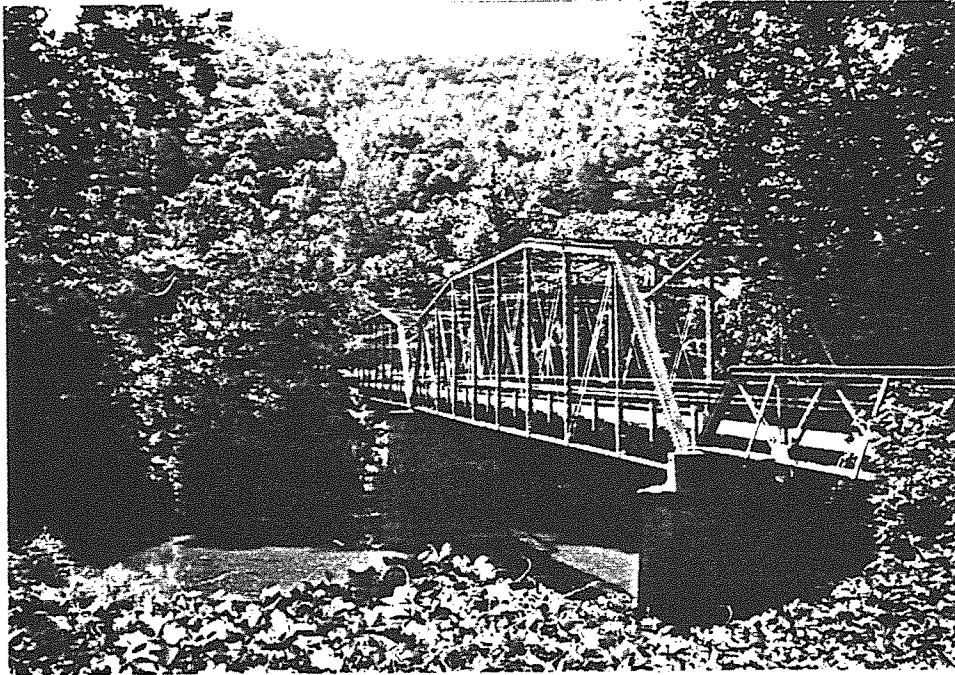
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

# IX. TRUSS CONFIGURATION



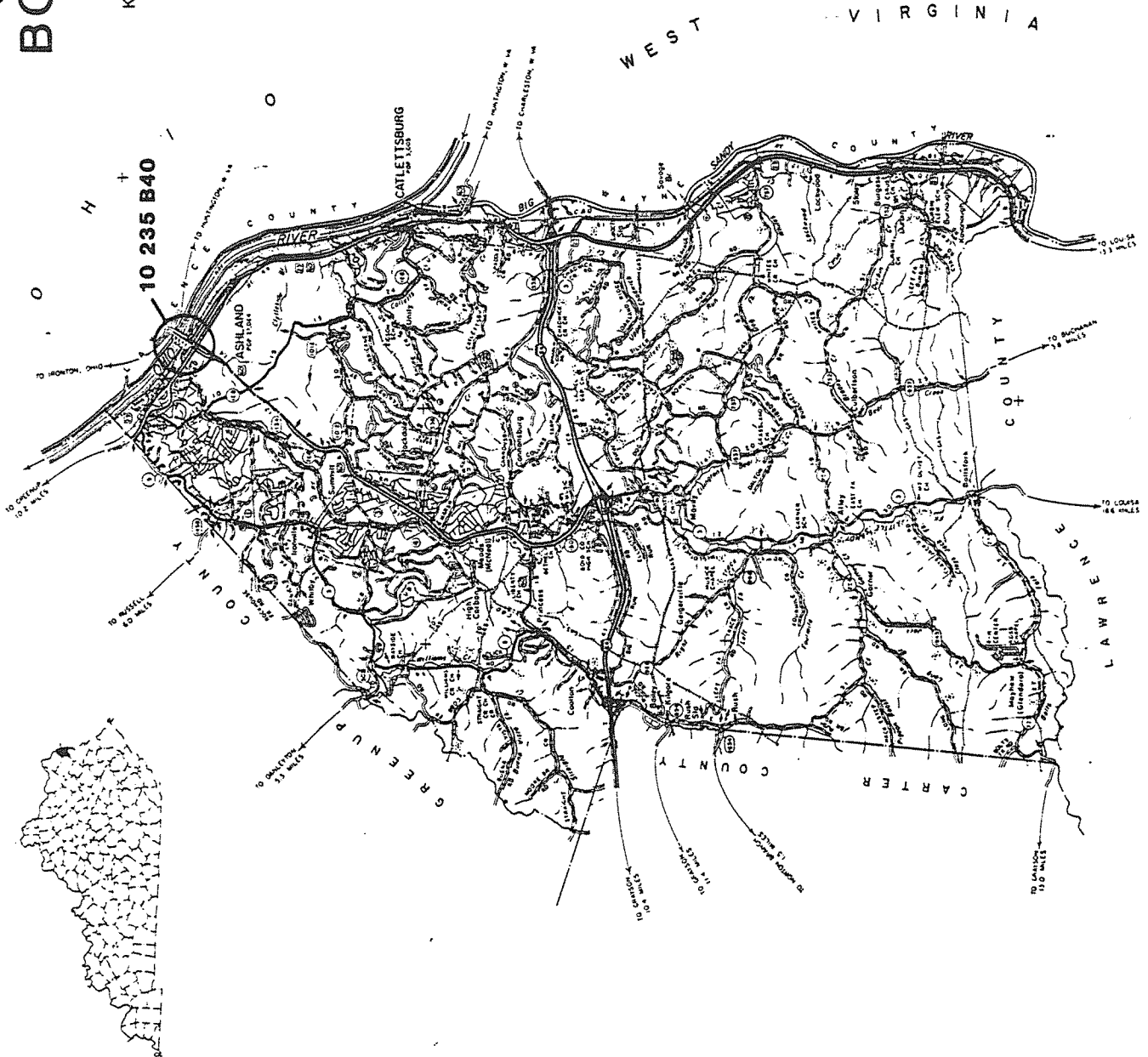
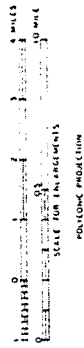


X. PHOTOGRAPHS



# GENERAL HIGHWAY MAP BOYD COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 19

I. LOCATION

COUNTY: Boyd CITY: Ashland

ROUTE: US 23 SPANS: Ohio River  
(Ashland - Coal Grove Ohio)

HWY. DISTRICT: 9 S I A RATING: 44.6

UTM COORDINATES: 17 356905 4260679

II. HISTORY

BRIDGE ID#: 10-235-B40

NAME/TYPE: Cantilever/Warren Thru (Ben M. Williamson, Jr. Bridge)

DESIGNER/

BUILDER: Mt. Vernon Bridge Co.

DATE: 1930 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Major Ohio River crossing from Kentucky to Ohio. One of two  
surviving documented structures built by the Mt. Vernon Bridge  
Company in the State. Named for Ben M. Williamson, Jr.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: Only cantilever in  
Region V, one of 13 or more in State

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Urban - Ashland

## VI. INTEGRITY

Structural integrity is good, setting relatively modern

## VII. DESIGN INFORMATION

NO. SPANS: 5 OVERALL LENGTH: 2498 WIDTH: 27.5

## SPAN TYPES:

1. Cantilever 3 span LENGTH: 6002. Warren Thru - 2 Approaches LENGTH: 156

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete, Steel

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: . RIVETS: XEND POSTS: 8 angles, cover plate, intermediate plate, lacing barsTOP CHORDS: 8 angles, cover plate, intermediate plate, lacing bars



BOTTOM CHORDS: 4 angles, cover plate, lacing bars

HIP VERTICALS: Angles, lacing bars

INTERMEDIATE POSTS: 8 angles, cover plates, intermediate plate,  
lacing bars

DIAGONALS: 8 angles, intermediate plate, cover plates, lacing  
bars

COUNTERS: Angles, lacing bars

TOP LATERAL BRACING: Angles, lacing bars

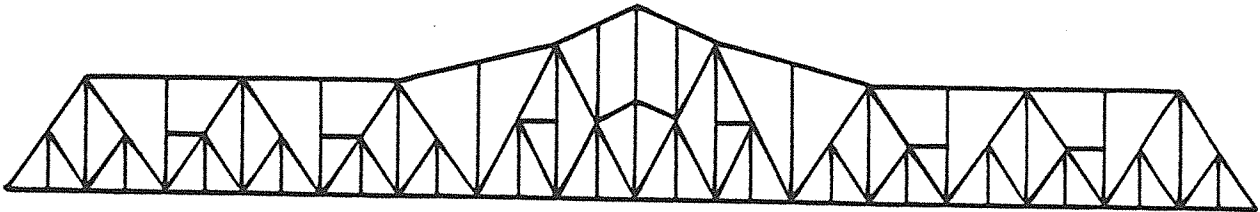
TOP LATERAL STRUTS: Angles, lacing bars

BOTTOM LATERAL BRACING: Paired angles

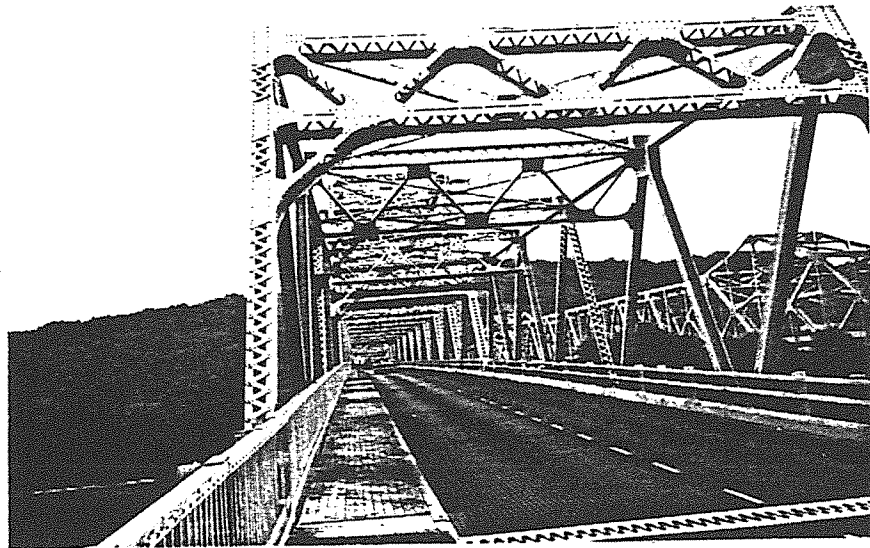
FLOOR BEAMS: I Beams STRINGERS: I Beams

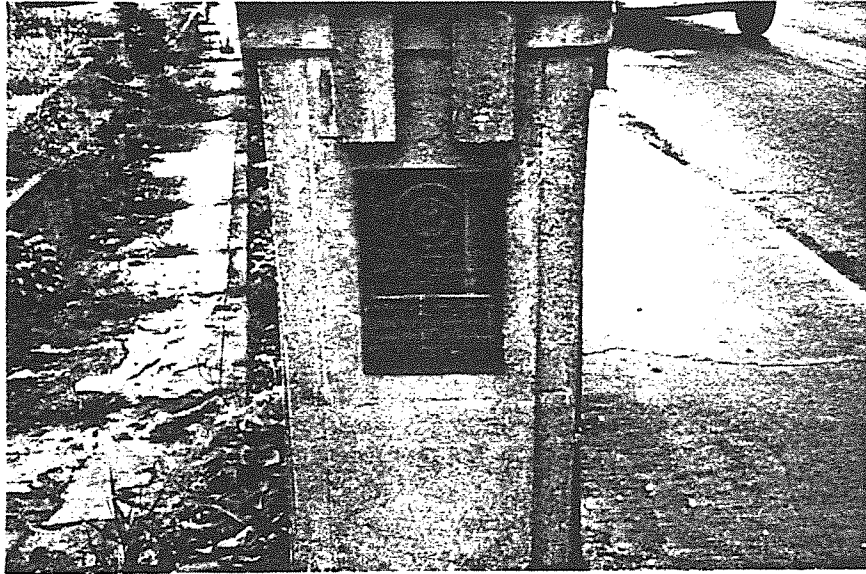
OTHER DETAILS: Steel open grid deck

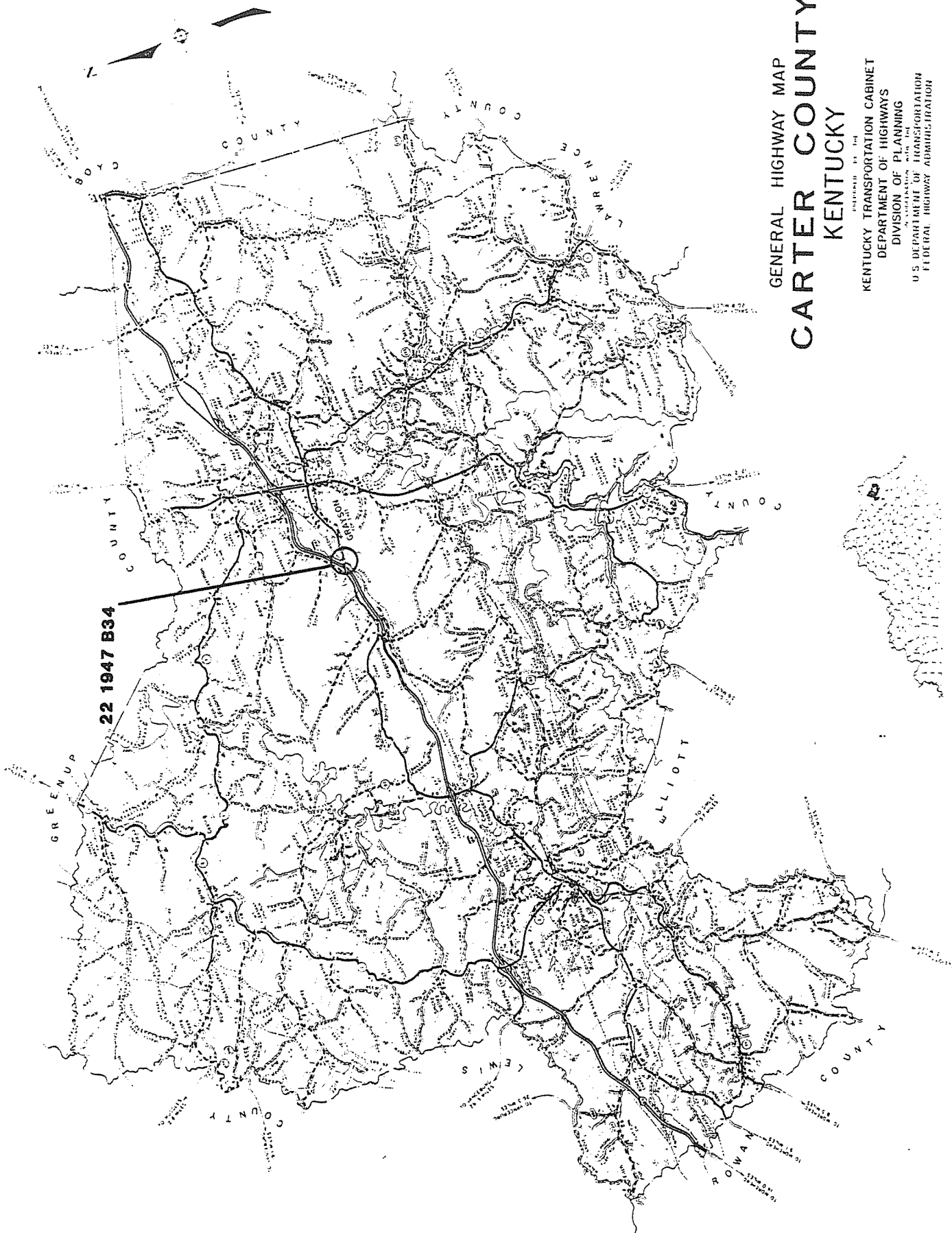
#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS







GENERAL HIGHWAY MAP  
**CARTER COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500



## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 20

## I. LOCATION

COUNTY: Carter CITY: (Vic.) Grayson

ROUTE: FY 1947 SPANS: Barrett's Creek  
(Grayson - Olive Hill - Morehead)

HWY. DISTRICT: 9 S I A RATING: 55.7

UTM COORDINATES: 17 326040 4244121

## II. HISTORY

BRIDGE ID#: 22-1947-B34

NAME/TYPE: Parker Pony

DESIGNER/ \_\_\_\_\_

BUILDER: Brookville Bridge Co., Brookville, Ohio

DATE: 1922 BASIS: Plate

### III. HISTORICAL SIGNIFICANCE

Oldest of type in state, one of only two surviving documented  
bridges by the builder in the state

#### IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_\_ TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

X RARE SURVIVOR/STANDARD DESIGN: One of four in Region V,  
one of six in the state

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural setting, some relatively modern residences nearby

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity good. Asphalt deck may be new. Utility

lines (overhead) and relatively new residential uses adjacent.

Setting integrity is fair.

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 102 WIDTH: 20

## SPAN TYPES:

1. Parker Pony LENGTH: 100
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete abutments

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars and stay plates

TOP CHORDS: 2 channels, cover plate, lacing bars and stay plates

BOTTOM CHORDS: 2 (small plate with angles), stay plates

\*HIP VERTICALS: 2 paired angles with stay plates and lacing bars

\*INTERMEDIATE POSTS: 2 paired angles with stay plates and lacing bars

DIAGONALS: 2 angles with stay plates

COUNTERS: 2 angles with stay plates

TOP LATERAL BRACING: -N/A-

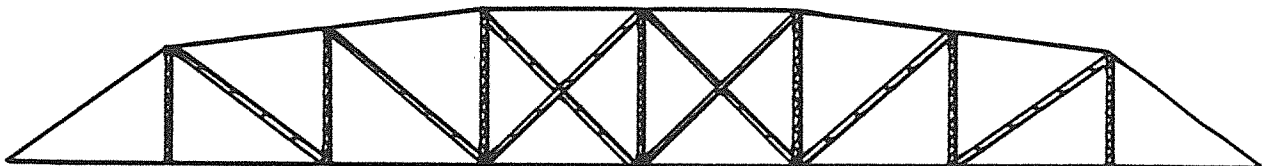
TOP LATERAL STRUTS: -N/A-

BOTTOM LATERAL BRACING: \_\_\_\_\_

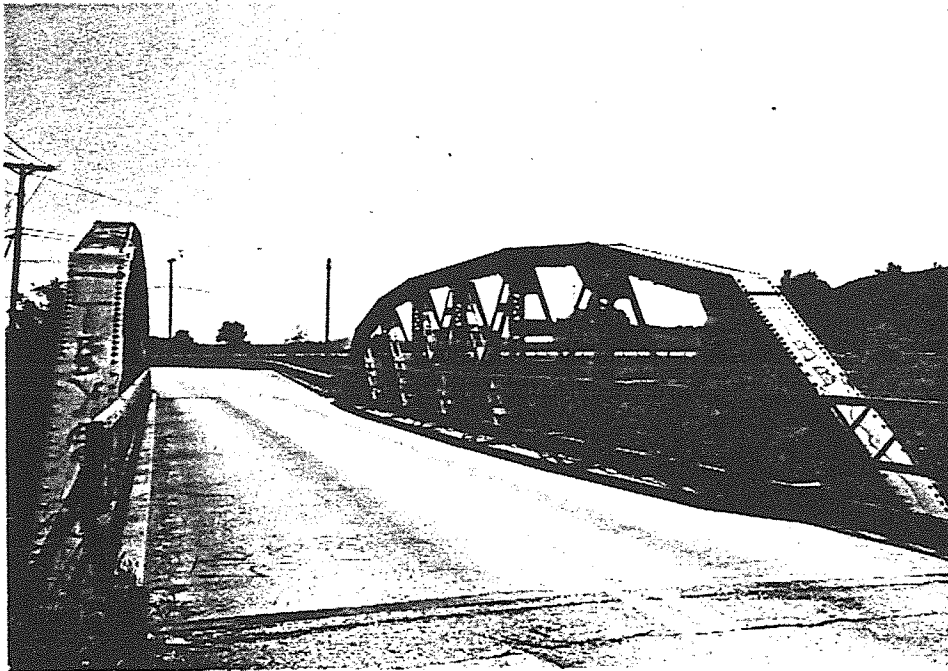
FLOOR BEAMS: I Beams STRINGERS: I Beams

OTHER DETAILS: \* Verticales have paired angle and plate outriggers

#### IX. TRUSS CONFIGURATION

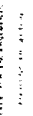


X. PHOTOGRAPHS



KENTUCKY

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 21

I. LOCATION

COUNTY: Floyd CITY: Betsy Lane

ROUTE: Main Street SPANS: Levisa Fork

HWY. DISTRICT: 12 S I A RATING: 42.3

UTM COORDINATES: 17 355663 4157780

II. HISTORY

BRIDGE ID#: MP-36-2557-B40

NAME/TYPE: Warren Thru, polygonal top chord

DESIGNER/ Unknown

BUILDER: American Bridge Co.

DATE: 1920 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

One of two surviving documented bridges by the American Bridge  
Company in the State. Region V experienced little settlement  
until the early 1900's when the construction of railroads  
opened the area for coal mining and logging. This massive  
bridge was originally built as a railroad bridge but has since  
been paved for highway use.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural, residential community called Betsy Lane

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is good, but rails have been removed, floor

is paved now. Setting integrity is fair

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 727 WIDTH: 15.0

SPAN TYPES:

1. Polygonal Warren thru-1 LENGTH: 200

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete abutments and piers

SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

END POSTS: 2 channels, cover plate, lattice bars

TOP CHORDS: 2 channels, cover plate, lattice bars

BOTTOM CHORDS: 2 Channels, Lacing Bars, Stay Plates

HIP VERTICALS: Paired Angles, Lacing Bars

INTERMEDIATE POSTS: Paired Angles, Lacing Bars

DIAGONALS: 2 Channels, Lacing Bars

COUNTERS: -

TOP LATERAL BRACING: 2 Angles, Lacing Bars

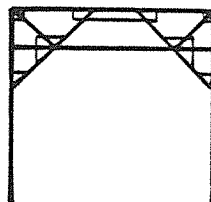
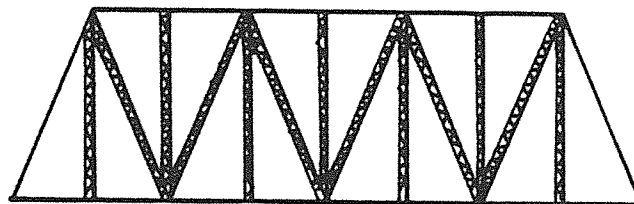
TOP LATERAL STRUTS: Paired Angles, Lattice Bars & Angles

BOTTOM LATERAL BRACING:

FLOOR BEAMS: Steel beams STRINGERS: Built-up Plate

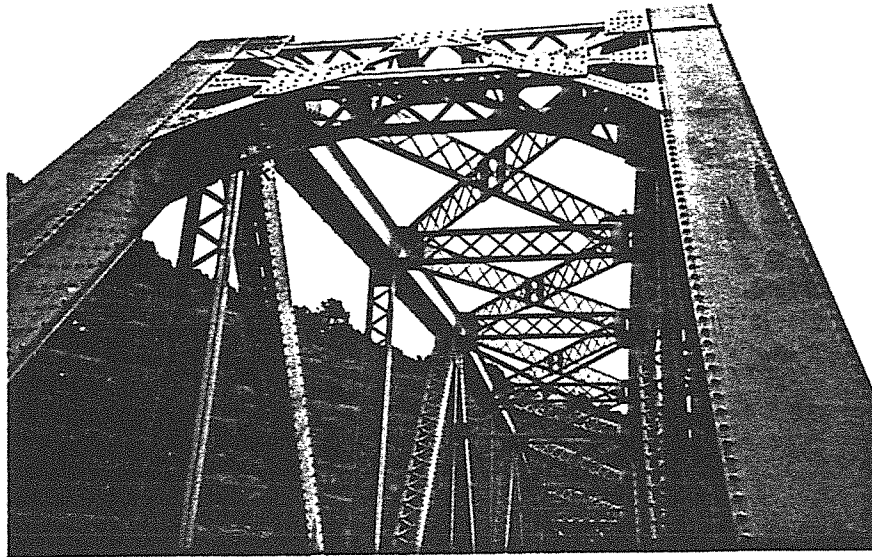
OTHER DETAILS: Girder with wood hangers for wood deck

# IX. TRUSS CONFIGURATION

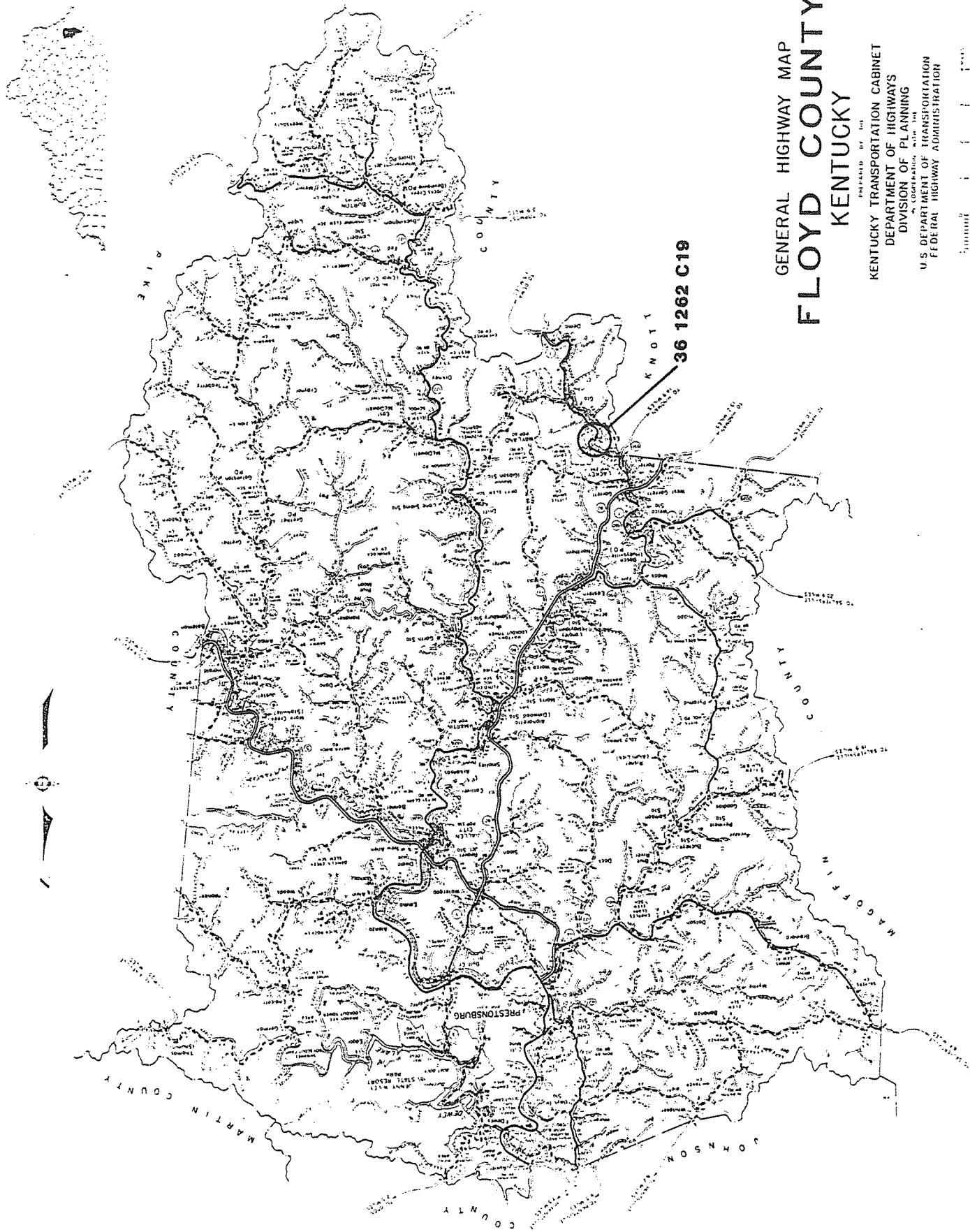


X. PHOTOGRAPHS









GENERAL HIGHWAY MAP  
**FLOYD COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500  
Scale: 1 inch = 5 miles  
1:31,250  
Scale: 1 inch = 2.5 miles  
1:15,625

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 22

I. LOCATION

COUNTY: Floyd CITY: Estill

ROUTE: Beaver CR. RD SPANS: Beavercreek

HWY. DISTRICT: 12 S I A RATING: 0.0

UTM COORDINATES: 17 339040 4146669

II. HISTORY

BRIDGE ID#: CR-36-1262-C19

NAME/TYPE: Double Intersection Warren, or Quadrangular

DESIGNER/

BUILDER:

DATE: 1935 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Rare example of its type in the state

IV. TECHNOLOGICAL SIGNIFICANCE

TYPICAL EXAMPLE/COMMON SURVIVOR:

X RARE SURVIVOR/STANDARD DESIGN: Only one in Region V, one  
of two in state

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural setting near Estil  
  
  

## VI. INTEGRITY

Structural integrity is good, but condition is very poor.Setting is rural and relatively unchanged.  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 117 WIDTH: 10.5

SPAN TYPES:

1. Quadrangular - 1 LENGTH: 1172.  LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars

BOTTOM CHORDS: 2 channels, angle, stay plates

HIP VERTICALS: 2 angles, stay plates

INTERMEDIATE POSTS: -N/A-

DIAGONALS: 2 angles, stay plates

COUNTERS: Channel

TOP LATERAL BRACING: Angles

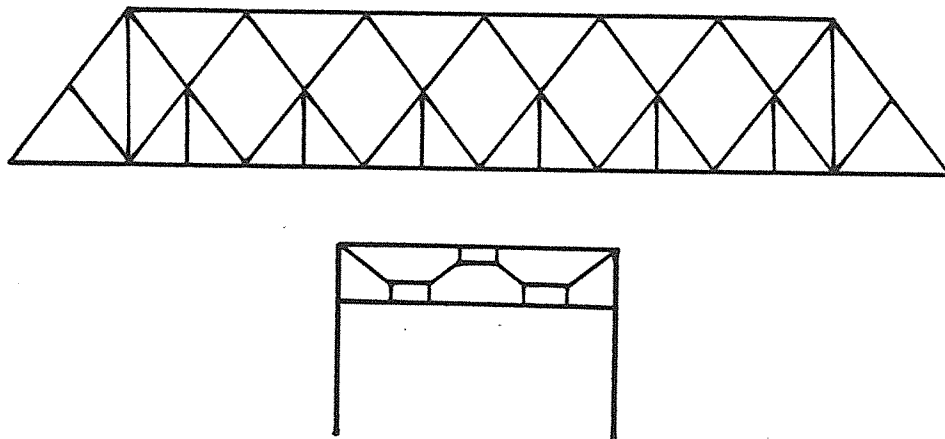
TOP LATERAL STRUTS: Angles

BOTTOM LATERAL BRACING: Angles

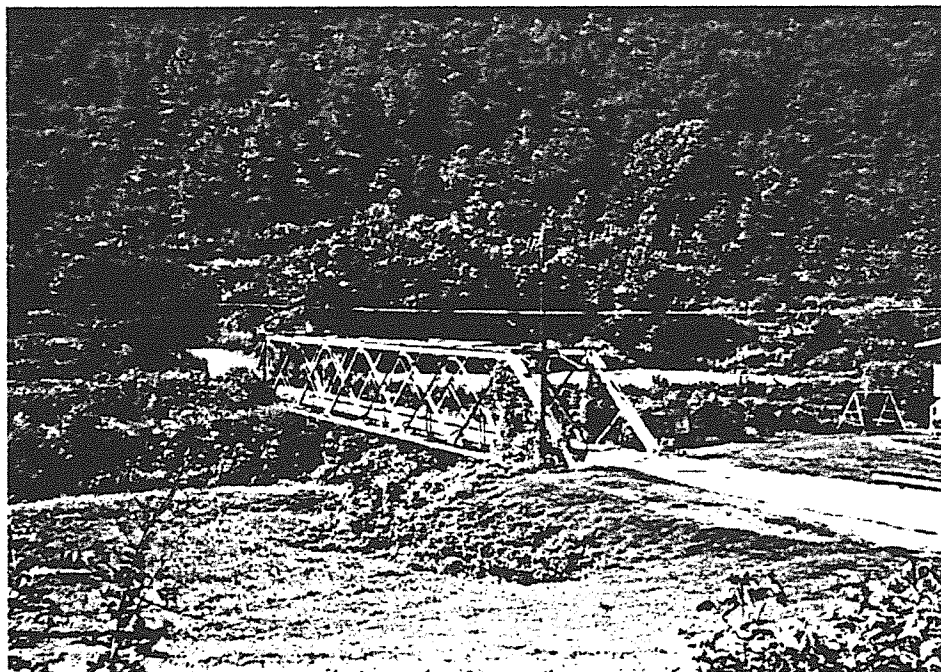
FLOOR BEAMS: I Beams and Timbers STRINGERS: Wood planks

OTHER DETAILS: Lateral timber deck

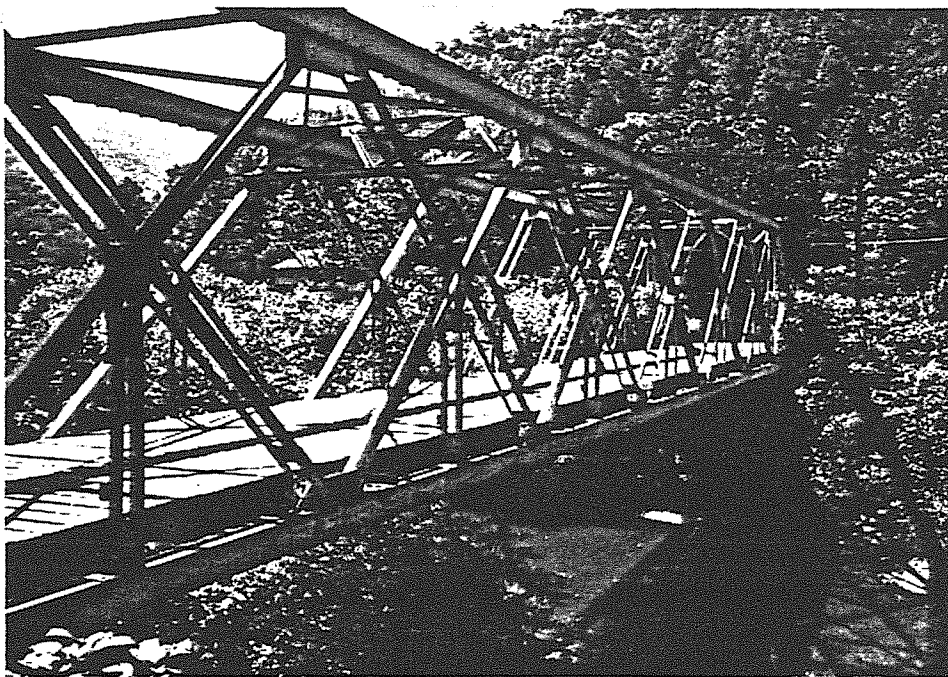
# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

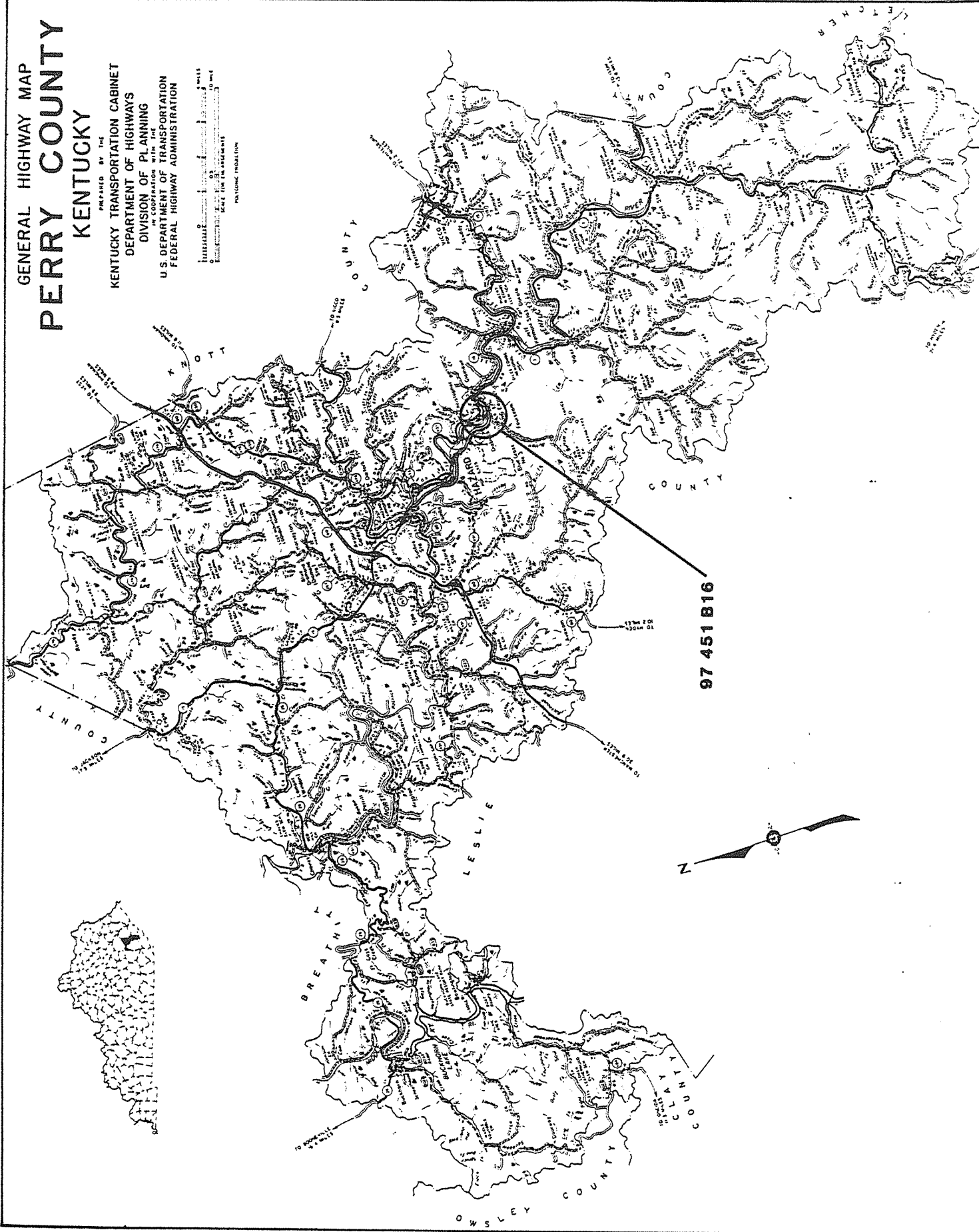






GENERAL HIGHWAY MAP  
**PERRY COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



97 451 B16



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 23

I. LOCATION

COUNTY: Perry CITY: Vic. Hazard  
ROUTE: 451 SPANS: L&N Railroad, Kentucky River  
(Hazard - Christopher Rd.)  
HWY. DISTRICT: 10 S I A RATING: 48.3  
UTM COORDINATES: 17 308085 4122039

II. HISTORY

BRIDGE ID#: 97-451-B16  
NAME/TYPE: Parker Thru  
DESIGNER/   
BUILDER: St. Louis Structural Steel Co., St. Louis, MO  
DATE: 1925 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Only surviving documented bridge in state by St. Louis  
Structural Steel Company. Major river crossing in Region V

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
  
RARE SURVIVOR/STANDARD DESIGN:   
  
  
UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Semi-urban-small town near Hazard  
  
  

## VI. INTEGRITY

Structural integrity is good - steel grid floor, original floor  
was wood. Setting integrity is fair - semi urban  
  

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 412 WIDTH: 20.0

## SPAN TYPES:

1. Parker Thru - 2 LENGTH: 135
2. Beam Approaches LENGTH:

## VIII. STRUCTURAL INFORMATION

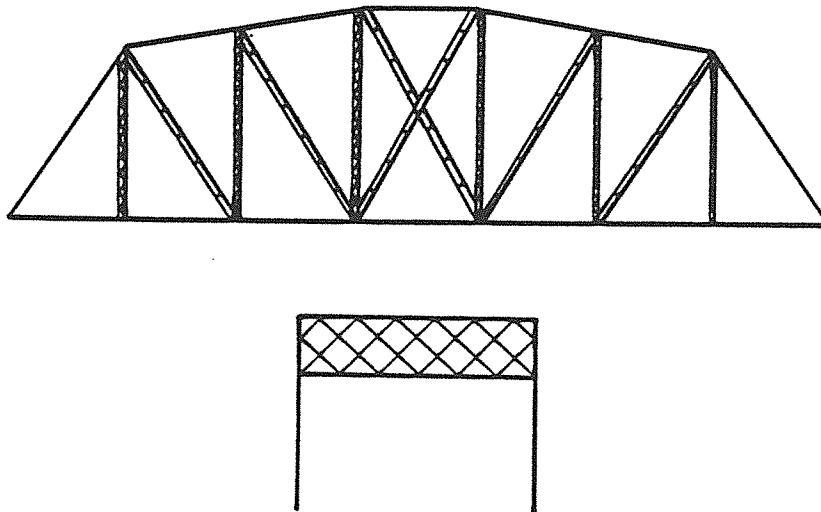
SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars

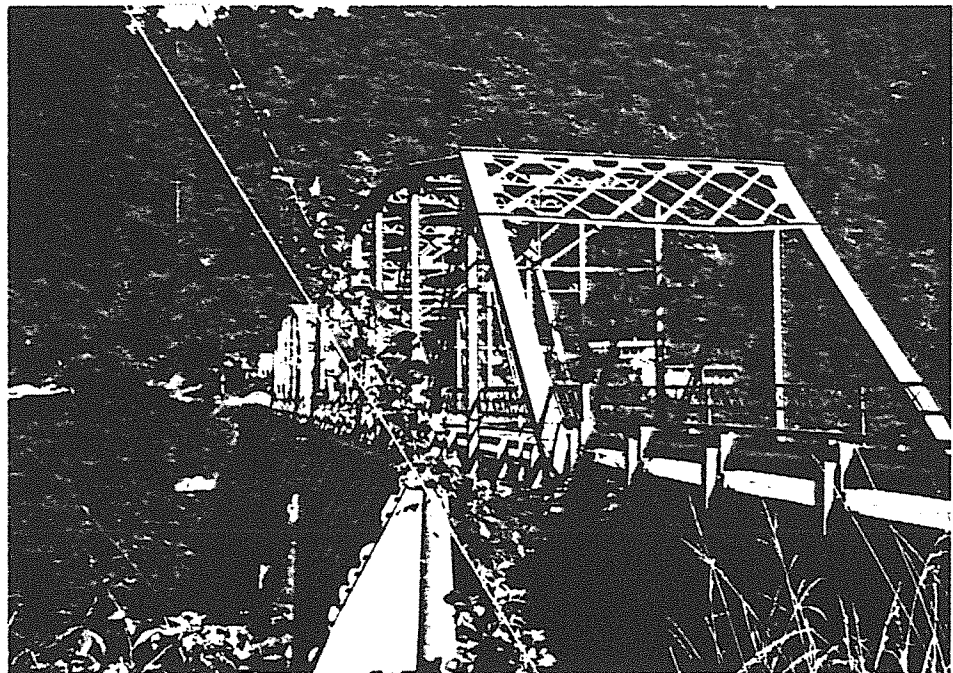
BOTTOM CHORDS: 2 angles, stay platesHIP VERTICALS: 2 channels, lacing barsINTERMEDIATE POSTS: 2 channels, lacing barsDIAGONALS: 2 channels or angles with stay platesCOUNTERS: 2 channels or angles with stay platesTOP LATERAL BRACING: 2 anglesTOP LATERAL STRUTS: Angles with lacing bars

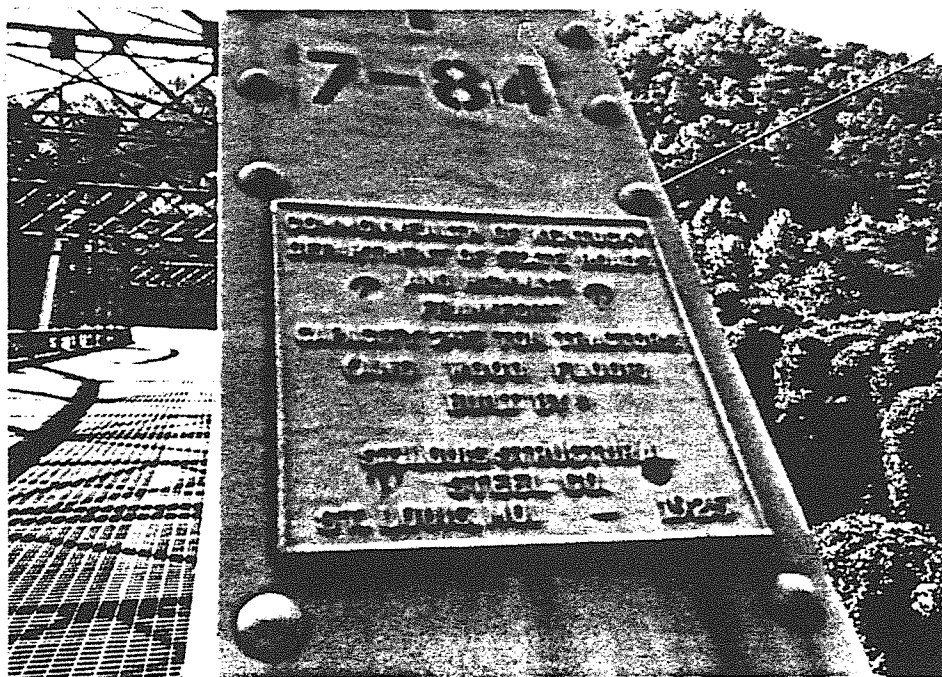
BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: I Beams STRINGERS: I BeamsOTHER DETAILS: Open steel grid deck**IX. TRUSS CONFIGURATION**



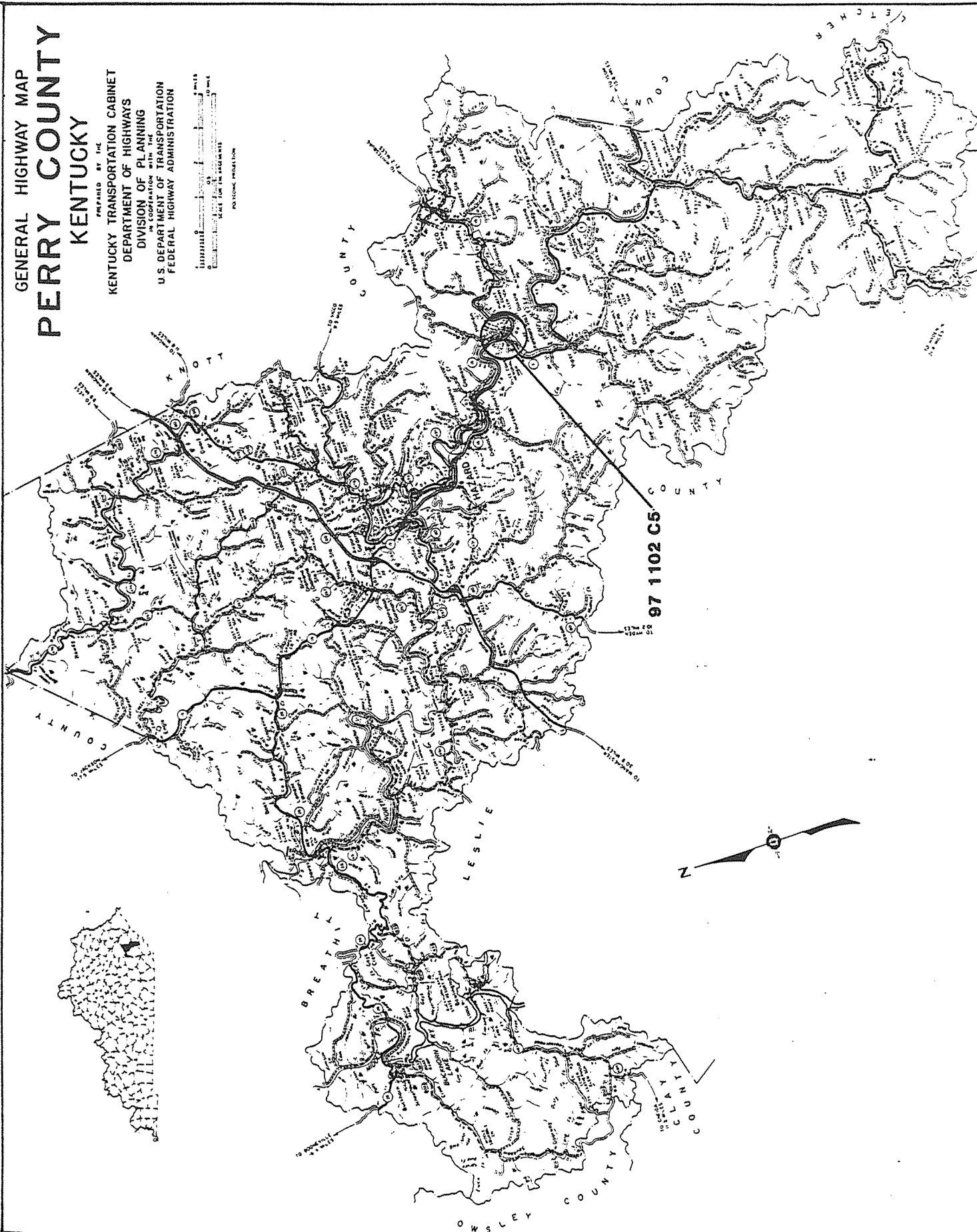
X. PHOTOGRAPHS





# GENERAL HIGHWAY MAP PERRY COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



97 1102 C5

## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 24

## I. LOCATION

COUNTY: Perry CITY: Jeff  
ROUTE: 1102 SPANS: Northern Fork Kentucky River  
(Old Ky 15 Loop #1 Rd.)  
HWY. DISTRICT: 10 S I A RATING: 28.9  
UTM COORDINATES: \_\_\_\_\_

## II. HISTORY

BRIDGE ID#: 97-1102-C5

NAME/TYPE: Pratt Pony

DESIGNER/ Unknown

BUILDER: Atlantic Bridge Co., Greensboro, N.C.

DATE: 1926 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

Two-span pony truss is the only surviving structure in the state  
built by the Atlantic Bridge Co.

#### IV. TECHNOLOGICAL SIGNIFICANCE

  X   TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

       RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

       UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Rural  
  
  
  

## VI. INTEGRITY

Structural integrity is good, setting integrity is fair -  
electrical substation on adjacent land.  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 201 WIDTH: 20.2

SPAN TYPES:

1. Pratt Pony - 2 LENGTH: 100

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars



BOTTOM CHORDS: 2 angles, stay plates

HIP VERTICALS: 2 channels, lacing bars

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 angles, stay plates

COUNTERS: -

TOP LATERAL BRACING: -

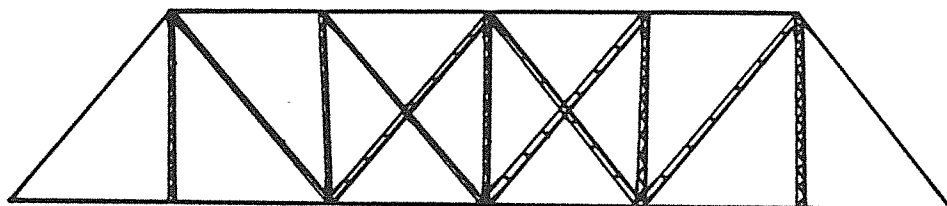
TOP LATERAL STRUTS: -

BOTTOM LATERAL BRACING: -

FLOOR BEAMS: Steel beam STRINGERS: Steel beam

OTHER DETAILS: -  
-

# IX. TRUSS CONFIGURATION

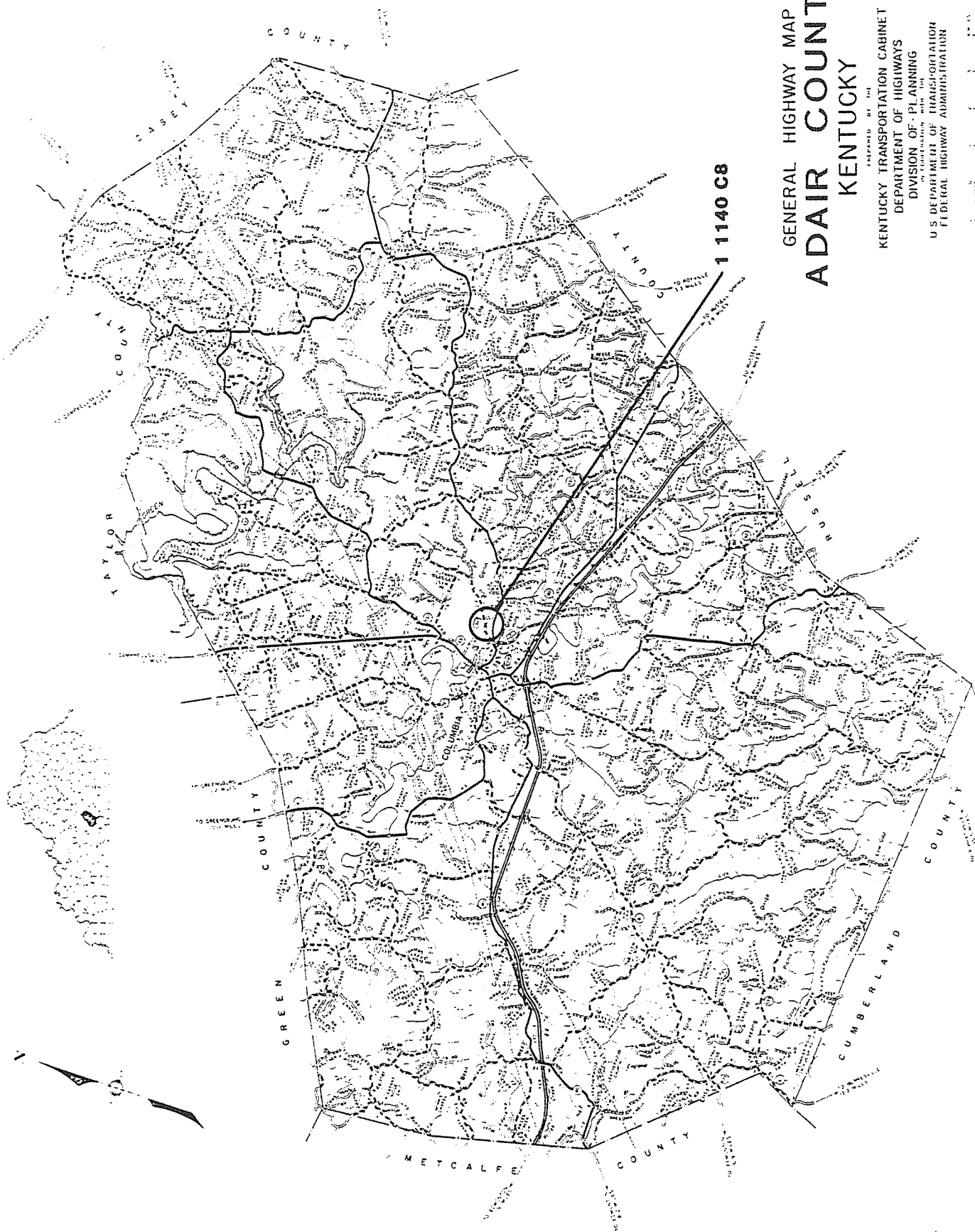


X. PHOTOGRAPHS



APPENDIX 2

ELIGIBLE BRIDGES FOR FURTHER CONSIDERATION



GENERAL HIGHWAY MAP  
**ADAIR COUNTY**  
KENTUCKY

Prepared by the  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
in cooperation with the  
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FEDERAL HIGHWAY ADMINISTRATION

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 25

I. LOCATION

COUNTY: Adair CITY: Rural

ROUTE: 1140 SPANS: Russell Creek  
(Allison Lane)

HWY. DISTRICT: 8 S I A RATING: 14.6

UTM COORDINATES: 16 652409 4108305

II. HISTORY

BRIDGE ID#: 1-1140-C8

NAME/TYPE: Pratt Thru

DESIGNER/ Champion Bridge Co.

BUILDER: \_\_\_\_\_

DATE: 1902 BASIS: Plate

III. HISTORICAL SIGNIFICANCE

One of 51 documented structures built by the most prolific  
(documented) private bridge builder in the state

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_



## V. ENVIRONMENT/OTHER REMARKS

Rural/Subdivision (Green Hills) near Columbia  
  
  

## VI. INTEGRITY

Structural and setting integrity fair. Cable and mesh guardrail,  
paved, may have new steel floor beams.  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 169 WIDTH: 11.0

SPAN TYPES:

1. Pratt Thru LENGTH: 1182.  LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: END POSTS: 2 channels, cover plate, stay platesTOP CHORDS: 2 channels, cover plate, stay plates

BOTTOM CHORDS: 2 eye bars

HIP VERTICALS: Round rod, loop welded?

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars

COUNTERS: Round rod, open turnbuckle

TOP LATERAL BRACING: Round; rods

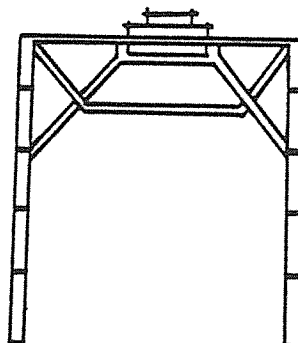
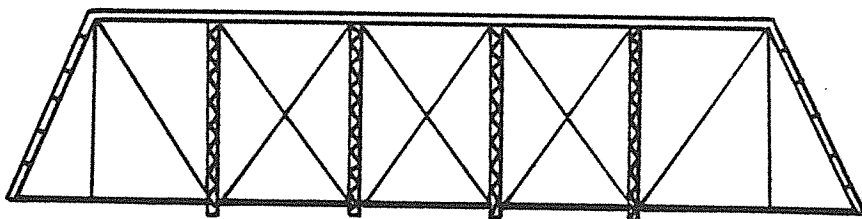
TOP LATERAL STRUTS: Angles, channels?

BOTTOM LATERAL BRACING:

FLOOR BEAMS: Steel beam STRINGERS: Timber

OTHER DETAILS: Paved timber deck, timber "curb"

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS







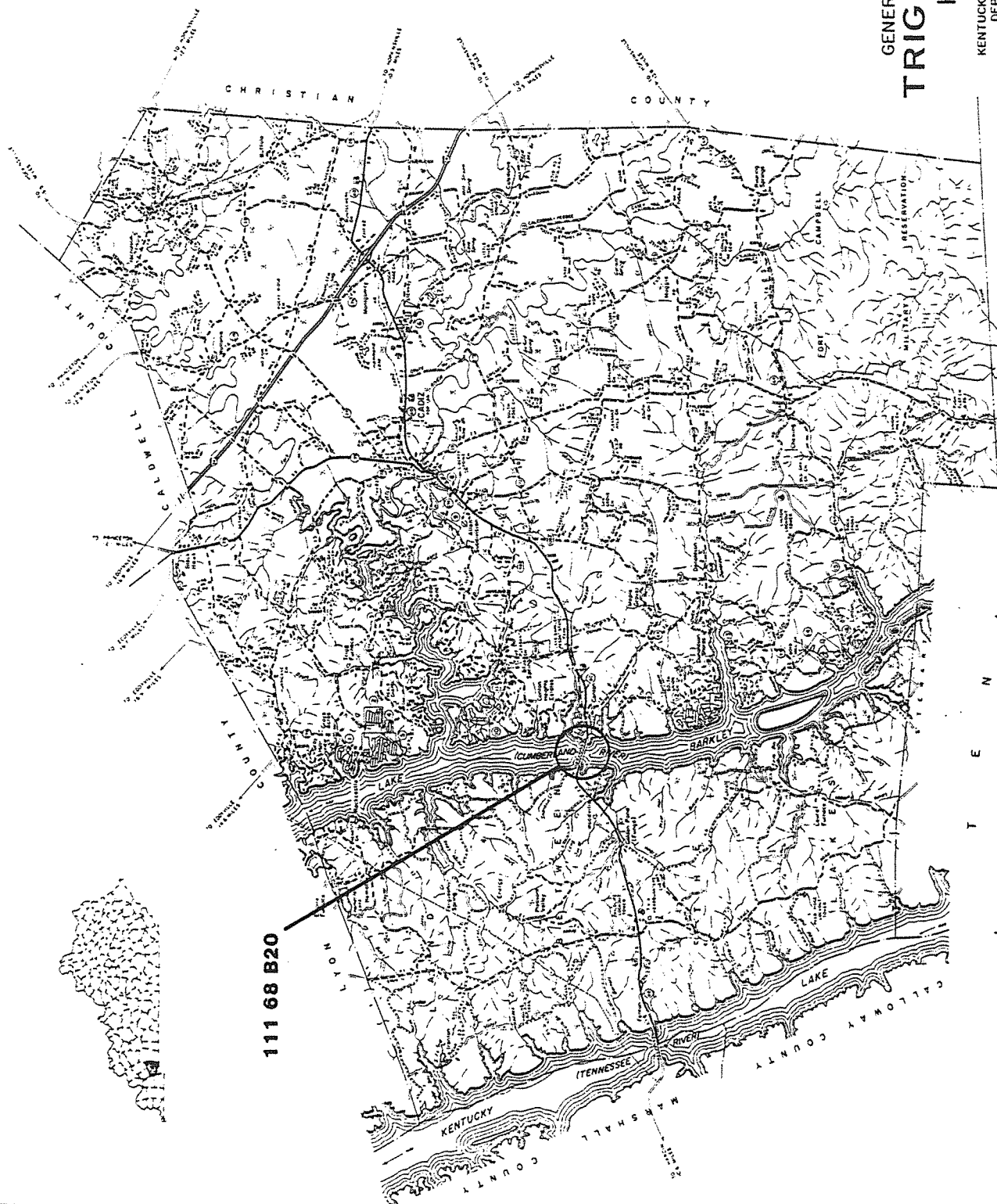
# GENERAL HIGHWAY MAP TRIGG COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale 1:50,000  
1 inch = 1 mile  
1 centimeter = 0.625 miles

Publication No. 100-100

105



111 68 B20



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 26

I. LOCATION

COUNTY: Trigg CITY: Rural  
Barkley Lake  
ROUTE: KY 80, US 68 SPANS: Cumberland River  
(Cadiz - Benson)  
HWY. DISTRICT: 1 S I A RATING: 46.6  
UTM COORDINATES: 16 412841 4072905

II. HISTORY

BRIDGE ID#: 111-68-B20  
NAME/TYPE: Parker Thru, Pratt Deck  
DESIGNER/\_\_\_\_\_  
BUILDER: Unknown  
DATE: 1934 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Bridge is part of the Barkley Lake-Cumberland River project,  
which caused the displacement of a large portion of Region I's  
population in the early 20th Century

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: One of two in Region I,  
one of 29 in the state

\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Barkley Lake  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structure and setting integrity are good  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 2 main OVERALL LENGTH: 3105 WIDTH: 21.0

## SPAN TYPES:

1. Parker (10 panel) -2 LENGTH: 322
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_  
Steel and concrete beam approaches

## VIII. STRUCTURAL INFORMATION

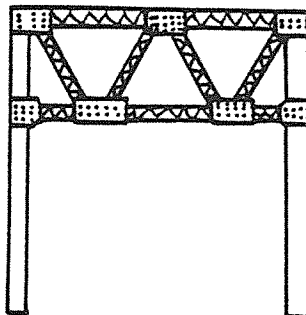
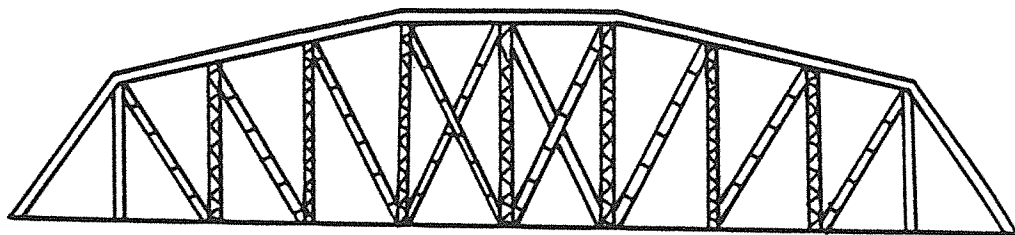
SUBSTRUCTURE: Concrete  
\_\_\_\_\_

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age  
\_\_\_\_\_CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X  
\_\_\_\_\_END POSTS: Built-up box - 4 angles with web plates, cover plate, stay bars  
\_\_\_\_\_TOP CHORDS: Built-up box - 4 angles with web plates, cover plate, stay bars  
\_\_\_\_\_

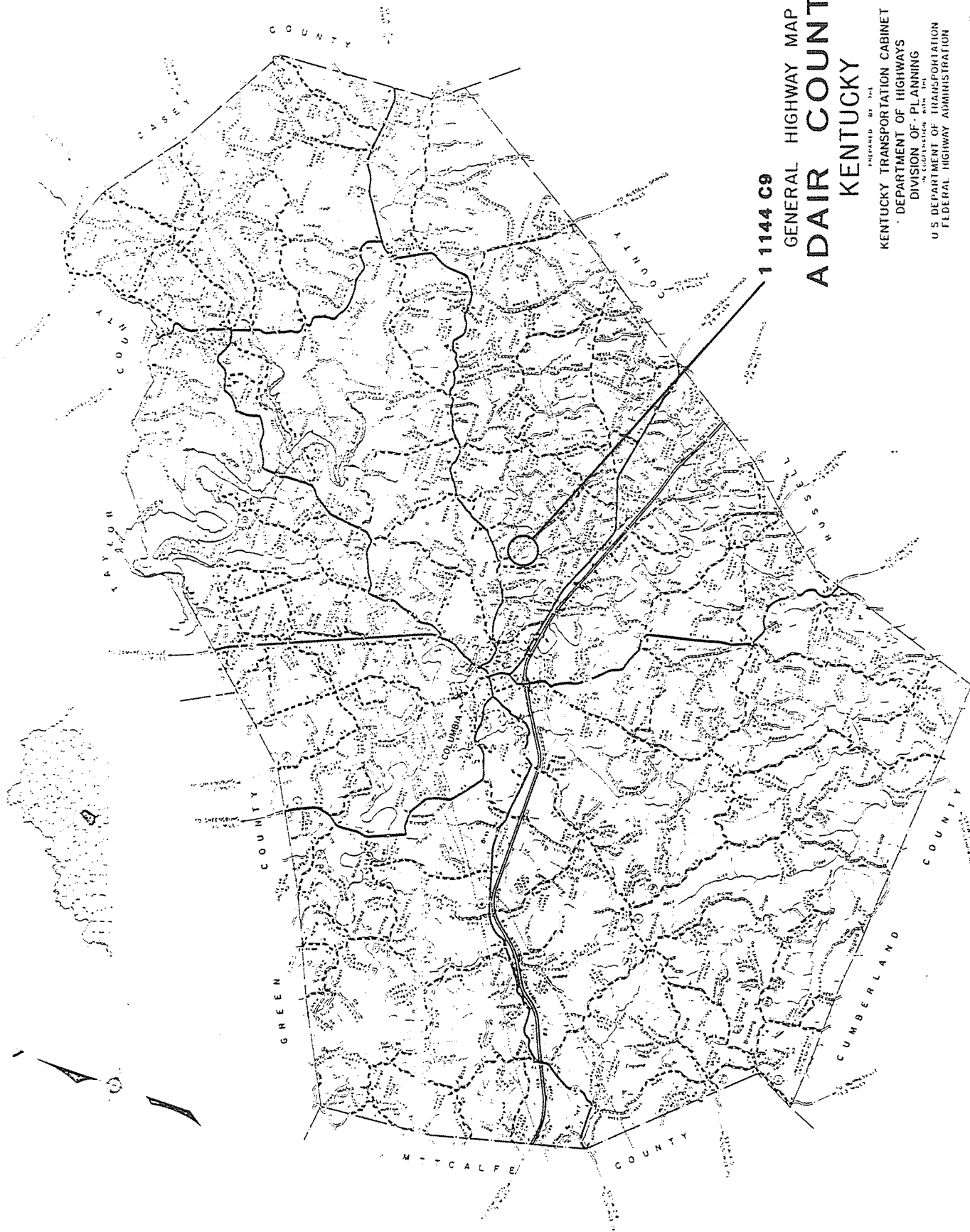
BOTTOM CHORDS: \_\_\_\_\_  
HIP VERTICALS: 4 angles, web plate  
INTERMEDIATE POSTS: 2 channels, lattice bars  
DIAGONALS: 2 channels, stay bars with angle connections  
COUNTERS: -  
TOP LATERAL BRACING: Paired angles, lattice bars  
TOP LATERAL STRUTS: Paired angles, lattice bars  
BOTTOM LATERAL BRACING: \_\_\_\_\_  
FLOOR BEAMS: Steel beam STRINGERS: Steel beam  
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

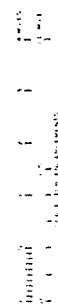




1 1144 C9

GENERAL HIGHWAY MAP  
**ADAIR COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
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FEDERAL HIGHWAY ADMINISTRATION





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 27

I. LOCATION

COUNTY: Adair CITY: Rural

ROUTE: 1144 (New Concord, Hayes Rd.) SPANS: Sulphur Creek  
(New Concord Church)

HWY. DISTRICT: 8 S I A RATING: 17.7

UTM COORDINATES: 16 656 220 4108042

II. HISTORY

BRIDGE ID#: 1-1144-C9

NAME/TYPE: Warren Pony

DESIGNER/

BUILDER: HIP Co. Steel Bridges

DATE: 1925 BASIS: 2 bridge plates

III. HISTORICAL SIGNIFICANCE

One of three surviving, documented structures built by the  
HIP Company in the state

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

       RARE SURVIVOR/STANDARD DESIGN:

       UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity is good. Wood floor, some  
guardrail missing  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 52 WIDTH: 13.7

SPAN TYPES:

1. Warren Pony LENGTH: Age

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: \_\_\_\_\_

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: \_\_\_\_\_ RIVETS: XEND POSTS: 2 channels, cover plate, stay barsTOP CHORDS: 2 channels, cover plate, stay bars

FORM # 27

BOTTOM CHORDS: 2 angles, stay bars

HIP VERTICALS: -

INTERMEDIATE POSTS: 2 angles, stay bars

DIAGONALS: 2 angles, stay bars

COUNTERS: -

TOP LATERAL BRACING: -

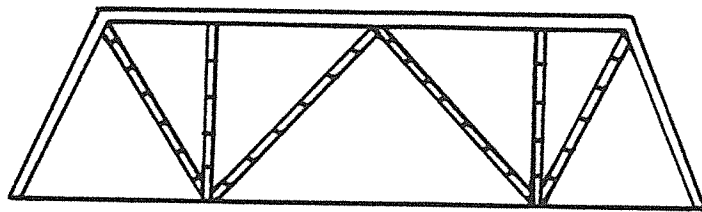
TOP LATERAL STRUTS: -

BOTTOM LATERAL BRACING: -

FLOOR BEAMS: Steel beam STRINGERS: Timber

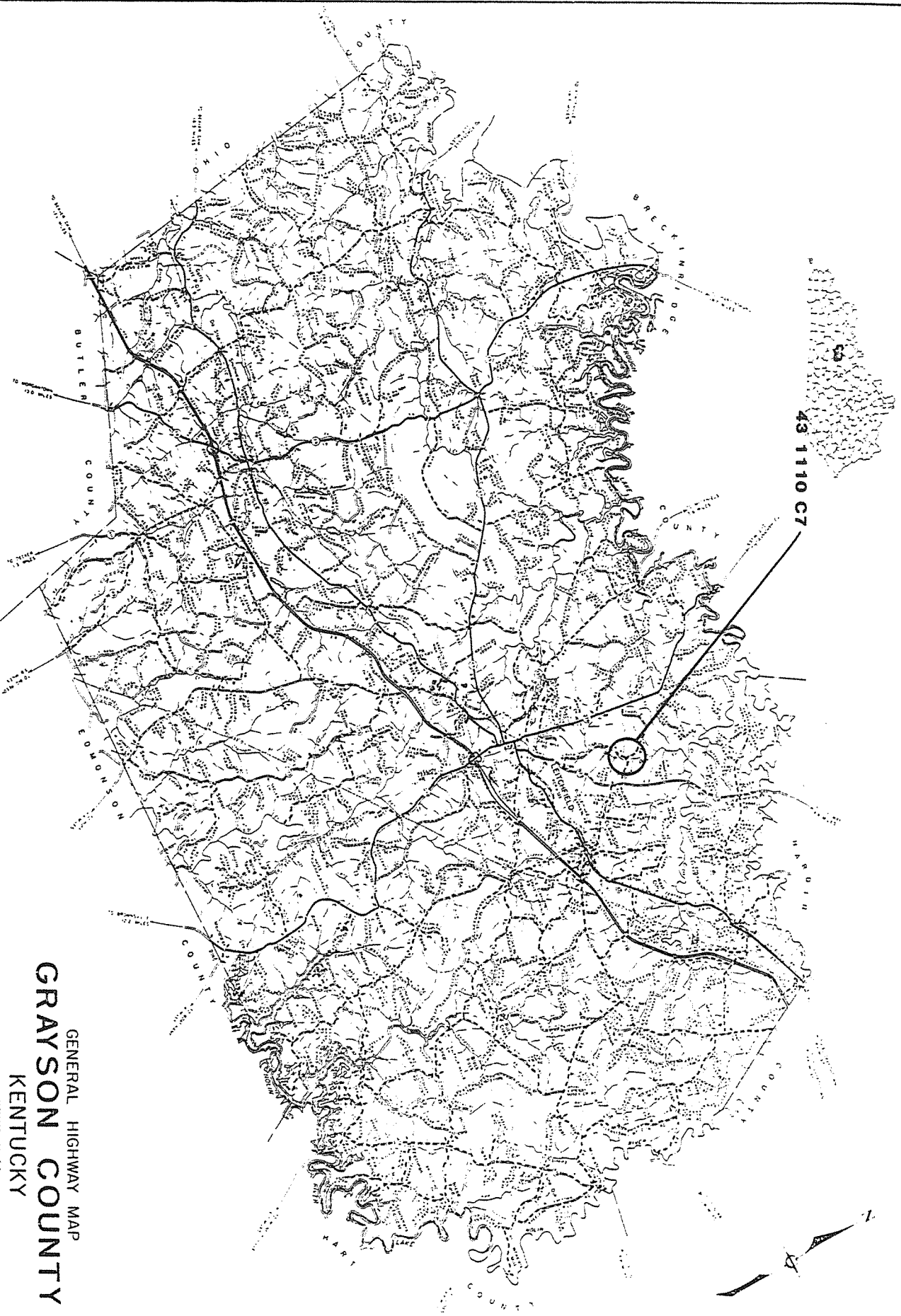
OTHER DETAILS: -

IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





43 1110 C7

# GENERAL HIGHWAY MAP GRAYSON COUNTY KENTUCKY

Prepared by the  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
In cooperation with the  
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FEDERAL HIGHWAY ADMINISTRATION

Scale 1" = 10 miles  
0 1 2 3 4 5 6 7 8 9 10



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 28

I. LOCATION

COUNTY: Grayson CITY: Rural

ROUTE: 110 (Charley Kipper Rd.) SPANS: Beaver Dam Creek

HWY. DISTRICT: 4 S I A RATING: 17.8

UTM COORDINATES: 16 565335 4153350

II. HISTORY

BRIDGE ID#: CR-43-1110-C7

NAME/TYPE: Bedpost Pony

DESIGNER/

BUILDER: Unknown

DATE: 1930 BASIS: KDOH records

III. HISTORICAL SIGNIFICANCE

Between 1910 and 1945 nine bedpost pony trusses were built in  
Grayson County. This is one of seven survivors.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair, may have one new abutment.  
Setting integrity is good.  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 35 WIDTH: 11.8

## SPAN TYPES:

1. Bedpost Pony LENGTH: 35  
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

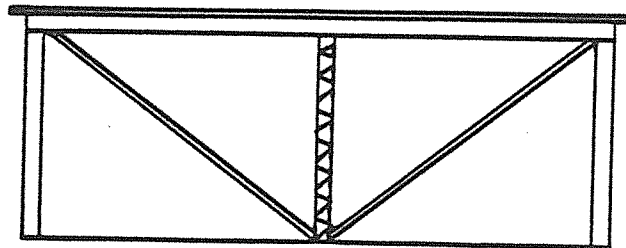
CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

END POSTS: 2 channels, cover plate, stay bars

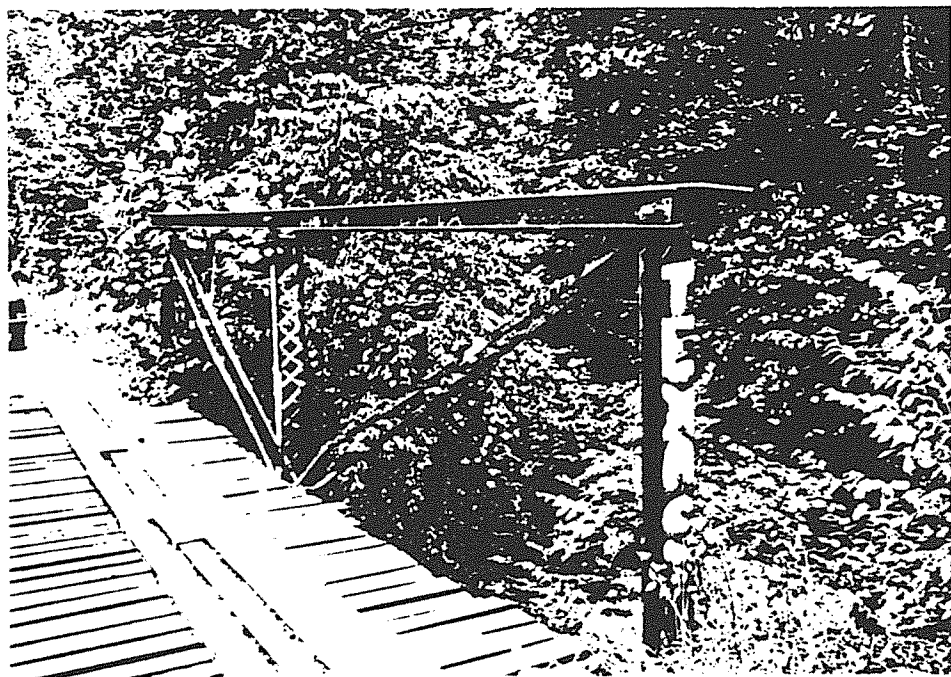
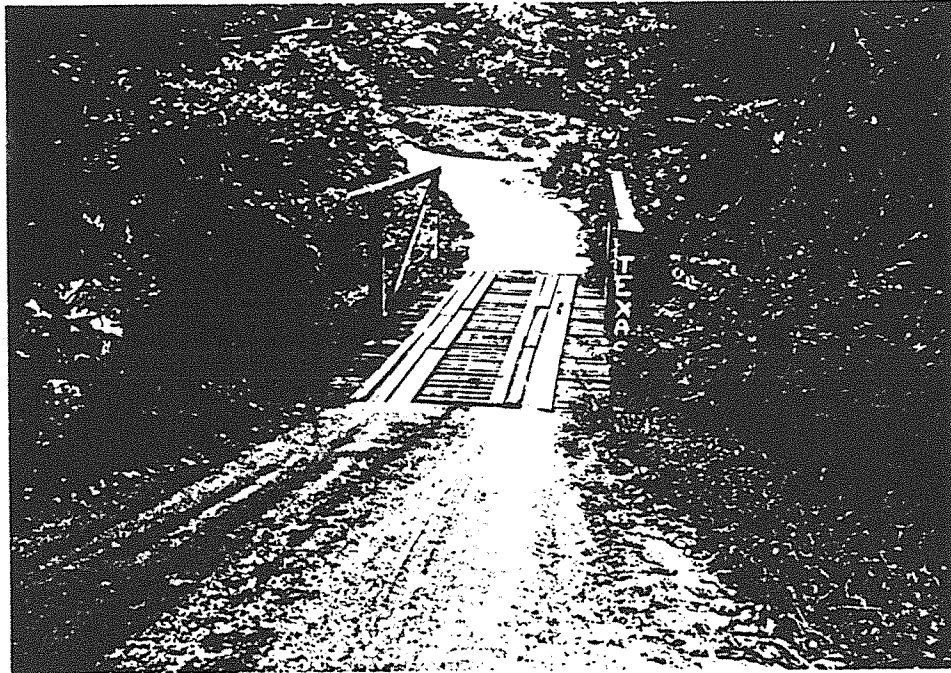
TOP CHORDS: 2 channels, cover plate, stay bars

BOTTOM CHORDS: 2 eye barsHIP VERTICALS: -INTERMEDIATE POSTS: 2 paired angles, lattice barsDIAGONALS: 2 eye barsCOUNTERS: -TOP LATERAL BRACING: -TOP LATERAL STRUTS: -BOTTOM LATERAL BRACING: -FLOOR BEAMS: Steel beams STRINGERS: TimbersOTHER DETAILS: -

## IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

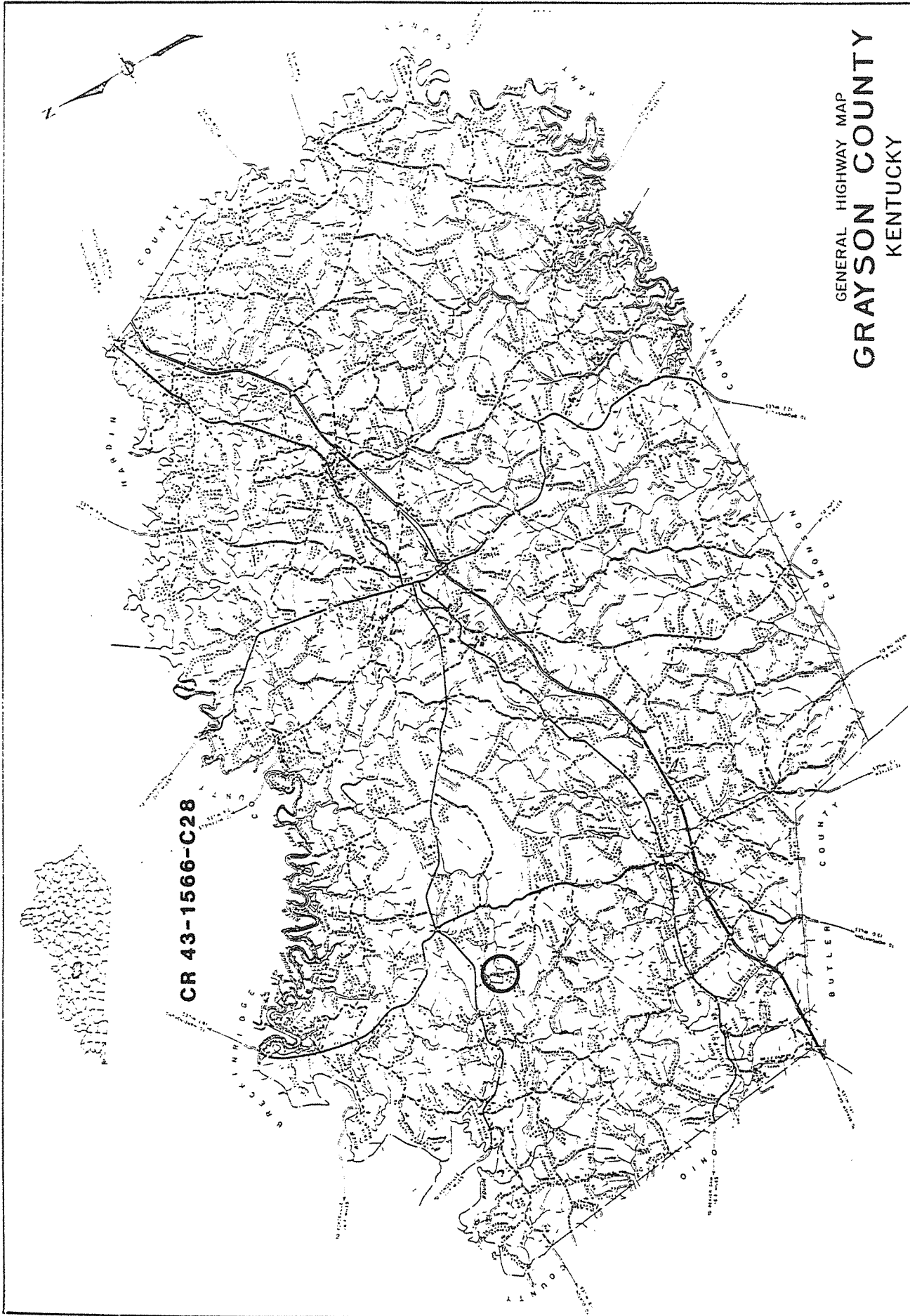


GENERAL HIGHWAY MAP  
**GRAYSON COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
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FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500

CR 43-1566-C28





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 29

I. LOCATION

COUNTY: Grayson CITY: Rural

ROUTE: 1566 (Towsey Post Rd.) SPANS: Shorkcreek

HWY. DISTRICT: 4 S I A RATING: 16.4

UTM COORDINATES: 16 543259 4151480

II. HISTORY

BRIDGE ID#: 43-1566-C28

NAME/TYPE: Bedpost Pony

DESIGNER/

BUILDER: Unknown

DATE: 1920 BASIS:

III. HISTORICAL SIGNIFICANCE

One of several bedpost pony trusses built in early 1900's in  
Grayson and Davies Counties

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

       RARE SURVIVOR/STANDARD DESIGN:

       UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity good  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 72 WIDTH: 11

SPAN TYPES:

1. Bedpost Pony - 1 LENGTH: 45

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: \_\_\_\_\_

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: X RIVETS: \_\_\_\_\_END POSTS: 2 channels, cover plate, stay platesTOP CHORDS: 2 channels, cover plate, stay plates

BOTTOM CHORDS: 2 eye bars

HIP VERTICALS: -

INTERMEDIATE POSTS: 2 paired angles, lacing bars

DIAGONALS: 2 eye bars

COUNTERS: Round Rod with turnbuckle

TOP LATERAL BRACING: -

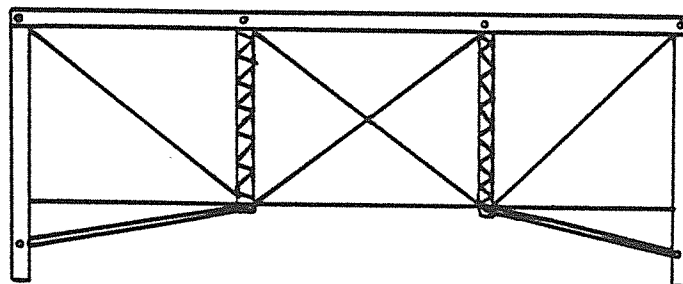
TOP LATERAL STRUTS: -

BOTTOM LATERAL BRACING: -

FLOOR BEAMS: Steel beams STRINGERS: Steel beams

OTHER DETAILS: -

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 30

I. LOCATION

COUNTY: Henderson CITY: Henderson

ROUTE: 41 SPANS: Ohio River

HWY. DISTRICT: 2 S I A RATING: 71.6

UTM COORDINATES: 16 451550 4195262

II. HISTORY

BRIDGE ID#: 51-41-B2

NAME/TYPE: Cantilever-Bi State Gold Star Vietnam Memorial Bridge

DESIGNER/

BUILDER:

DATE: 1932 BASIS:

III. HISTORICAL SIGNIFICANCE

Ohio River Bridge - connects Kentucky and Indiana.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:



## V. ENVIRONMENT/OTHER REMARKS

Spans Ohio River between Henderson Kentucky and Evansville  
Indiana. Adjacent similar 1932 cantilever. Junk under  
bridge.

## VI. INTEGRITY

Structural integrity is good, setting integrity fair

## VII. DESIGN INFORMATION

NO. SPANS: 9 OVERALL LENGTH: 5395 WIDTH: 34.0

## SPAN TYPES:

- Cantiliver - 4, 2 are  
1. suspended LENGTH: 540-600-720-432  
2. Warren Deck - 5 LENGTH: 153

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: X RIVETS: X

END POSTS: 2 channels, cover plate, lattice bars

TOP CHORDS: 2 channels, cover plate, lattice bars



BOTTOM CHORDS: Built-up box with plates and lattice bars

HIP VERTICALS: 2 paired angles, stay bars

INTERMEDIATE POSTS: 2 paired angles, stay plates, 2 channels, lattice bars, I-shaped column section

DIAGONALS: 2 channels, lattice bars, 4 eye bars

COUNTERS: -

TOP LATERAL BRACING: 2 channels lattice bars

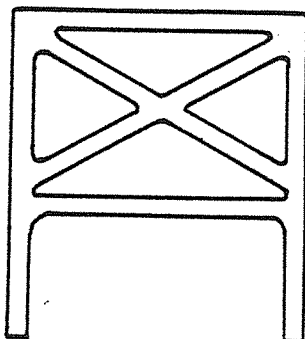
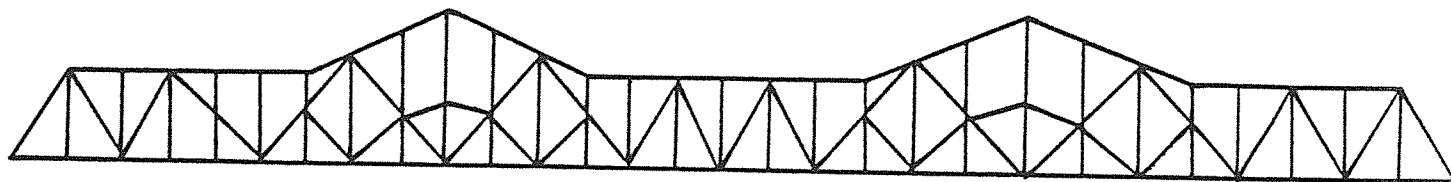
TOP LATERAL STRUTS: 2 channel lattice bars, 2 paired angles, lattice bars

BOTTOM LATERAL BRACING: I - Beams

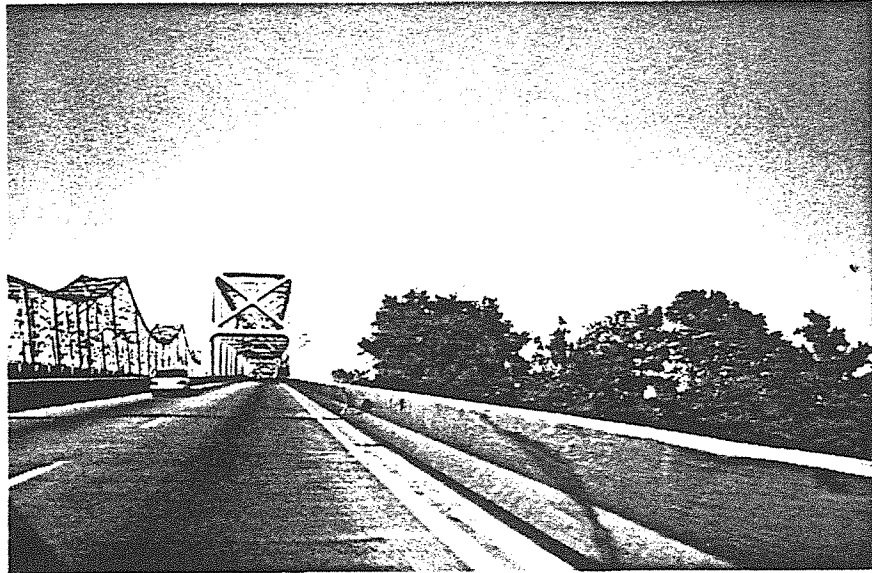
FLOOR BEAMS: Built-up plate grinder STRINGERS: I - Beams

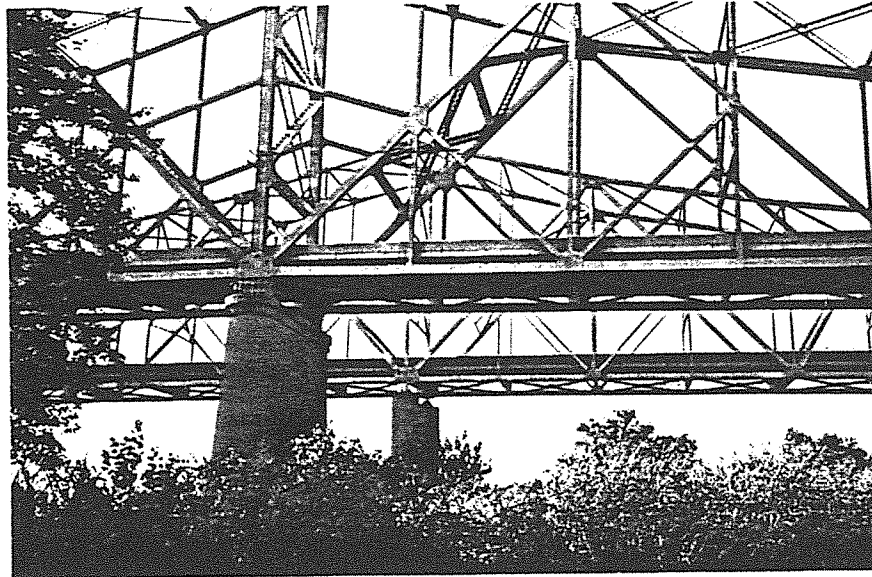
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS

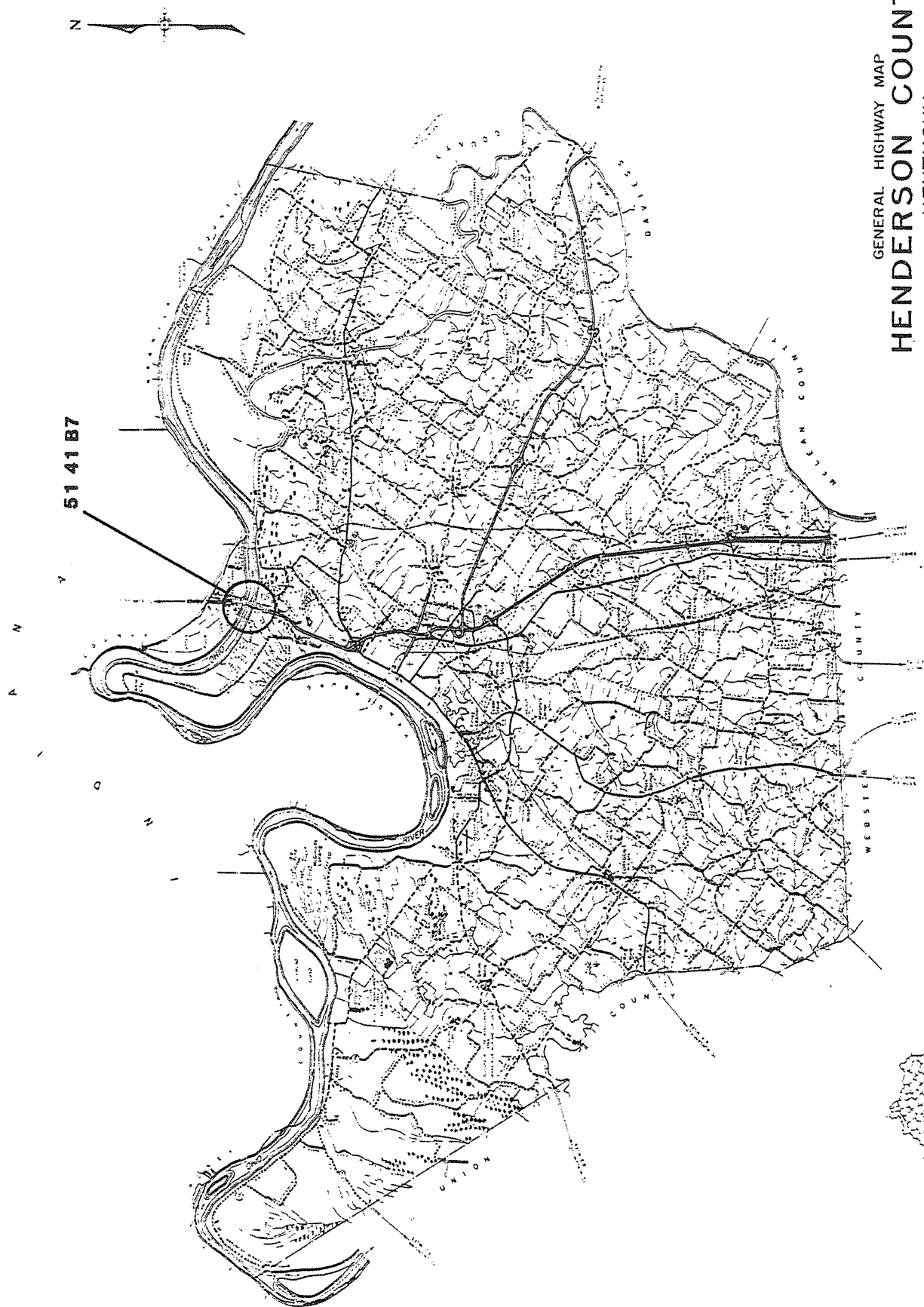






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KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
1964

11



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 31

I. LOCATION

COUNTY: Henderson CITY: Henderson

ROUTE: 41 (Henderson-Evansville) SPANS: Ohio River

HWY. DISTRICT: 2 S I A RATING: 47.8

UTM COORDINATES: 16 451599 4195258

II. HISTORY

BRIDGE ID#: 51-41-B7

NAME/TYPE: Cantilever

DESIGNER/

BUILDER: Kentucky-Indiana Bridge Co.

DATE: 1932 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Ohio River Bridge between Evansville, Indiana and Henderson,  
Kentucky

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: 12 in state, 4 in  
Region II

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural/Urban adjacent similar cantilever bridge

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair, setting integrity is fair.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 4 OVERALL LENGTH: 5427 WIDTH: 34.0

## SPAN TYPES:

1. Cantilever-4,2 suspended LENGTH: 2292 Total
2. Steel and concrete beam approaches LENGTH: 3 x 180, 2 x 432, 1 x 600

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X + new welded (1965)

END POSTS: Box of 4 welded plates

TOP CHORDS: Box of 4 welded plates

BOTTOM CHORDS: Box of 4 welded plates

HIP VERTICALS: I-beams

INTERMEDIATE POSTS: I-beams

DIAGONALS: Box of 4 welded plates

COUNTERS: I-beams

TOP LATERAL BRACING: I-beams

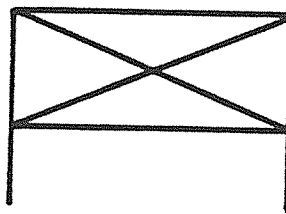
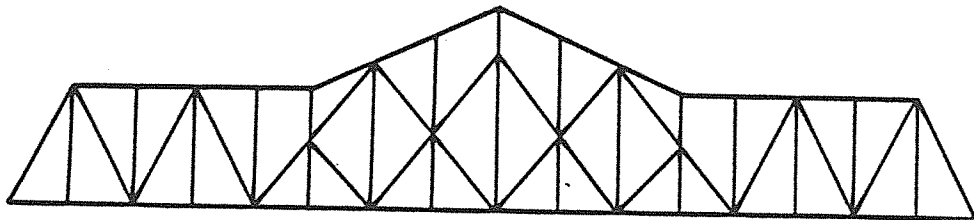
TOP LATERAL STRUTS: I-beams

BOTTOM LATERAL BRACING: I-beams

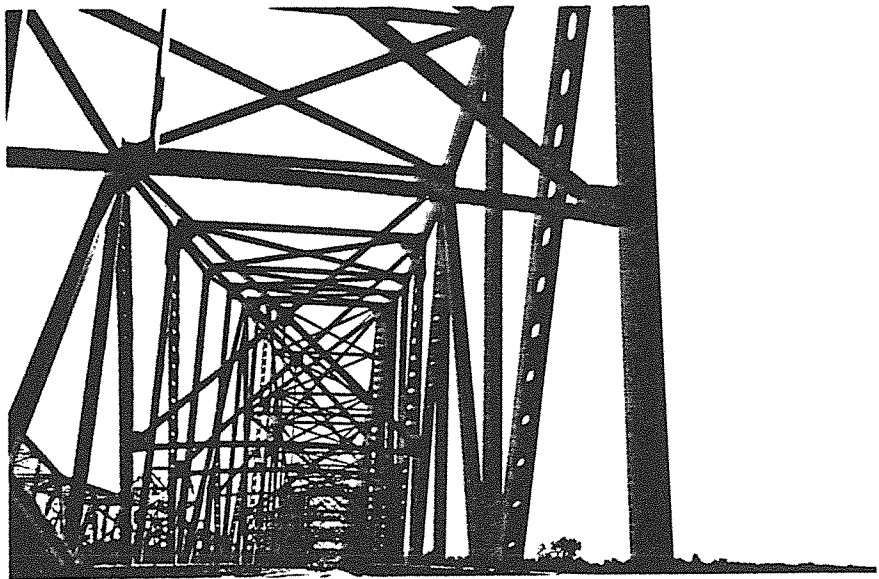
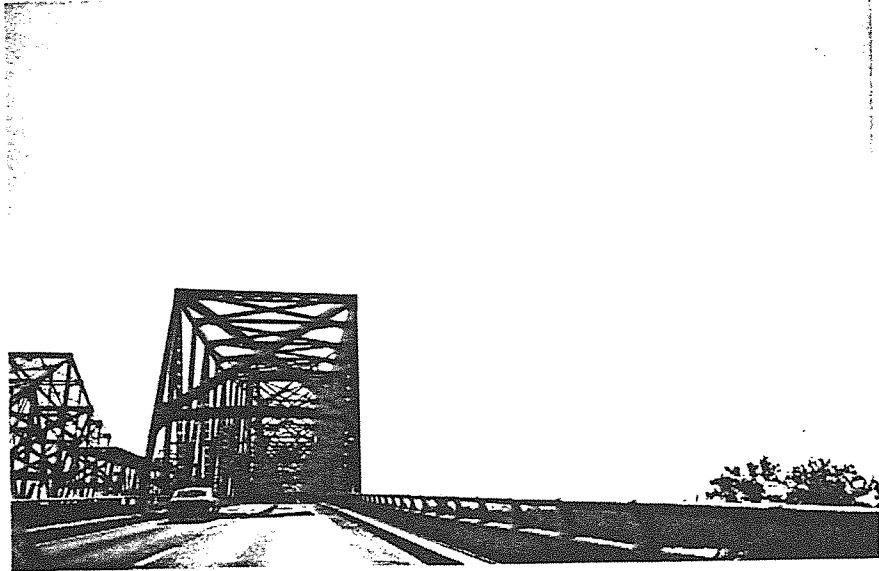
FLOOR BEAMS: Welded plate griders STRINGERS: I-beams

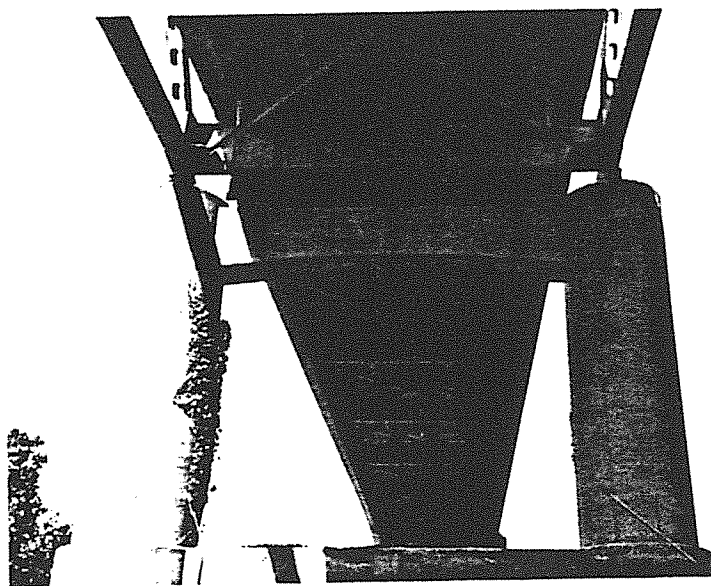
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

# IX. TRUSS CONFIGURATION

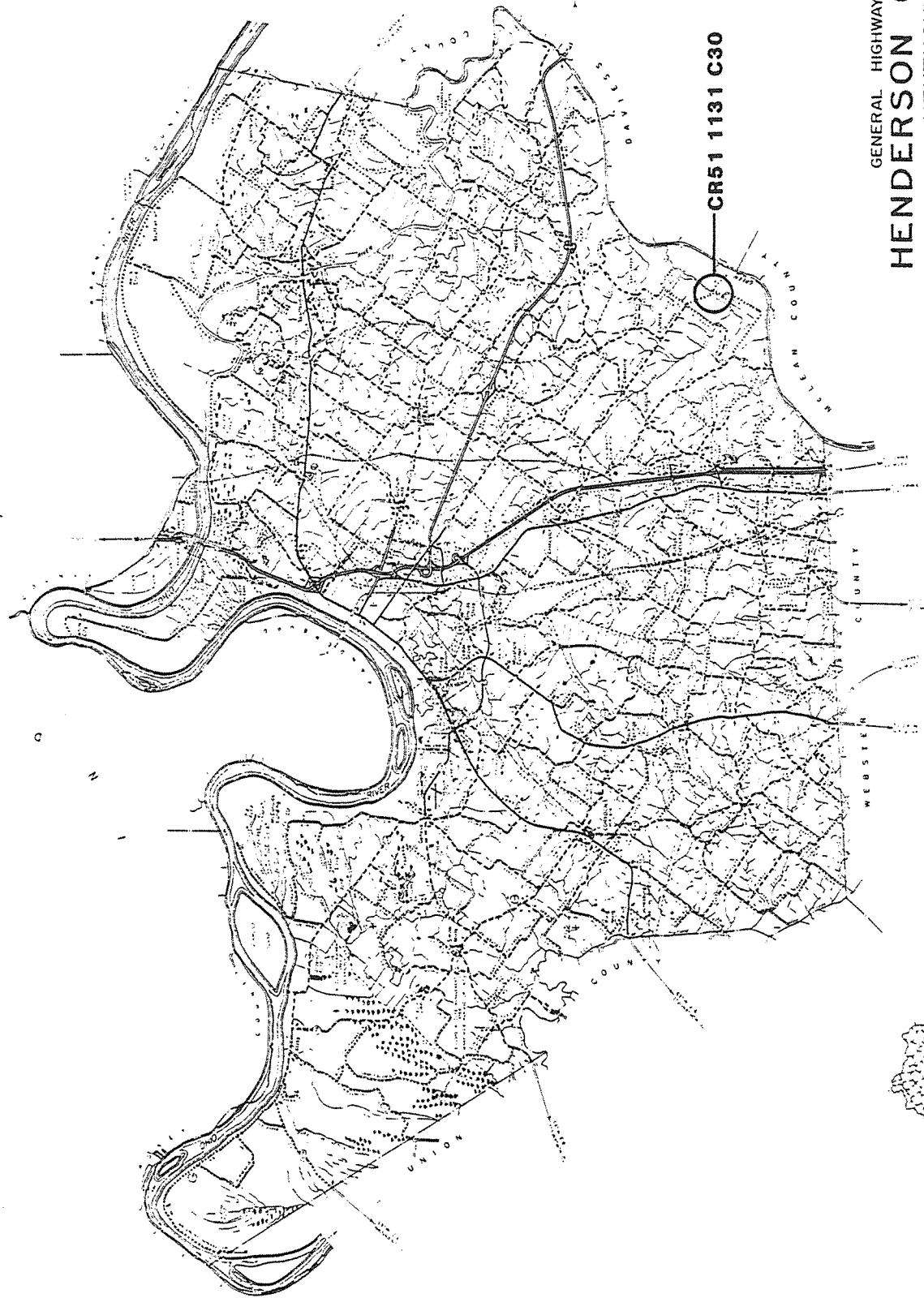
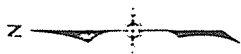


X. PHOTOGRAPHS









# GENERAL HIGHWAY MAP HENDERSON COUNTY KENTUCKY

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 32

I. LOCATION

COUNTY: Henderson CITY: Rural

ROUTE: 1131 (Boatman Rd.) SPANS: Cash Creek

HWY. DISTRICT: 2 S I A RATING: 16.7

UTM COORDINATES: 16 463019 4171645

II. HISTORY

BRIDGE ID#: 51-1131-C30

NAME/TYPE: Pratt 1/2 Hip Pony

DESIGNER/

BUILDER: Champion Bridge Co.

DATE: 1920 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

One of 31 in Region II and one of 111 in the state of its type.

Good example of its type by the most prolific (documented)

private bridge builder in the state.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural, wooded  
  
  

## VI. INTEGRITY

Structural integrity is good, setting integrity is good. Paved.  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 57 WIDTH: 21.1

SPAN TYPES:

1. Pratt 1/2 Hip Pony LENGTH: 552.  LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: X RIVETS: END POSTS: 2 channels, cover plate, stay barsTOP CHORDS: 2 channels, cover plate, stay bars

BOTTOM CHORDS: 2 eye bars

HIP VERTICALS: -N/A-

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars

COUNTERS: Round rod with turnbuckle

TOP LATERAL BRACING: -N/A-

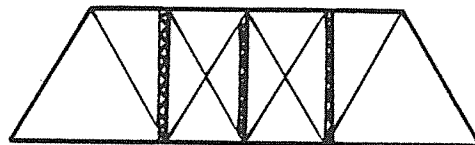
TOP LATERAL STRUTS: -N/A-

BOTTOM LATERAL BRACING: Round rod

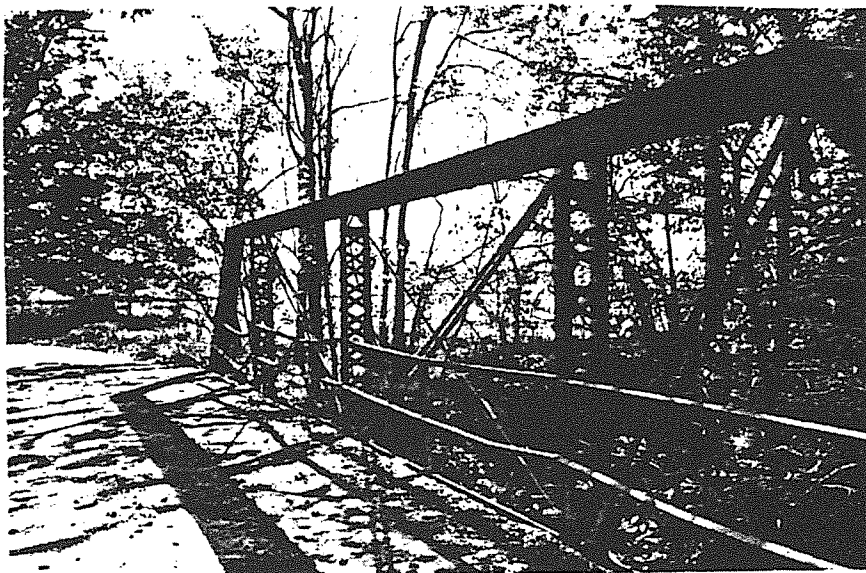
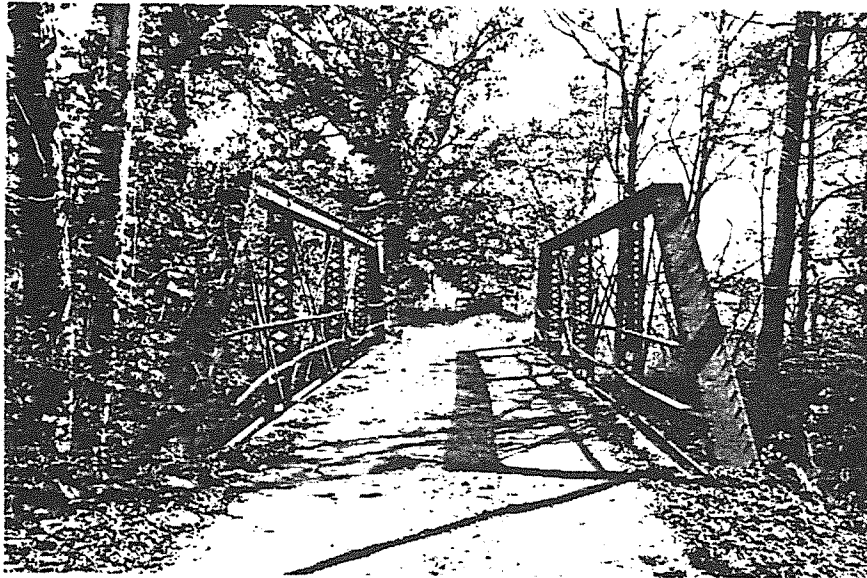
FLOOR BEAMS: Riveted I-beam STRINGERS: Riveted I-beams

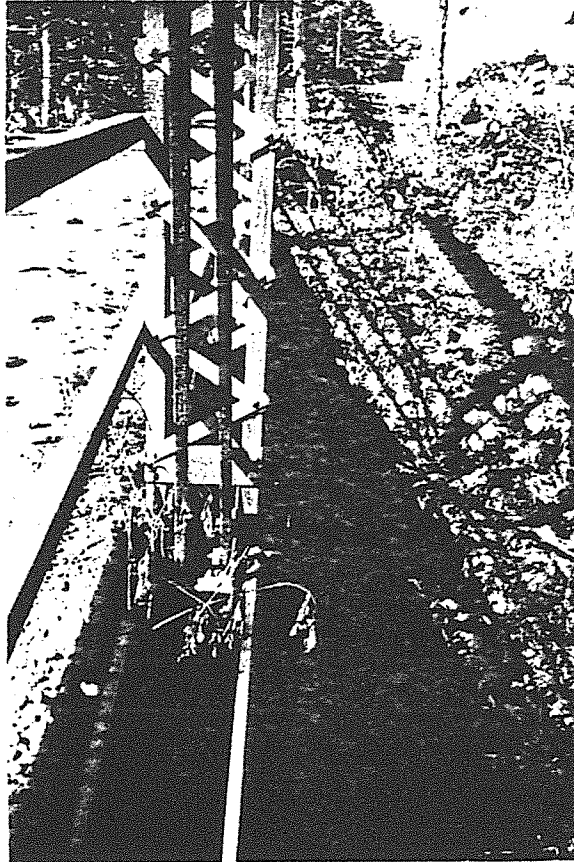
OTHER DETAILS: \_\_\_\_\_

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



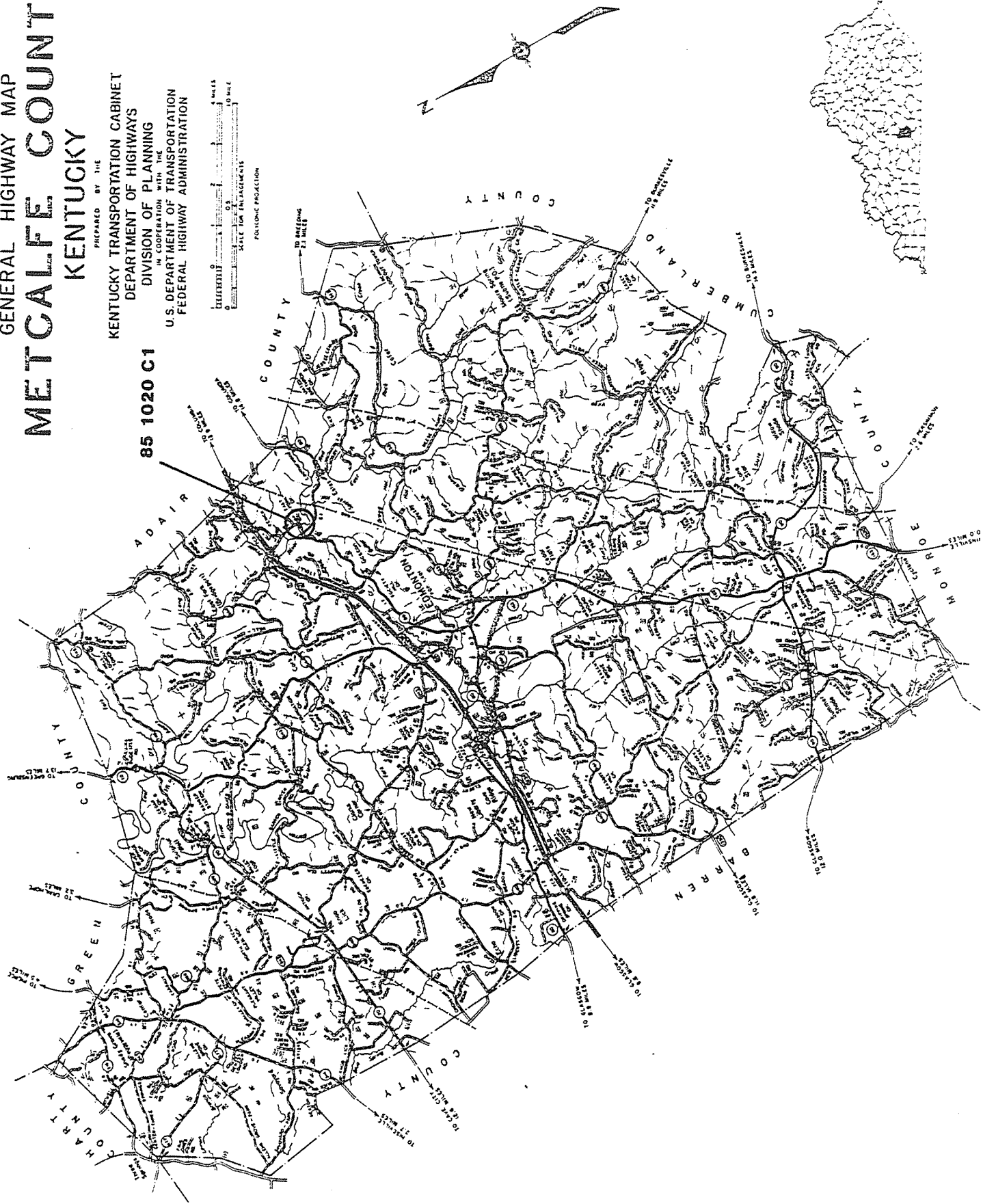




# GENERAL HIGHWAY MAP METCALFE COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

85 1020 C1



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 33

I. LOCATION

COUNTY: Metcalfe CITY: Rural  
ROUTE: Jack Sparks Road SPANS: E. Fork, Little Barron River  
HWY. DISTRICT: 3 S I A RATING: 36.3  
UTM COORDINATES: 16 629759 4097240

II. HISTORY

BRIDGE ID#: CR-85-1020-C1  
NAME/TYPE: Pratt Thru  
DESIGNER/   
BUILDER: Champion Bridge Co., Wilmington, Oh  
DATE: 1911 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Elegant, early example of a common type built by the most  
prolific (documented) private bridge company in the state

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
  
RARE SURVIVOR/STANDARD DESIGN:   
  
  
UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
  
  
  

## VI. INTEGRITY

Structural integrity is fair - guardrails and setting integrity  
good  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 188 WIDTH: 11.0

SPAN TYPES:

1. Pratt Thru LENGTH: 120
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete, Steel

SUPERSTRUCTURE

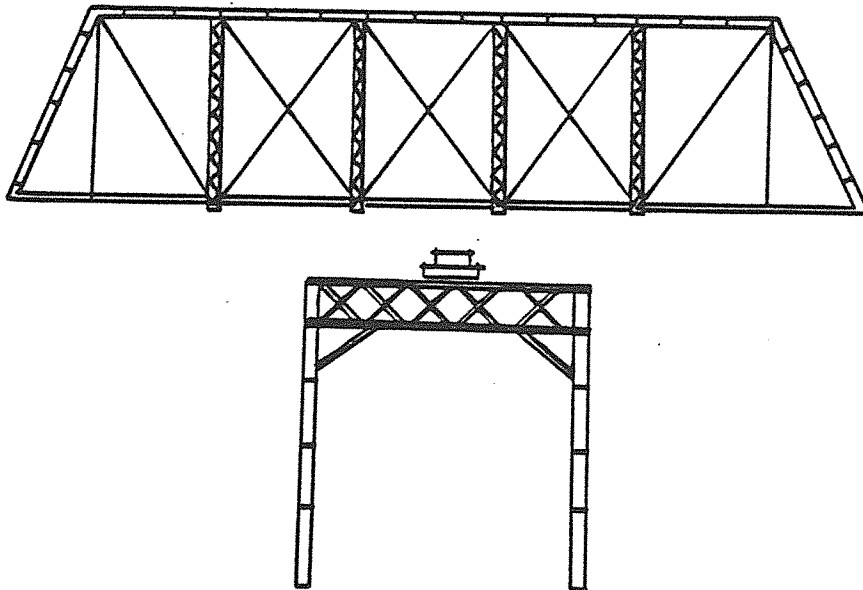
MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS: X RIVETS: \_\_\_\_\_END POSTS: 2 channels, cover plate, stay platesTOP CHORDS: 2 channels, cover plate, stay plates

BOTTOM CHORDS: 2 eye barsHIP VERTICALS: 2 eye barsINTERMEDIATE POSTS: 2 channels, lacing barsDIAGONALS: 2 eye bars and round rodsCOUNTERS: 1 round rod with adjustable connectionTOP LATERAL BRACING: 1 round rodTOP LATERAL STRUTS: 2 angles

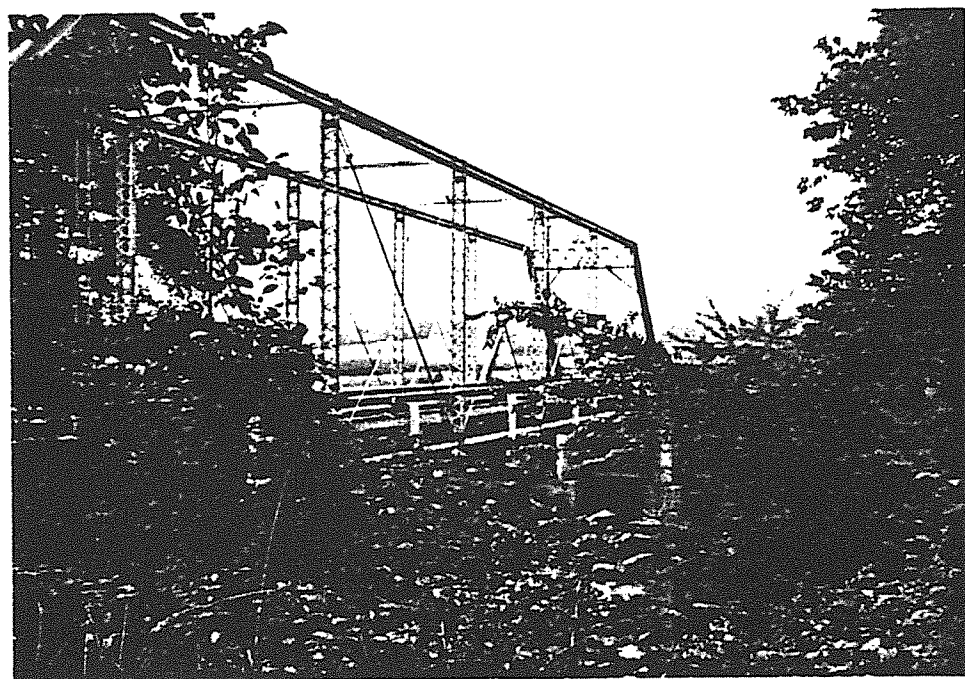
BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: Steel beam STRINGERS: TimbersOTHER DETAILS: Wood deck and curbs

## IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



GENERAL HIGHWAY MAP  
**OHIO COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500

92 1012 C3





KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 34

I. LOCATION

COUNTY: Ohio CITY: (Rural) Narrows

ROUTE: 1012 (Dundee-Narrows Rd.) SPANS: Trib, Rough River

HWY. DISTRICT: 2 S I A RATING: 44.2

UTM COORDINATES: 16 523615 4157619

II. HISTORY

BRIDGE ID#: 42-1012-C3

NAME/TYPE: Camelback

DESIGNER/

BUILDER: Champion Bridge Co., Wilmington, Ohio

DATE: 1904 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Elegant example of an early camelback truss by the most prolific  
(documented) bridge builder in the state.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair - new steel guardrails and subfloor  
supports  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 142 WIDTH: 12.1

## SPAN TYPES:

1. Camelback LENGTH: 140  
2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Stone

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

END POSTS: 2 channels, cover plate, stay bars

TOP CHORDS: 2 channels, cover plate, stay bars

BOTTOM CHORDS: 2 eye bars

HIP VERTICALS: Round rod with looped ends

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars

COUNTERS: Round rod

TOP LATERAL BRACING: Round rods

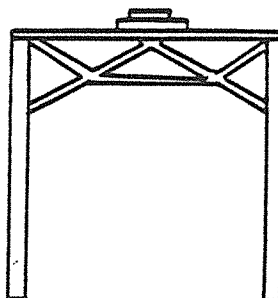
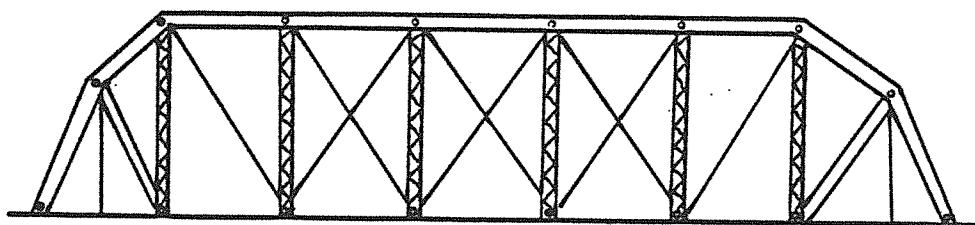
TOP LATERAL STRUTS: 2 paired angles, lacing bars

BOTTOM LATERAL BRACING: \_\_\_\_\_

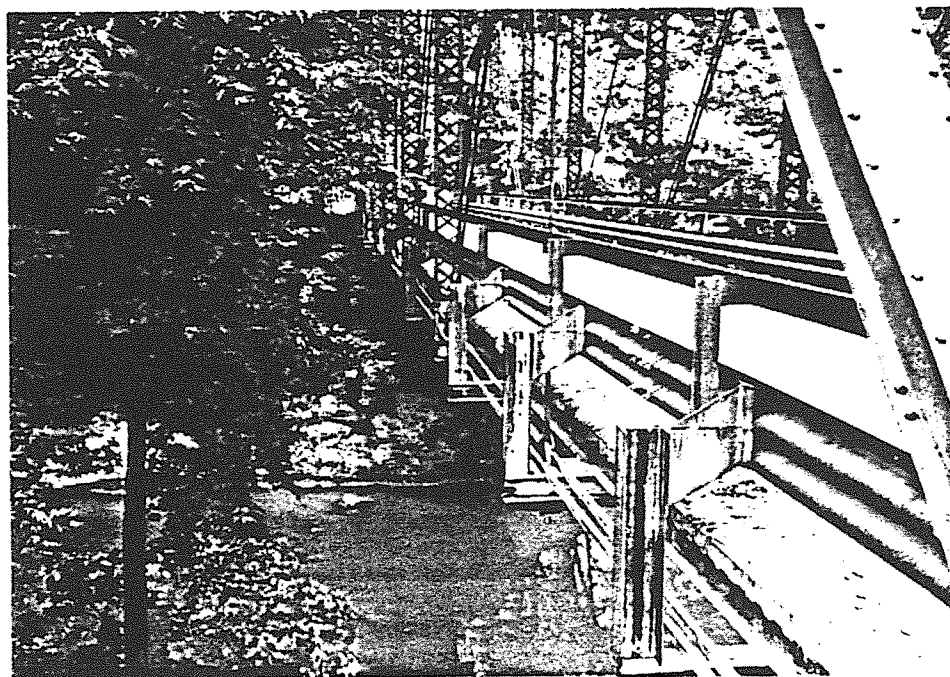
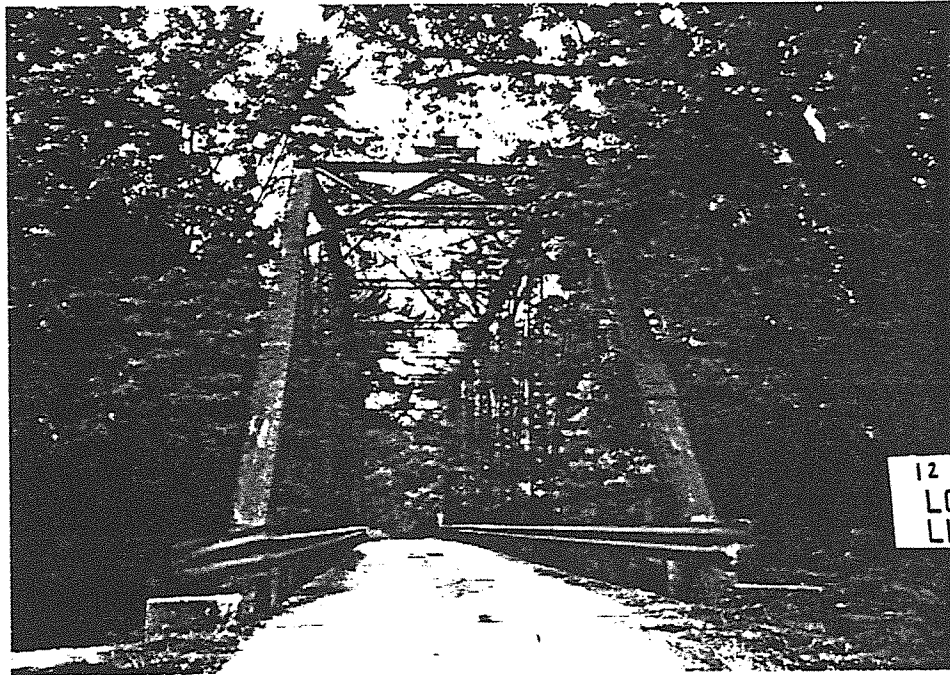
FLOOR BEAMS: Steel beams STRINGERS: Steel beams

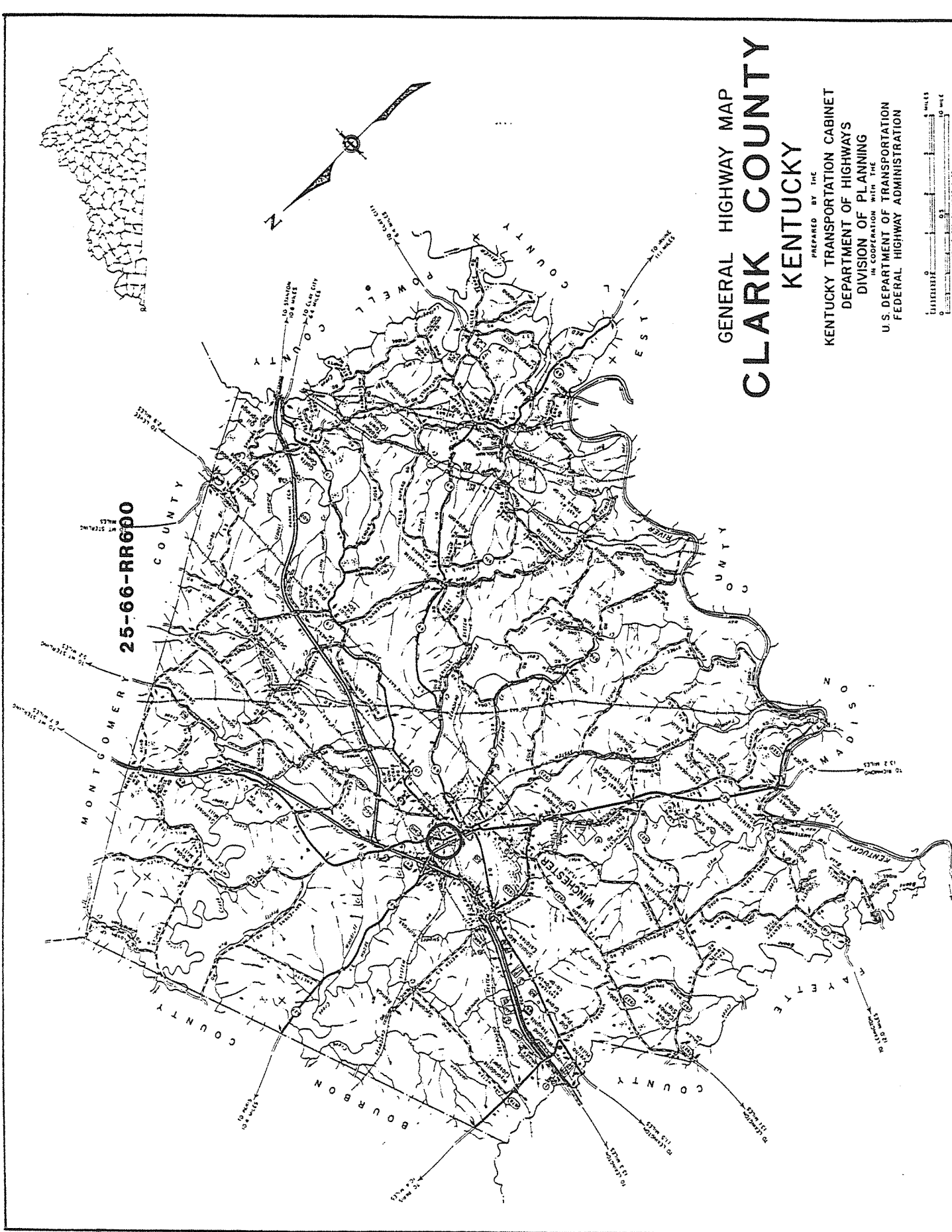
OTHER DETAILS: \_\_\_\_\_

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





25-66-RR600

# GENERAL HIGHWAY MAP CLARK COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 35

## I. LOCATION

COUNTY: Clark CITY: WinchesterROUTE: 60 SPANS: L & N Railroad  
(No Main St. - Winchester)HWY. DISTRICT: 7 S I A RATING: 24.6UTM COORDINATES: 16 748300 4210119

## II. HISTORY

BRIDGE ID#: 25-60-RR600NAME/TYPE: Pratt Pony

DESIGNER/

BUILDER: Central States Bridge Co., Indianapolis, IndianaDATE: 1905 BASIS: (2) Bridge Plates

## III. HISTORICAL SIGNIFICANCE

Early 1900's bridge in County Seat

## IV. TECHNOLOGICAL SIGNIFICANCE

☒ TYPICAL EXAMPLE/COMMON SURVIVOR: Has decorative end  
posts on footpath handrail☐ RARE SURVIVOR/STANDARD DESIGN: ☐ UNIQUE/UNUSUAL FOR ITS TIME:



## V. ENVIRONMENT/OTHER REMARKS

Residential, commercial, school are adjoining land uses.

## VI. INTEGRITY

Wooden and window pane metal wire fencing added on both sides  
along footpath. Sewer or water line crosses on bridge deck.

Relatively new urban development adjacent (school, car lot)

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 71 WIDTH: 31

SPAN TYPES:

1. Pratt Pony LENGTH: 68

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete abutments, Timber trestle supports

SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS: \_\_\_\_\_ RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars

TOP CHORDS: 2 channels, cover plate, lacing bars

FORM # 35

BOTTOM CHORDS: 2 angles, stay bars

HIP VERTICALS: Paired angles, lacing bars

INTERMEDIATE POSTS: Paired angles, lacing bars

DIAGONALS: 2 angles, stay bars

COUNTERS: -

TOP LATERAL BRACING: -

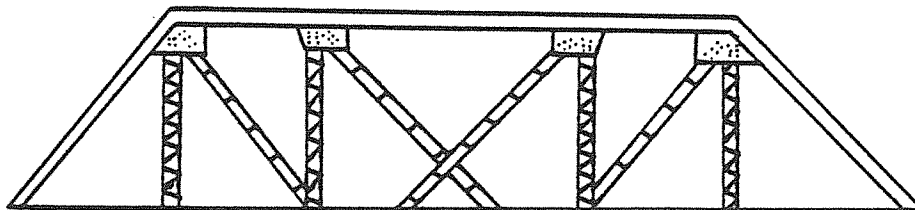
TOP LATERAL STRUTS: -

BOTTOM LATERAL BRACING: -

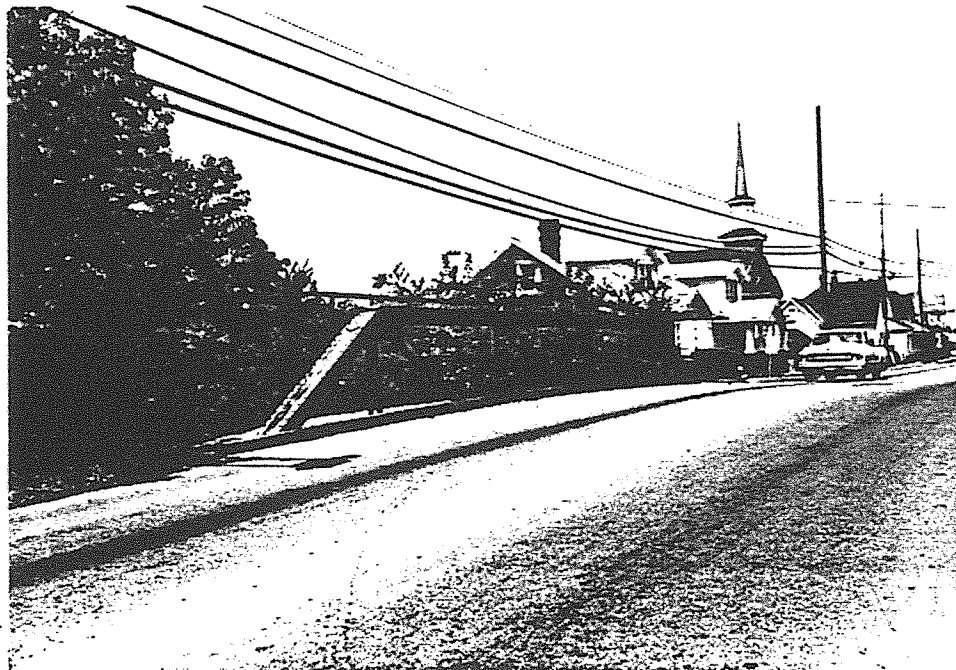
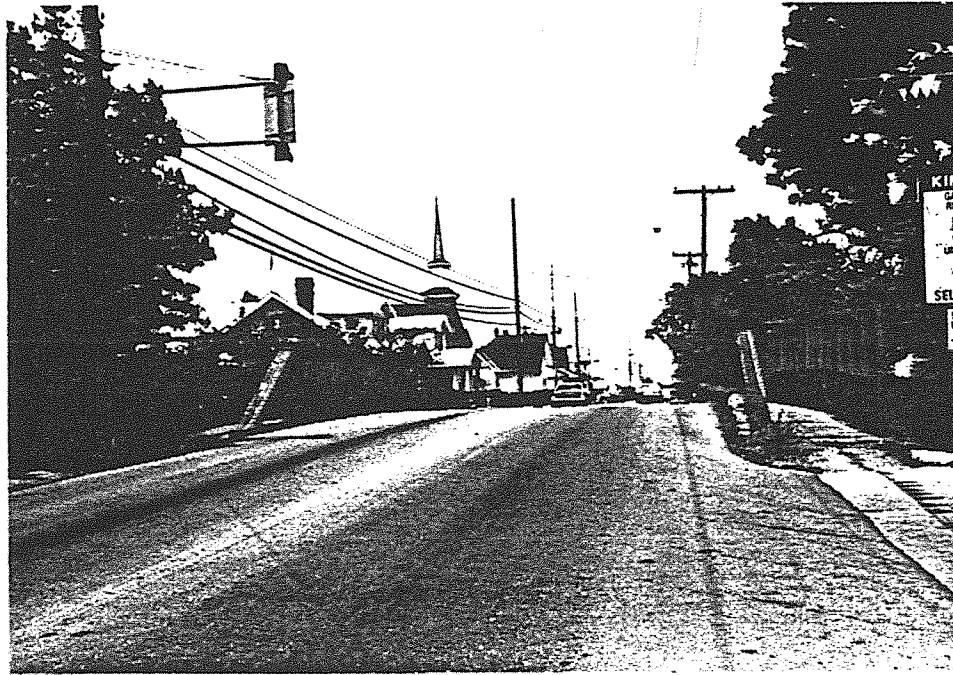
FLOOR BEAMS: Steel beams STRINGERS: Steel beams

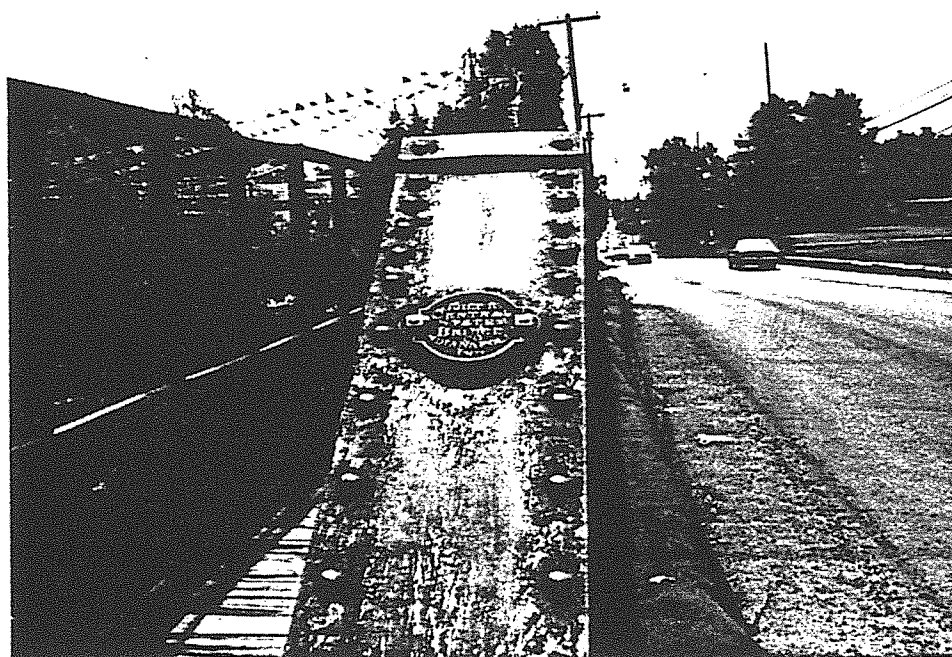
OTHER DETAILS: -

#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





37-12-B68

GENERAL HIGHWAY MAP  
FRANKLIN COUNTY  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS

# GENERAL HIGHWAY MAP

PHILIP AND HIS



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 36

I. LOCATION

COUNTY: Franklin CITY: \_\_\_\_\_  
ROUTE: 12 (Flat Creek Rd.) SPANS: Flat Creek  
HWY. DISTRICT: 5 S I A RATING: 89.3  
UTM COORDINATES: 16 683563 4242642

II. HISTORY

BRIDGE ID#: 37-12-B68  
NAME/TYPE: Concrete Arch  
DESIGNER/ \_\_\_\_\_  
BUILDER: Luten Bridge Co. York, PA  
DATE: 1926 BASIS: \_\_\_\_\_

III. HISTORICAL SIGNIFICANCE

One of three concrete arch bridges in the state built by the  
Luten Bridge Co. of York, PA. Bridges' integrity destroyed by  
alterations

IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_ TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_  
\_\_\_\_\_  
X RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## V. ENVIRONMENT/OTHER REMARKS

Small rural community

## VI. INTEGRITY

Columns and handrails removed, steel guardrail installed.

Setting integrity is fair

## VII. DESIGN INFORMATION

NO. SPANS: \_\_\_\_\_ OVERALL LENGTH: 73 WIDTH: \_\_\_\_\_

SPAN TYPES:

1. \_\_\_\_\_ LENGTH: \_\_\_\_\_

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

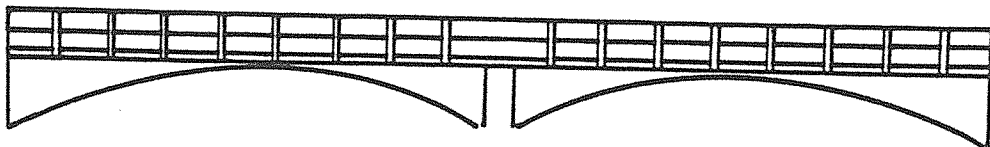
SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

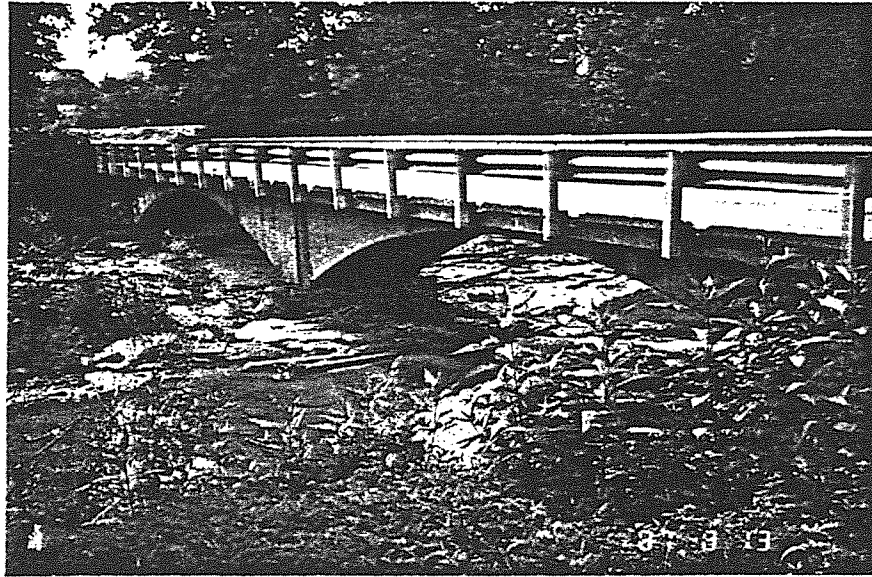
MATERIALS: Concrete BASIS: Site visit

OTHER DETAILS: Appears to be solid concrete

## IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



# GENERAL HIGHWAY MAP

THE JURY

DEPARTMENT OF HIGHWAYS

### COOPERATION WITH INC

## THE HIGHWAY ADMINISTRATION

**THE**

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

**PO4-1600K 1045.0-11.1.1.1.1.1.1.1**



41 1942 B18

41 1942 B18

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 37

I. LOCATION

COUNTY: Grant CITY: Elliston (Eagle Mills)

ROUTE: KY 1942 SPANS: 10 Mile Creek  
(Folsom-Elliston-Mt. Zion Rd.)

HWY. DISTRICT: 6 S I A RATING: 12.8

UTM COORDINATES: 16 697049 4289670

II. HISTORY

BRIDGE ID#: 41-1942-B18

NAME/TYPE: Pratt Thru

DESIGNER/

BUILDER: Oregonia Bridge Co., Lebanon, Oh

DATE: 1920 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

One of seven documented bridges in the state built by the  
Oregonia Bridge Company

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural, near small community (rustic)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural and setting integrity are good - wood floor  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 105 WIDTH: 12.0

## SPAN TYPES:

1. Pratt Thru LENGTH: 100

2. \_\_\_\_\_ LENGTH: \_\_\_\_\_

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel RIVETS: AgeCONNECTIONS: PINS: X RIVETS: \_\_\_\_\_END POSTS: 2 channels, cover plate, stay barsTOP CHORDS: 2 channels, cover plate, stay bars

FORM # 37

BOTTOM CHORDS: 2 eye bars, die punched

HIP VERTICALS: 2 angles, stay bars

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars, die punched

COUNTERS: 1 round rod, loop welded, open turnbuckle

TOP LATERAL BRACING: 1 round rod

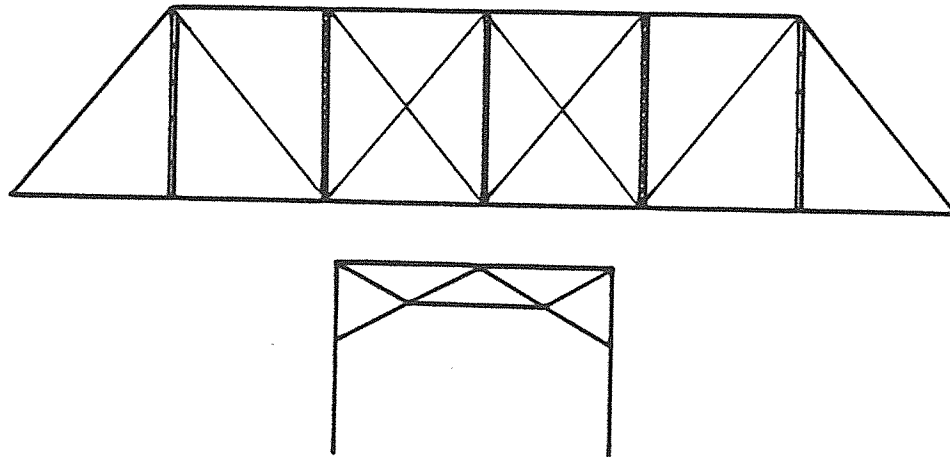
TOP LATERAL STRUTS: Paired angles with 45° brace angle

BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: Steel beam STRINGERS: Timbers

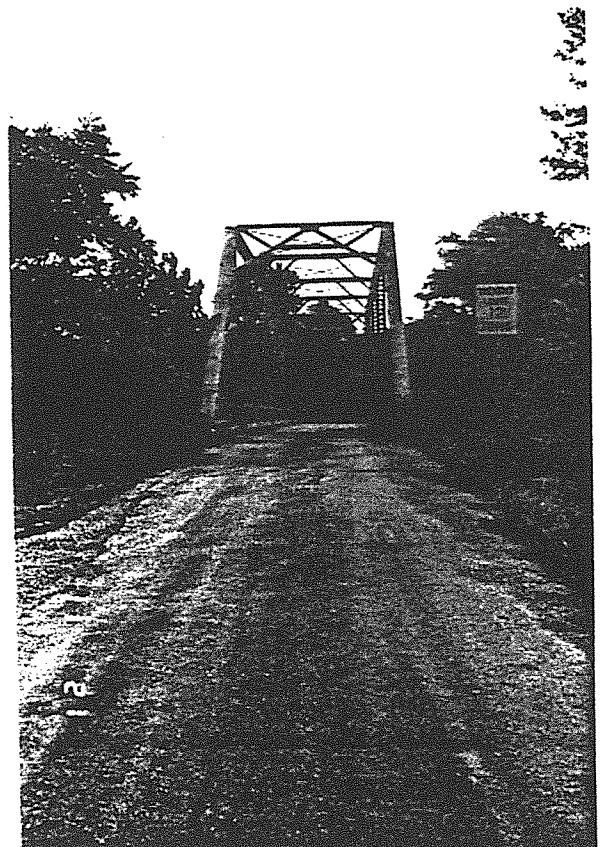
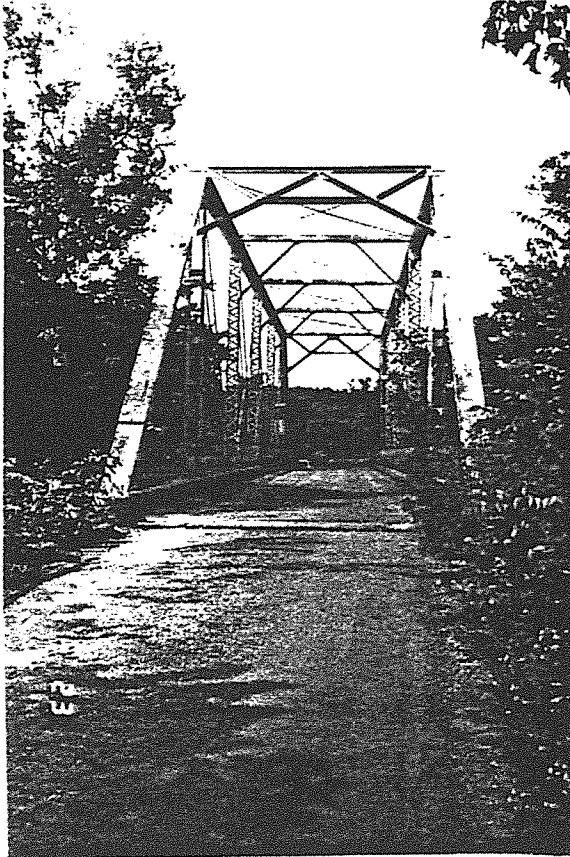
OTHER DETAILS: Wood deck

#### IX. TRUSS CONFIGURATION





X. PHOTOGRAPHS

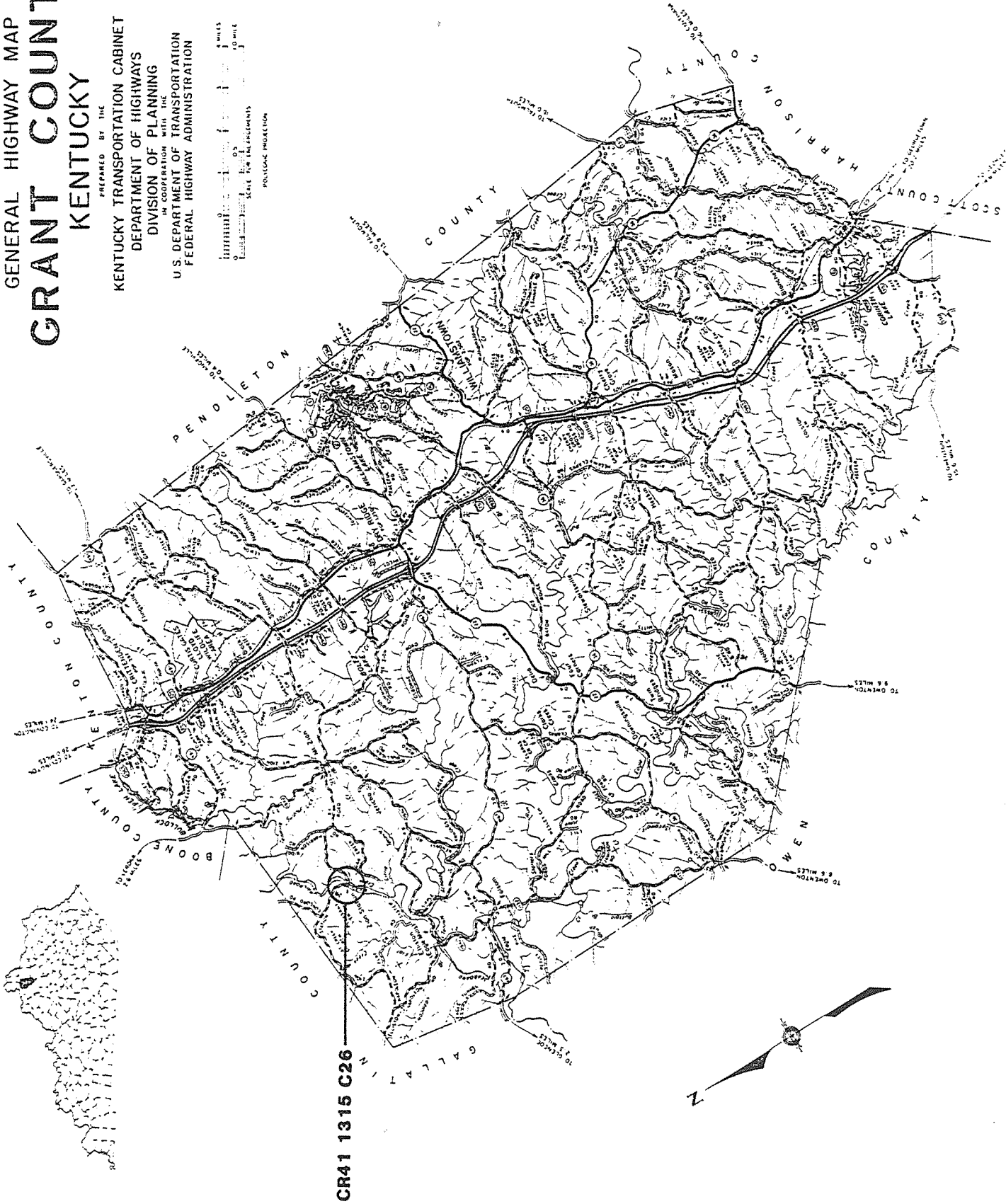




# GENERAL HIGHWAY MAP GRANT COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

1:250,000  
Scale in Miles  
Scale in Kilometers  
POLYCONIC PROJECTION



# KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 38

## I. LOCATION

COUNTY: Grant CITY: Zion Station  
ROUTE: 1315 (Napoleon/Zion Rd.) SPANS: Ten Mile Creek  
HWY. DISTRICT: 6 S I A RATING: 35.9  
UTM COORDINATES: 16 699082 4291540

## II. HISTORY

BRIDGE ID#: CR 41-1315-C26  
NAME/TYPE: Pratt Thru  
DESIGNER/   
BUILDER: King Bridge Co. (one span)  
DATE: 1890 (1 span) BASIS: Bridge Plate

## III. HISTORICAL SIGNIFICANCE

1 span is early Pratt Thru truss, other span has no plate, but  
appears to be newer. Earlier span is by King Bridge Co., one  
of most prolific (documented) builders in the state.

## IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
  
RARE SURVIVOR/STANDARD DESIGN:   
  
  
UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural, residential near small community of Zion Station

## VI. INTEGRITY

Structural integrity is good. Setting is relatively unchanged

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 219 WIDTH:

## SPAN TYPES:

1. Pratt Thru (King) - 1 LENGTH: 127

2. Pratt Thru - 1 LENGTH: 92

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete abutments, concrete and stone pier

## SUPERSTRUCTURE

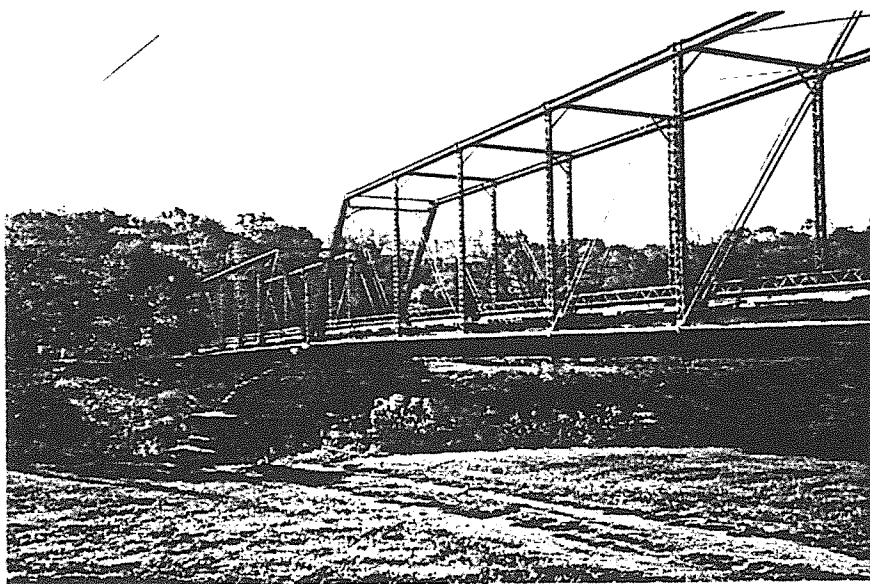
MATERIALS: Maybe wrought iron BASIS: Age (King span)

CONNECTIONS: PINS: X (King) RIVETS:

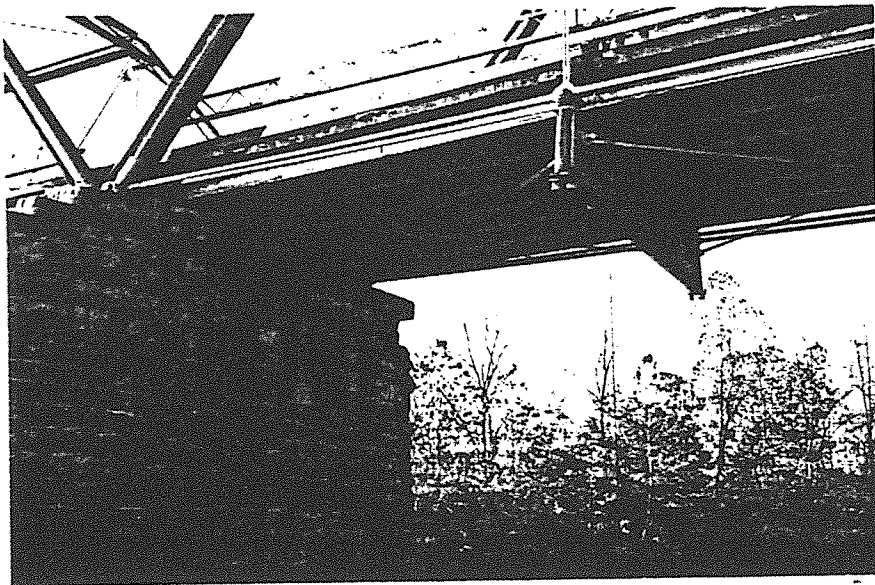
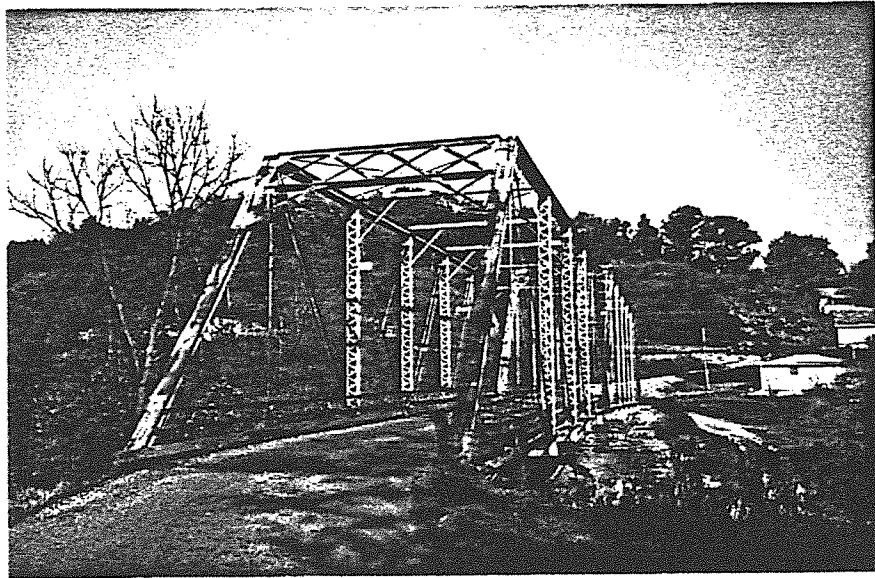
END POSTS: 2 channels, cover plate, stay plates

TOP CHORDS: 2 channels, cover plate, stay plates

X. PHOTOGRAPHS

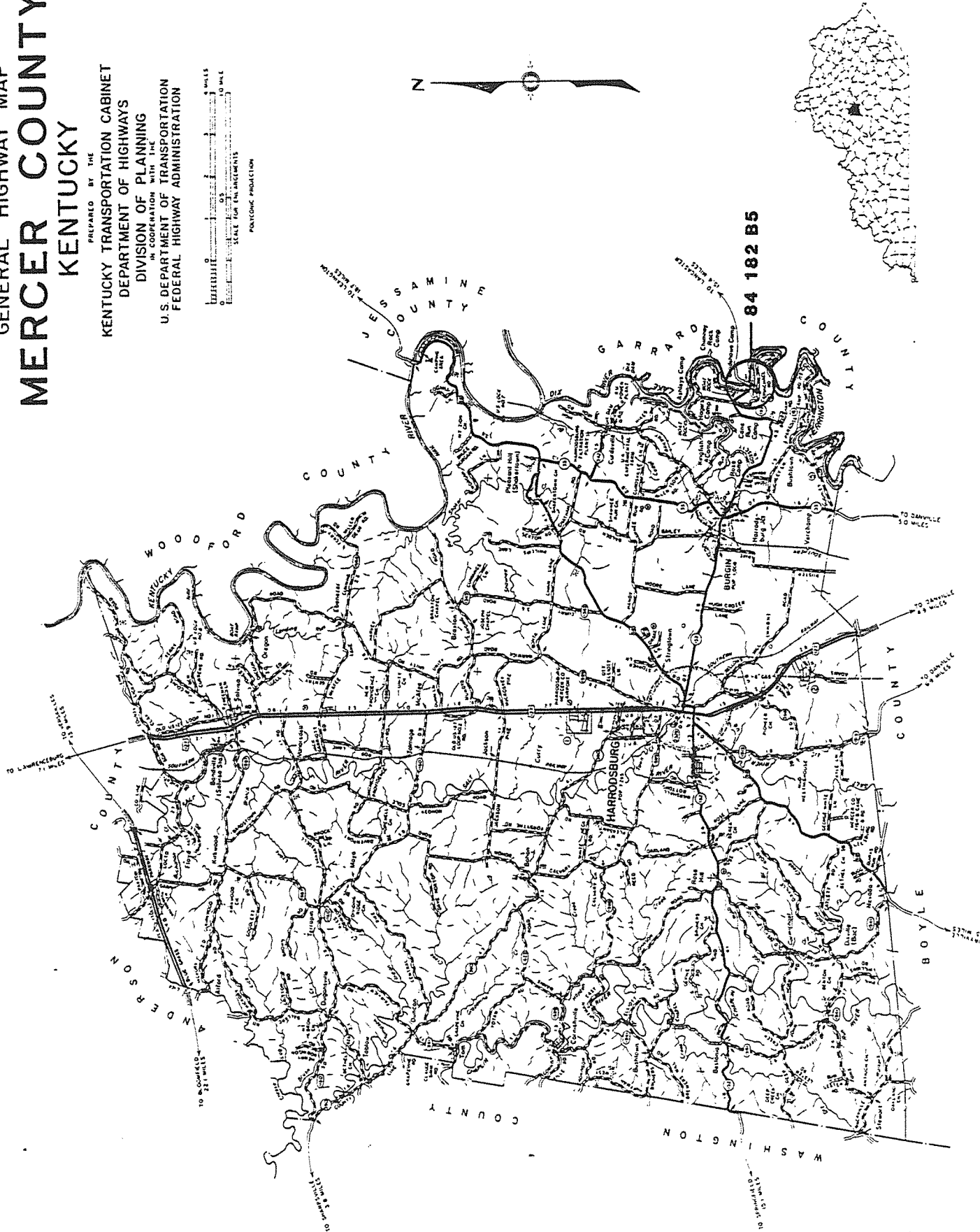
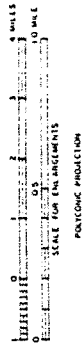






# GENERAL HIGHWAY MAP MERCER COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 39

I. LOCATION

COUNTY: Mercer CITY: Vic. Burgin  
ROUTE: 152 SPANS: Dix River Herrington Lake  
HWY. DISTRICT: 7 S I A RATING: 37.7  
UTM COORDINATES: 16 702315 4179938

II. HISTORY

BRIDGE ID#: 84-152-B5  
NAME/TYPE: Warren Deck - Kennedy Mill Bridge  
DESIGNER/   
BUILDER: Unknown  
DATE: 1924 BASIS: KDOH Records

III. HISTORICAL SIGNIFICANCE

Crosses Herrington Lake, part of Dix River Hydro Electric  
Project

IV. TECHNOLOGICAL SIGNIFICANCE

     TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
X RARE SURVIVOR/STANDARD DESIGN: One of three in Region 4,  
one of six in state  
  
     UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Near marina and lakehomes  
  
  

## VI. INTEGRITY

Structural integrity is good, setting integrity is fair  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 690 WIDTH: 20.3

## SPAN TYPES:

1. Warren Deck - 3 LENGTH: 2102. Beam approaches LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: TOP CHORDS: 2 channels, lattice bars

BOTTOM CHORDS: 2 channels, lattice bars

HIP VERTICALS: -

INTERMEDIATE POSTS: 2 channels, lattice bars

DIAGONALS: 2 channels, lattice bars

COUNTERS: -

TOP LATERAL BRACING:

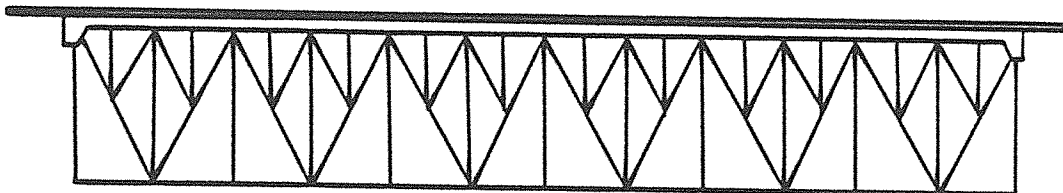
TOP LATERAL STRUTS:

BOTTOM LATERAL BRACING: Round rods

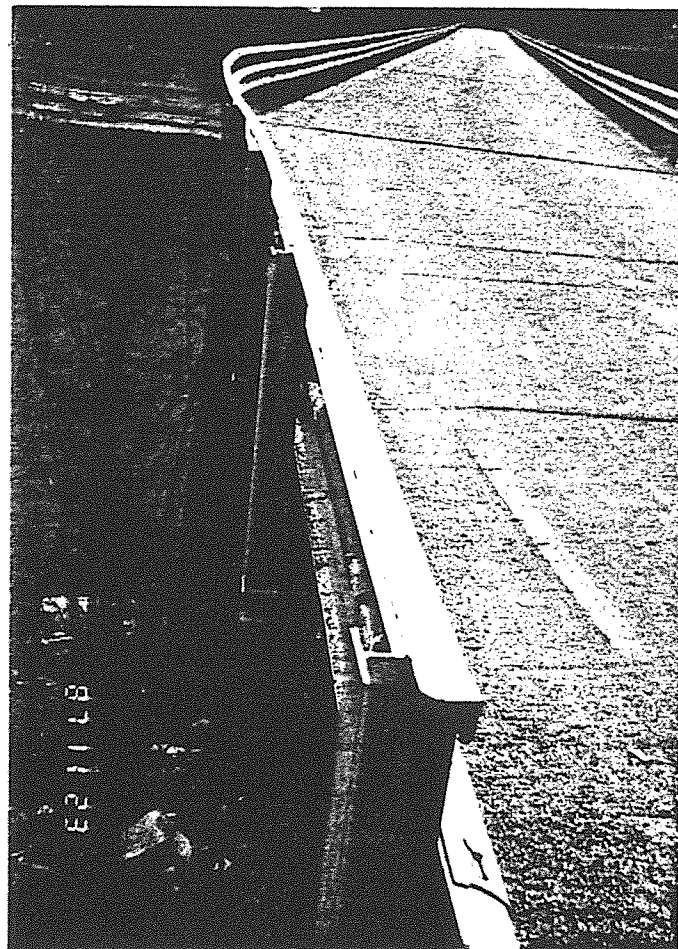
FLOOR BEAMS: I-beams STRINGERS: Steel Beams

OTHER DETAILS:

#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





BOTTOM CHORDS: 2 eye bars, loop welded (larger in center)

HIP VERTICALS: 1 eye bar

INTERMEDIATE POSTS: 2 channels, lacing bars

DIAGONALS: 2 eye bars (larger on ends)

COUNTERS: Stirrups\*

TOP LATERAL BRACING: 1 round rod

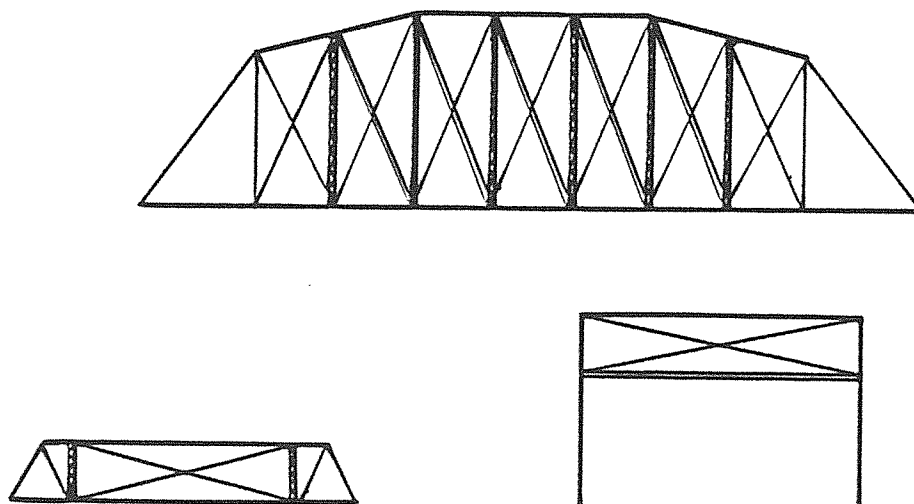
TOP LATERAL STRUTS: Angles

BOTTOM LATERAL BRACING: Round rods

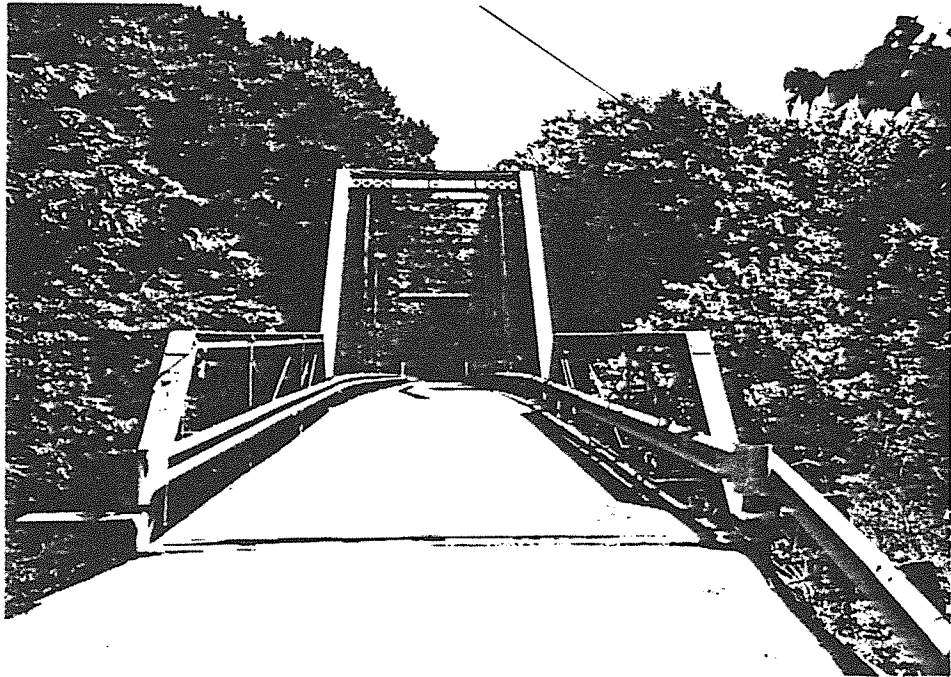
FLOOR BEAMS: I-beams STRINGERS: ?

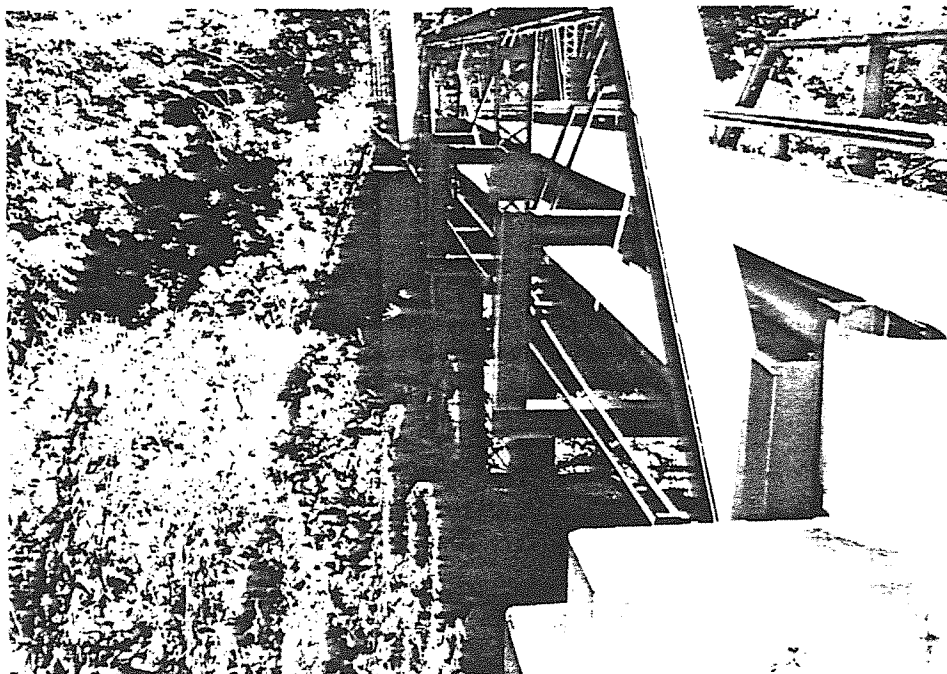
OTHER DETAILS: \*Original counters were 2 round rods with open turnbuckles, replaced with stirrups

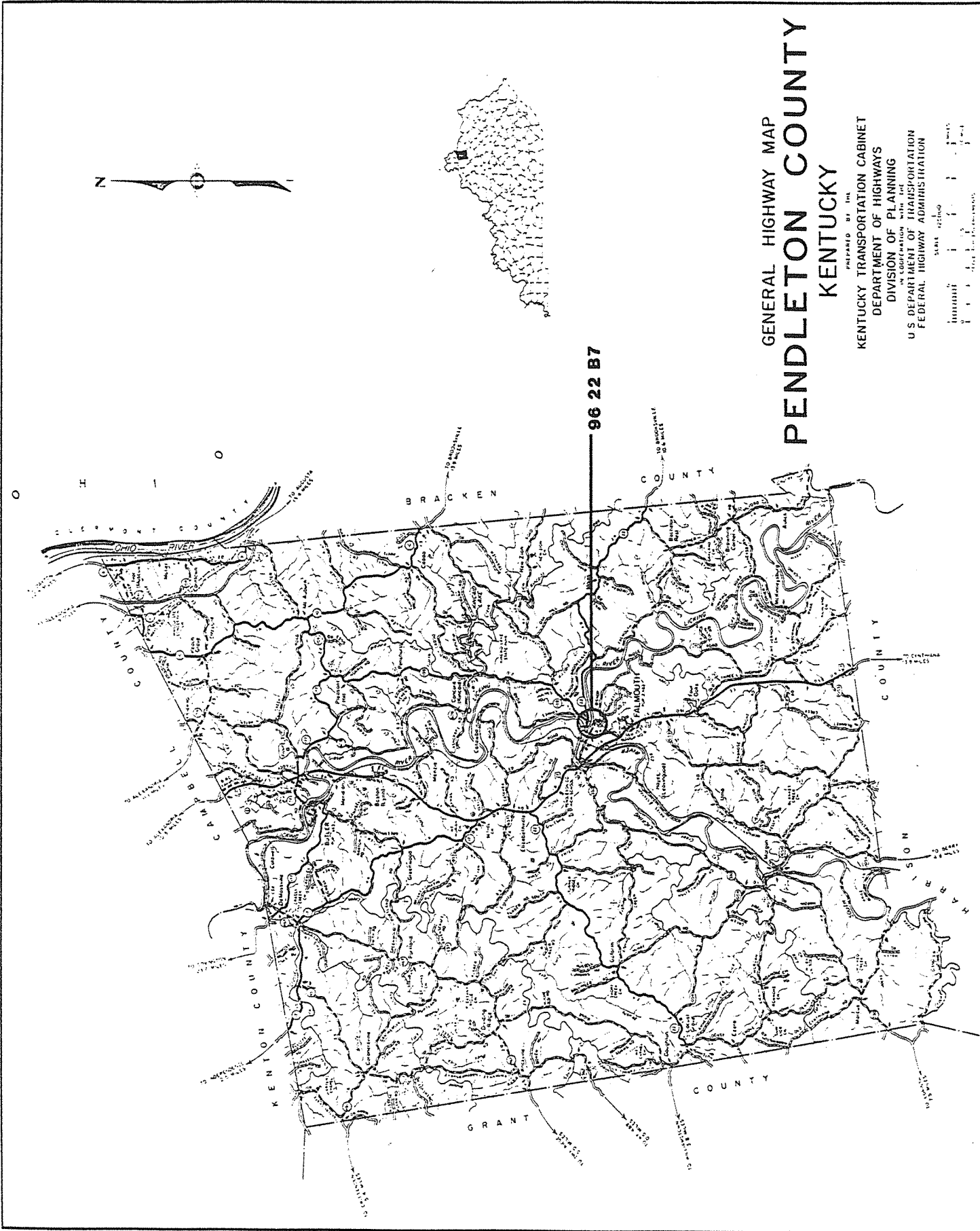
# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS







# GENERAL HIGHWAY MAP PENDLETON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale  
1 inch = 10 miles  
1 centimeter = 0.625 miles

KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 41

I. LOCATION

COUNTY: Pendleton CITY: Falmouth  
ROUTE: KY 22 SPANS: Licking River  
(N. Main Street)  
HWY. DISTRICT: 6 S I A RATING: 72.0  
UTM COORDINATES: -N/A-

II. HISTORY

BRIDGE ID#: MP-96-22-B7  
NAME/TYPE: Parker Thru  
DESIGNER/   
BUILDER: State Highway Department of Kentucky  
DATE: 1927 BASIS: Bridge Plate

III. HISTORICAL SIGNIFICANCE

Major river crossing in Region IV. One of the earliest  
documented Parker trusses in the state.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:   
  
  
RARE SURVIVOR/STANDARD DESIGN:   
  
  
UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural/Urban - edge of Falmouth  
  
  

## VI. INTEGRITY

Structural integrity is good, setting integrity if fair to poor-  
urban  
  

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 308 WIDTH: 21.0

SPAN TYPES:

1. Parker Thru - 2 LENGTH: 1542.  LENGTH: 

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars



FORM # 41

BOTTOM CHORDS: 2 channels. stay plates

HIP VERTICALS: I-beams

INTERMEDIATE POSTS: I-beams

DIAGONALS: I-beams

COUNTERS: I-beams

TOP LATERAL BRACING: Angles

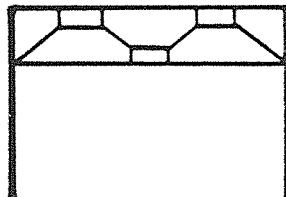
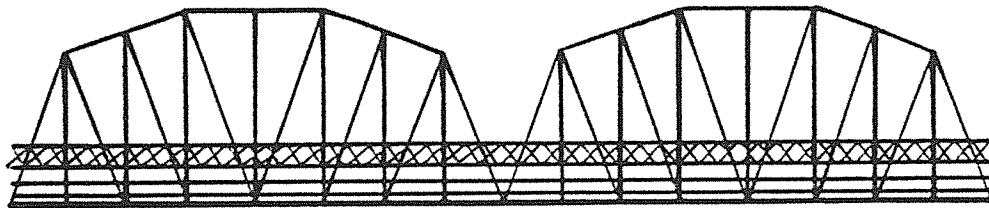
TOP LATERAL STRUTS: Angles with lacing bars

BOTTOM LATERAL BRACING: Angles

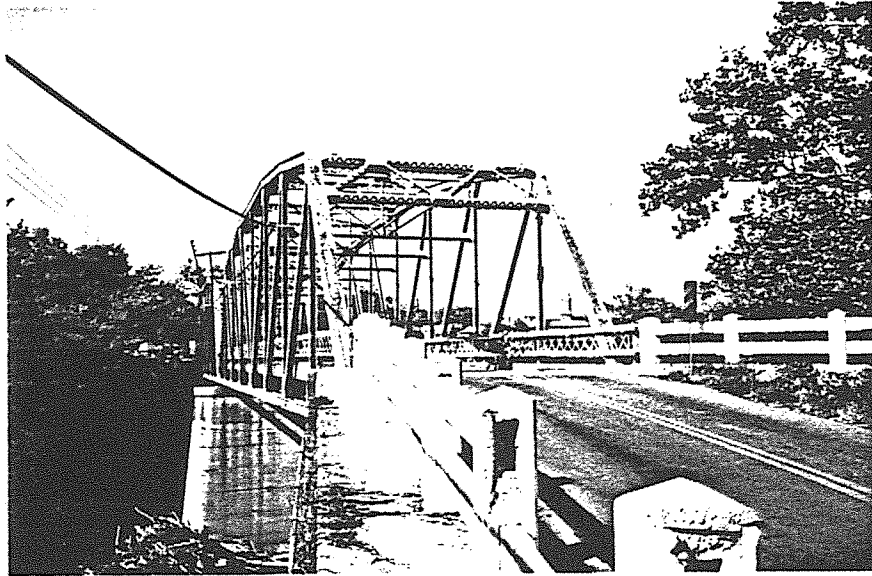
FLOOR BEAMS: I-beams STRINGERS: I-beams

OTHER DETAILS: \_\_\_\_\_

#### IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





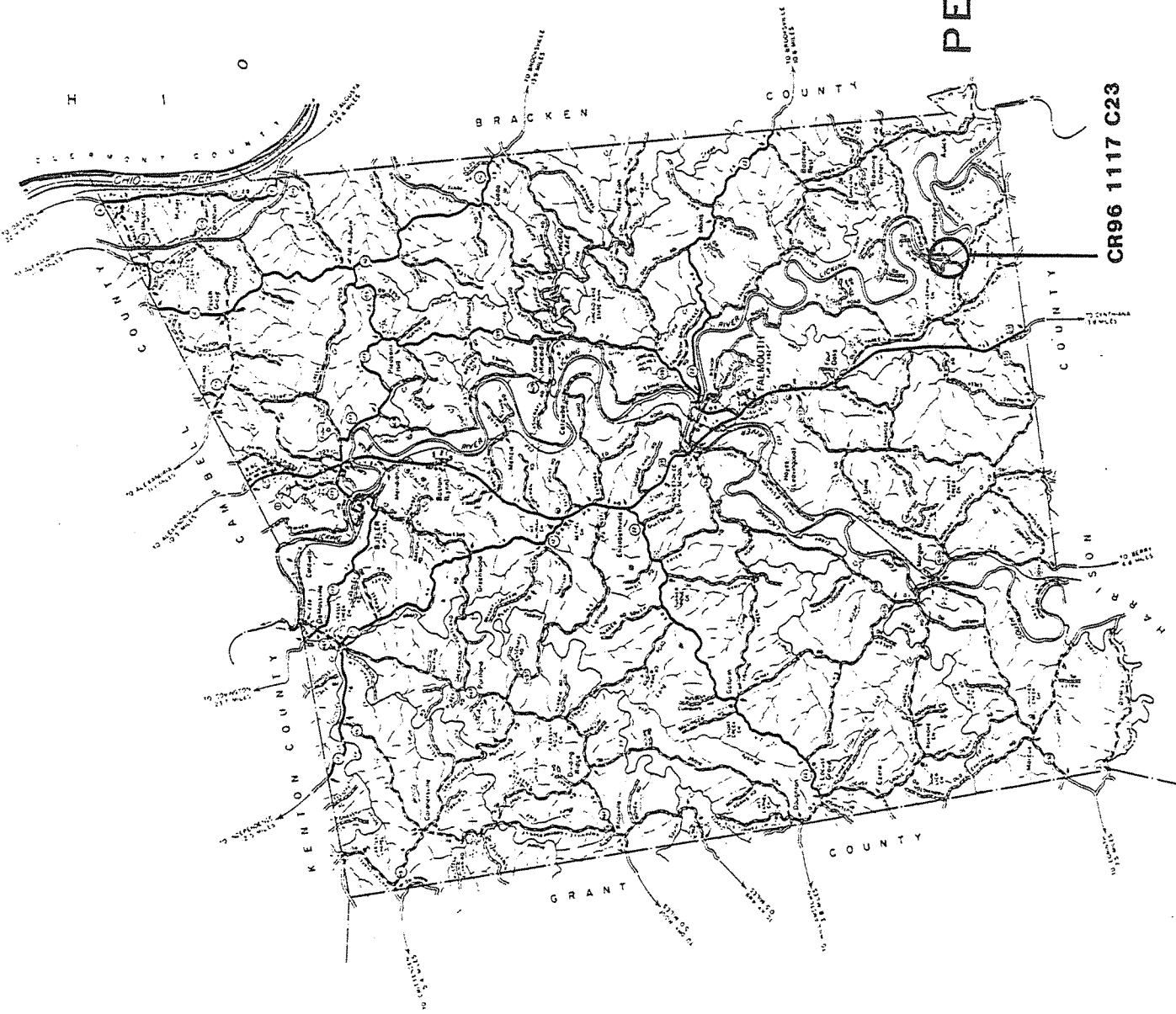


# GENERAL HIGHWAY MAP PENDLETON COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale  
1 inch = 10 miles  
1 centimeter = 6.25 miles  
1 kilometer = 0.625 miles  
1 mile = 1.6 kilometers  
1 kilometer = 1000 meters  
1 meter = 100 centimeters

CR96 1117 C23



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 42

I. LOCATION

COUNTY: Pendleton CITY: Rural (Vic. McKenneysburg)

ROUTE: 1117 (Brawning Cr.) SPANS: Licking River

HWY. DISTRICT: 6 S I A RATING: 5.3

UTM COORDINATES: -N/A-

II. HISTORY

BRIDGE ID#: CR96-1117-C23

NAME/TYPE: Pratt Thru

DESIGNER/

BUILDER: King Bridge Co., Cleveland, Ohio

DATE: 1892 BASIS:

III. HISTORICAL SIGNIFICANCE

One of twelve documented bridges in the state built by the King  
Bridge Company. Unusually long, three spans.

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## VI. INTEGRITY

Structural integrity is fair - new guardrail and floor beams -  
may have new bottom chord  
\_\_\_\_\_  
\_\_\_\_\_

## VII. DESIGN INFORMATION

NO. SPANS: 3 OVERALL LENGTH: 460 WIDTH: 16.1

## SPAN TYPES:

1. Pratt Thru - 2 LENGTH: 99
2. Pratt Thru - LENGTH: 130

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Stone abutments and piers

## SUPERSTRUCTURE

MATERIALS: Wrought Iron or Steel BASIS: Age

CONNECTIONS: PINS: X RIVETS: \_\_\_\_\_

2 built up channels (2 angles with plate), lacing  
END POSTS: bars, stay plates

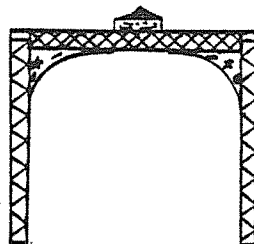
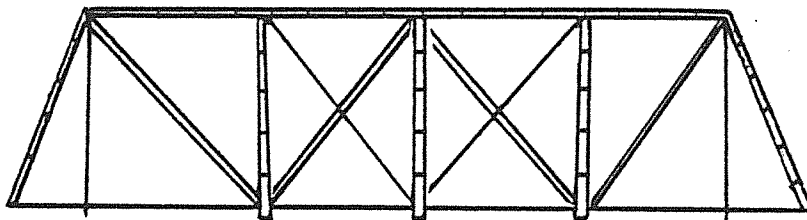
2 built up channels (2 angles with plate), lacing  
TOP CHORDS: bars, stay plates



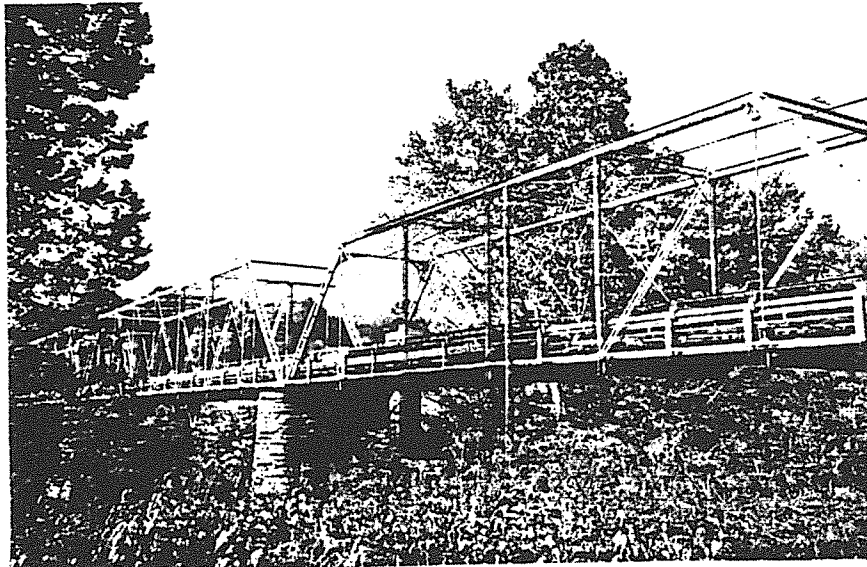
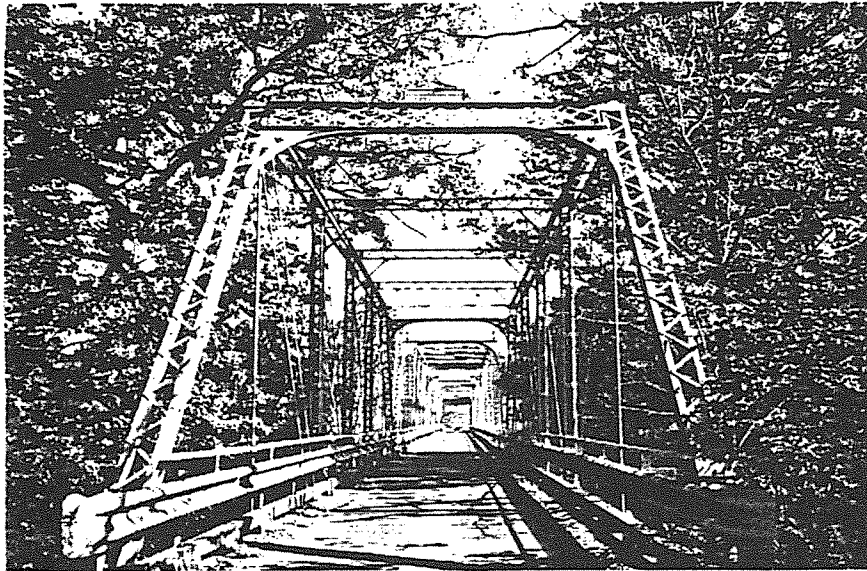
FORM # 42

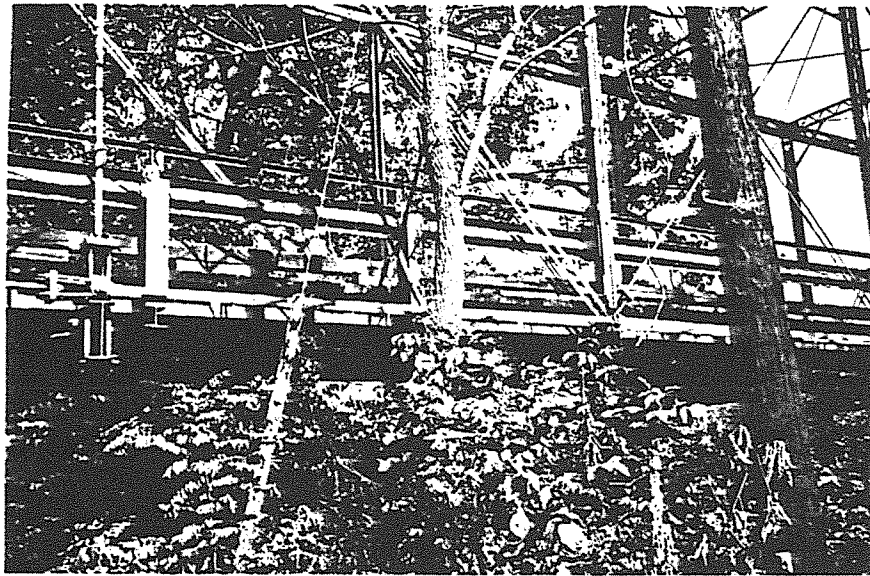
Eye bars; round rod with paired U-bolts and  
BOTTOM CHORDS: connection plate  
HIP VERTICALS: Round rod with paired U-bolts and connection plate  
INTERMEDIATE POSTS: 2 channels, 2 angles, stay bars, lacing bars  
DIAGONALS: 2 eye bars  
COUNTERS: Round rod with paired U-bolts and connection plate  
TOP LATERAL BRACING: Round rod  
TOP LATERAL STRUTS: 2 paired angles, lacing bars  
BOTTOM LATERAL BRACING: Round rods  
FLOOR BEAMS: I-beam STRINGERS: I-beam  
OTHER DETAILS: \_\_\_\_\_  
\_\_\_\_\_

#### IX. TRUSS CONFIGURATION



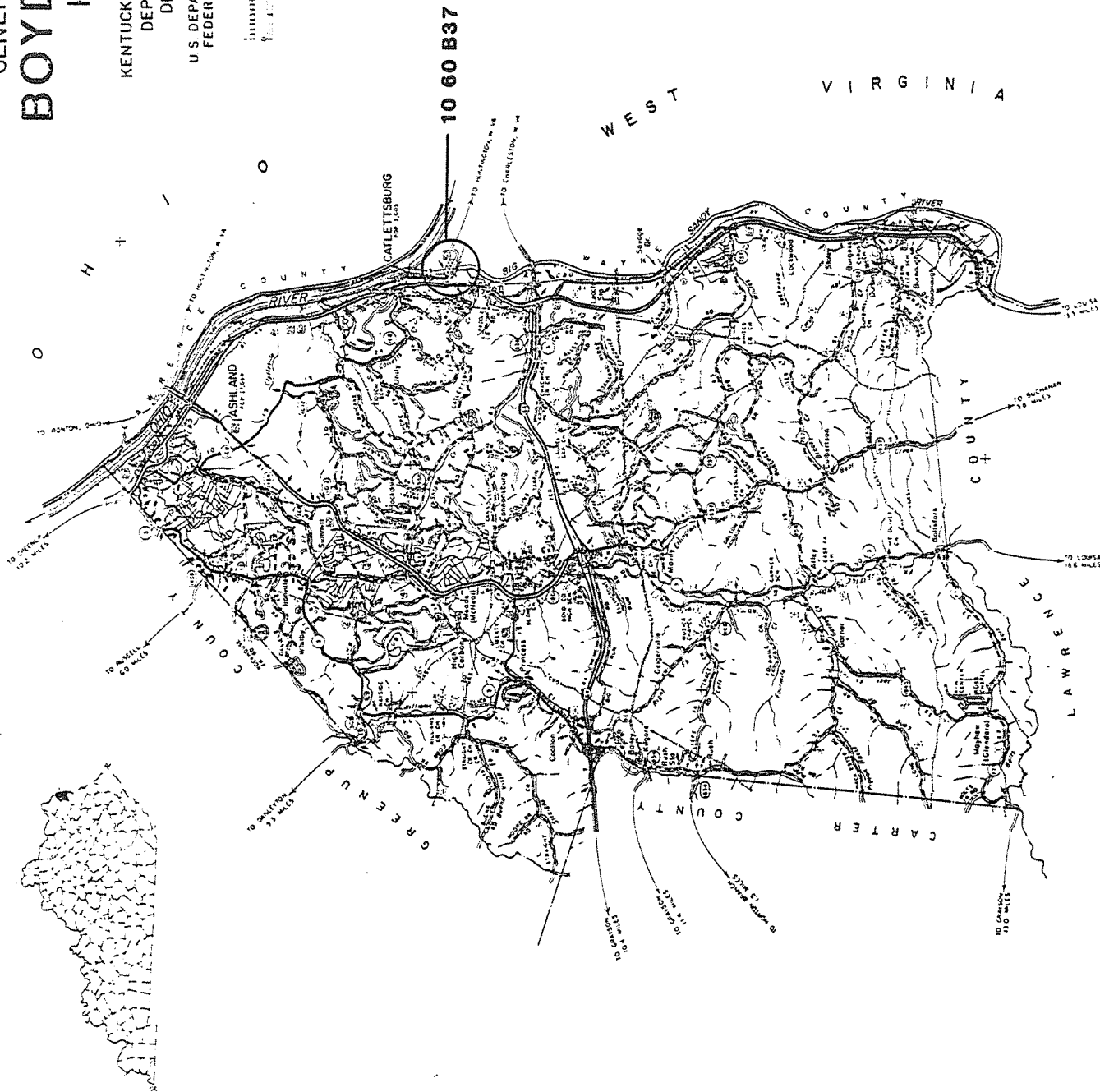
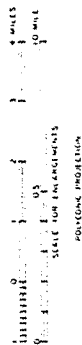
X. PHOTOGRAPHS





# GENERAL HIGHWAY MAP BOYD COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
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FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 43

I. LOCATION

COUNTY: Boyd CITY: (Vic.) Catlettsburg

ROUTE: 60 SPANS: Big Sandy River

HWY. DISTRICT: 9 S I A RATING: 49.8

UTM COORDINATES: 17 360719 4251742

II. HISTORY

BRIDGE ID#: 10-60-B37

NAME/TYPE: Baltimore and Pratt Trusses

DESIGNER/

BUILDER: Unknown

DATE: 1926 BASIS: KDOH records

III. HISTORICAL SIGNIFICANCE

Massive, early bridge connecting kentucky and West Virginia

(not memorialized)

IV. TECHNOLOGICAL SIGNIFICANCE

TYPICAL EXAMPLE/COMMON SURVIVOR:

X RARE SURVIVOR/STANDARD DESIGN: One of five remaining in

the state employing Baltimore trusses. 4 trusses, two

lanes wide

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Setting is open space (floodplain) near Catlettsburg. New  
bridge under construction nearby (concrete beam). Floodwall  
on west approach

## VI. INTEGRITY

Structural integrity good, one stone abuttment crumbling

## VII. DESIGN INFORMATION

NO. SPANS: 4 OVERALL LENGTH: 1855 WIDTH: 24

## SPAN TYPES:

1. Baltimore -2 LENGTH: 231,231
2. Pratt -2 LENGTH: 166,175

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Stone and concrete abutments, concrete piers

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS:  RIVETS: X

END POSTS: 2 channels, cover plate, lattice bars

TOP CHORDS: 2 channels, cover plate, lattice bars



BOTTOM CHORDS: 2 channels, stay bars

HIP VERTICALS: 2 channels

INTERMEDIATE POSTS: 2 channels, lattice bars

DIAGONALS: 2 channels, stay bars, 2 channels lattice bars

COUNTERS: -

TOP LATERAL BRACING: Paired angles, lacing bars

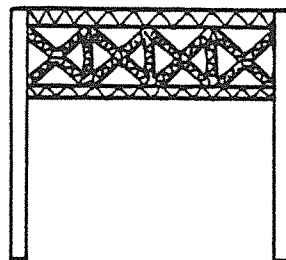
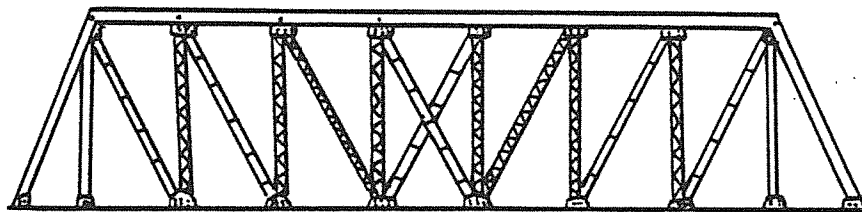
TOP LATERAL STRUTS: Paired angles, lacing bars

BOTTOM LATERAL BRACING: Angles

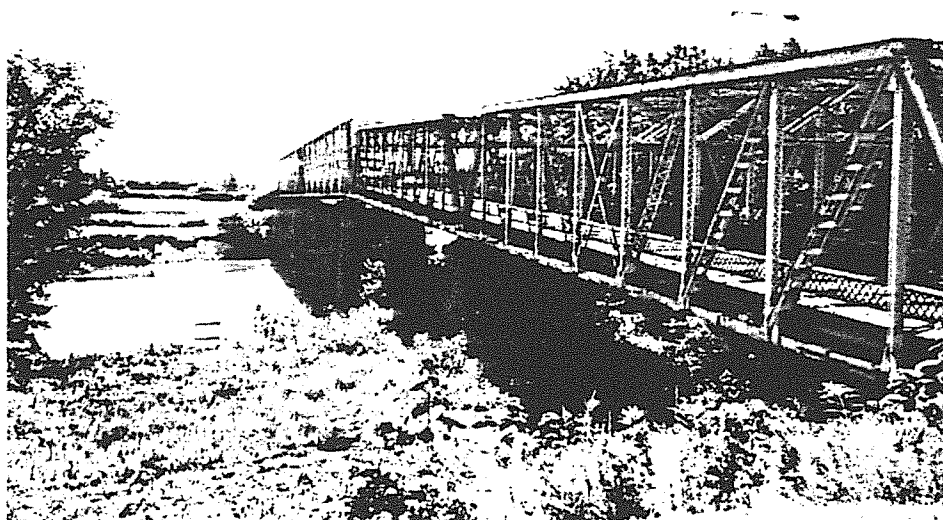
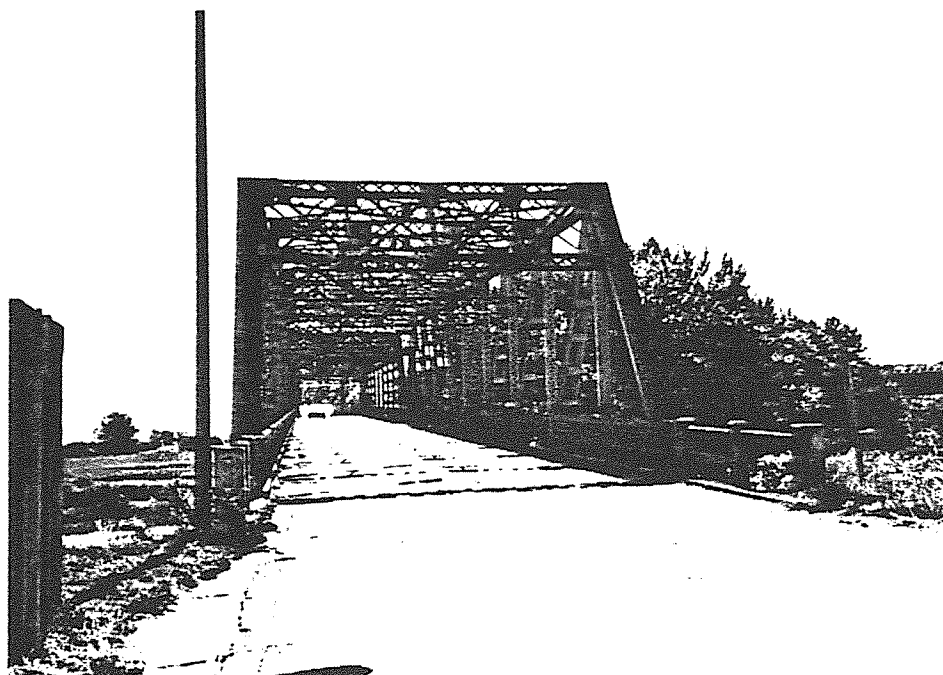
FLOOR BEAMS: I-Beam STRINGERS: I-Beam

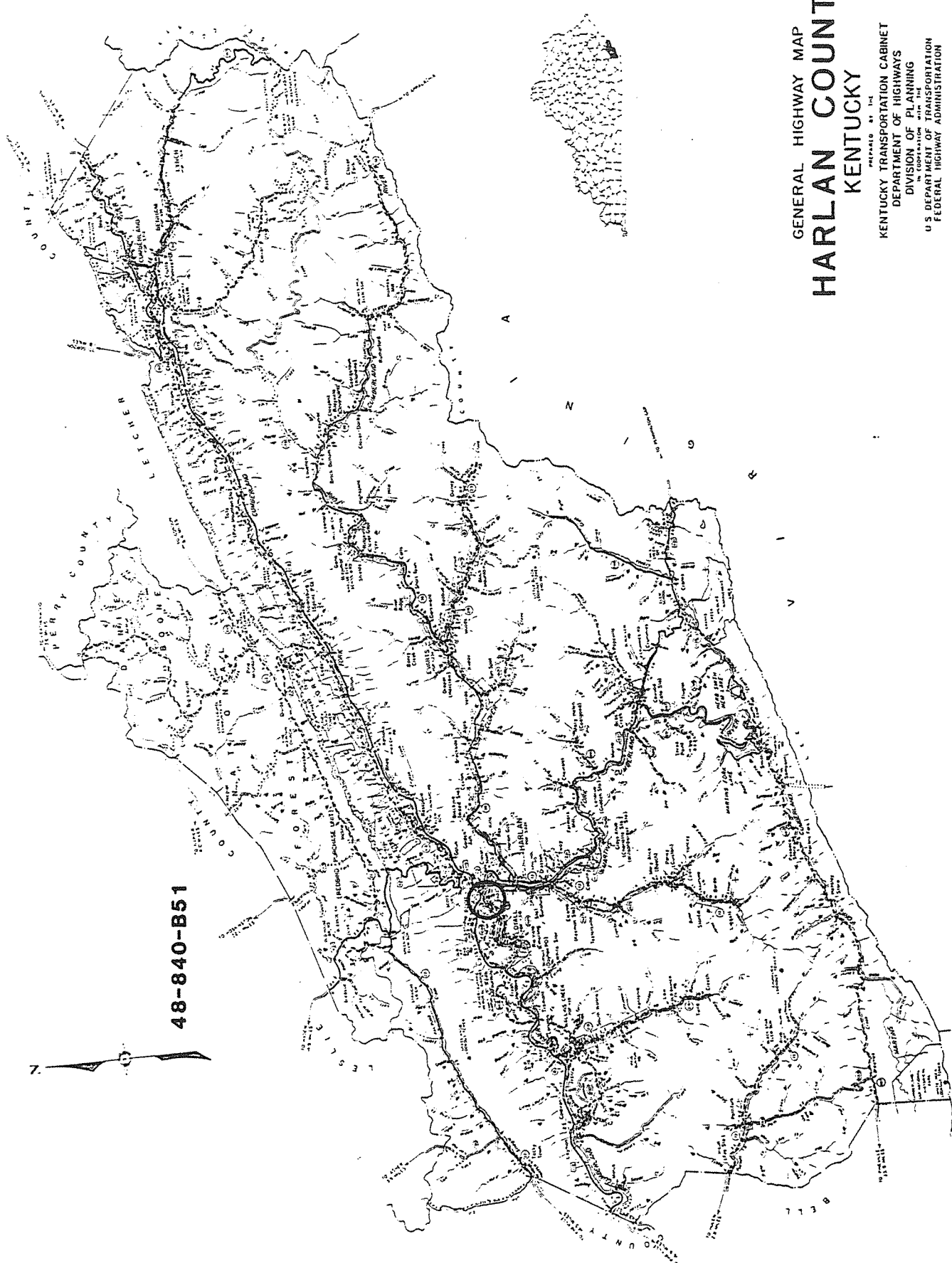
OTHER DETAILS:

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





48-840-B51

# GENERAL HIGHWAY MAP HARLAN COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DIVISION OF PLANNING  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles  
1:62,500  
Date: 1954

## KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 44

## I. LOCATION

COUNTY: Harlan CITY: Harlan

ROUTE: 840 SPANS: Clover Fork -  
(Harlan - Loyall) Cumberland River

HWY. DISTRICT: 11 S I A RATING: 20.5

UTM COORDINATES: 17 292 880 4081 458

## II. HISTORY

BRIDGE ID#: 48-840-B51

NAME/TYPE: Baltimore

DESIGNER/

BUILDER: Vincennes Bridge Co., Vincennes, Indiana

DATE: 1924 BASIS: Bridge Plate

### III. HISTORICAL SIGNIFICANCE

One of three surviving documented 1924 Baltimore trusses built by the Vincennes Bridge Company in Harlan County. Major river crossing in Region V.

#### IV. TECHNOLOGICAL SIGNIFICANCE

\_\_\_\_ TYPICAL EXAMPLE/Common Survivor:

X RARE SURVIVOR/STANDARD DESIGN: One of three Baltimore  
trusses in County and Region V, one of five in State

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Semi-urban (edge of town) near major modern highway and bridge  
(concrete beam)

## VI. INTEGRITY

Structural integrity is fair - original wood floor is now paved,  
setting integrity is fair

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 304 WIDTH: 20.3

## SPAN TYPES:

1. Baltimore - 2 LENGTH: 150

2.  LENGTH:

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS:  RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars

TOP CHORDS: 2 channels, cover plate, lacing bars

FORM # 44

BOTTOM CHORDS: 2 channels, stay plates

HIP VERTICALS: 2 channels, stay plates

INTERMEDIATE POSTS: 2 paired angles, stay plates

DIAGONALS: 2 paired angles with lacing bars or stay plates

COUNTERS: 2 paired angles with lacing bars

TOP LATERAL BRACING: Angles

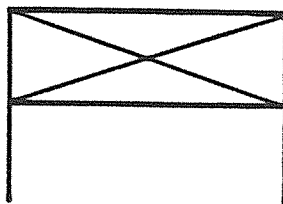
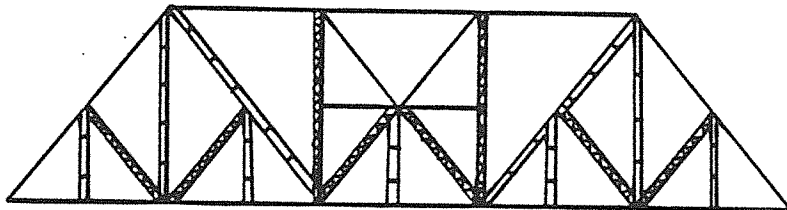
TOP LATERAL STRUTS: 2 paired angles with lacing bars

BOTTOM LATERAL BRACING: ?

FLOOR BEAMS: Steel beam STRINGERS: Steel beam

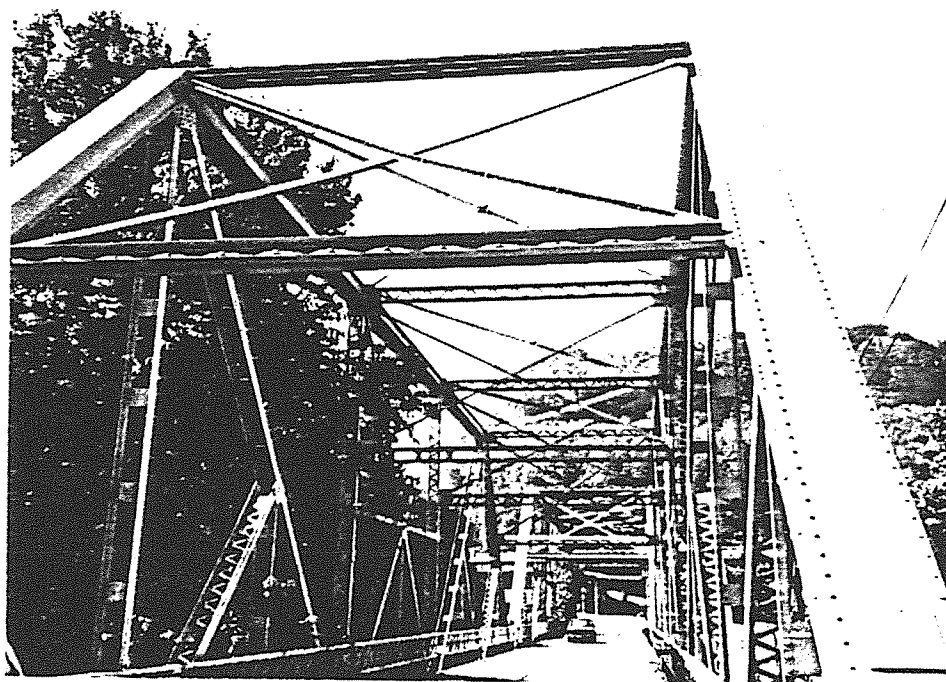
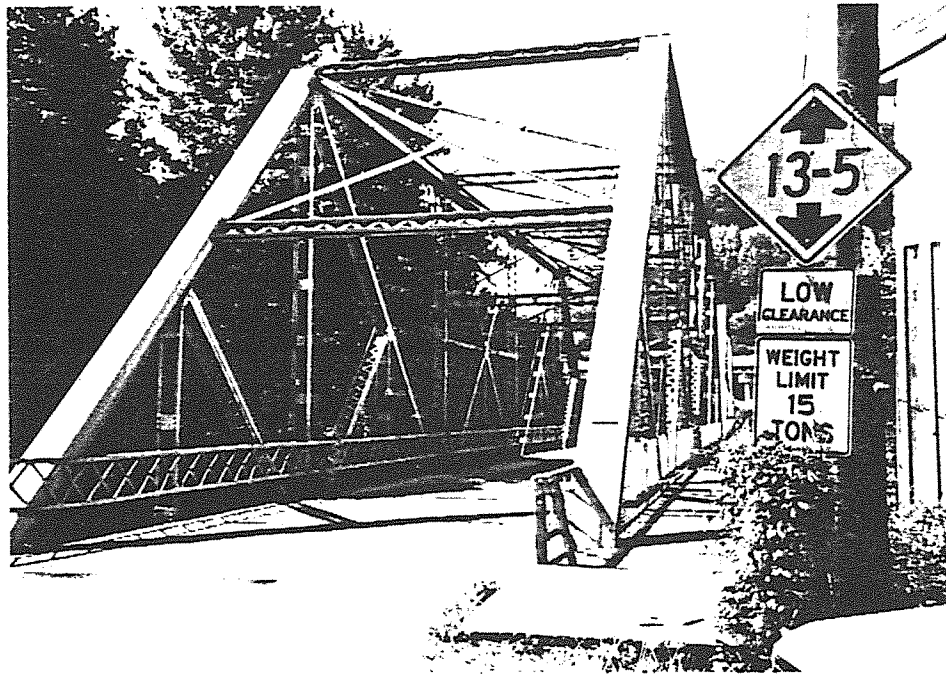
OTHER DETAILS: \_\_\_\_\_

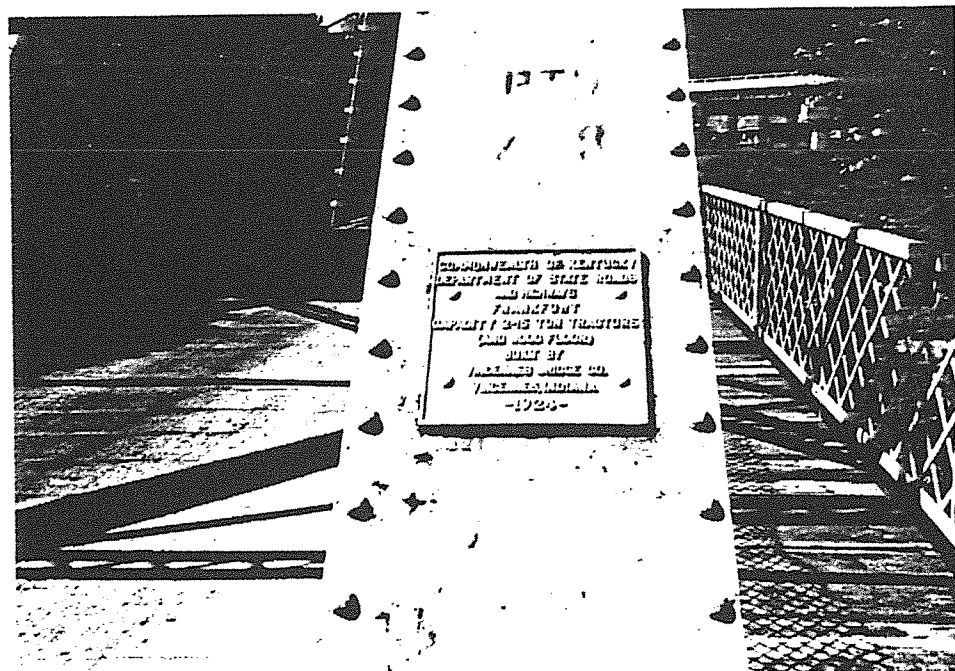
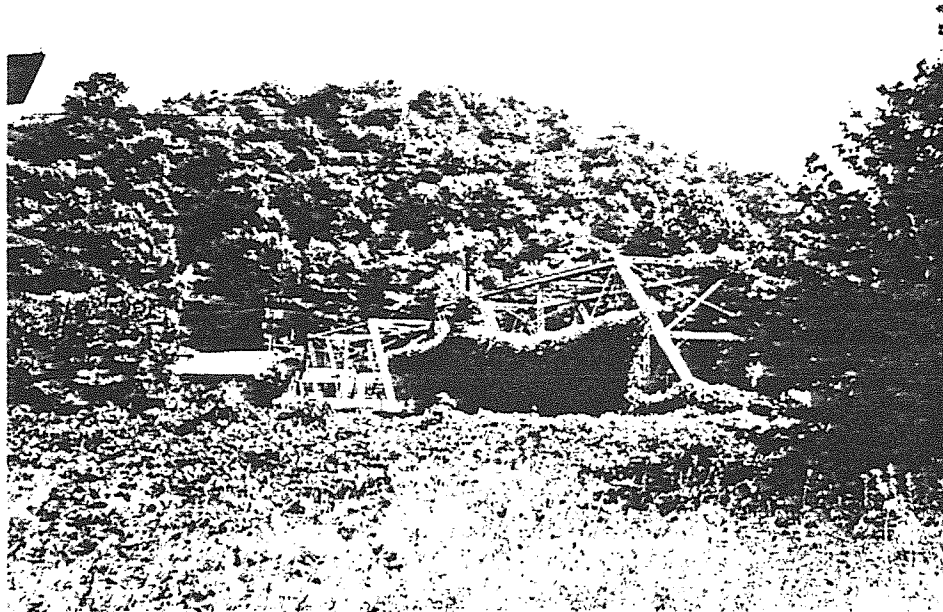
#### IX. TRUSS CONFIGURATION





X. PHOTOGRAPHS





# GENERAL HIGHWAY MAP PIKE COUNTY KENTUCKY

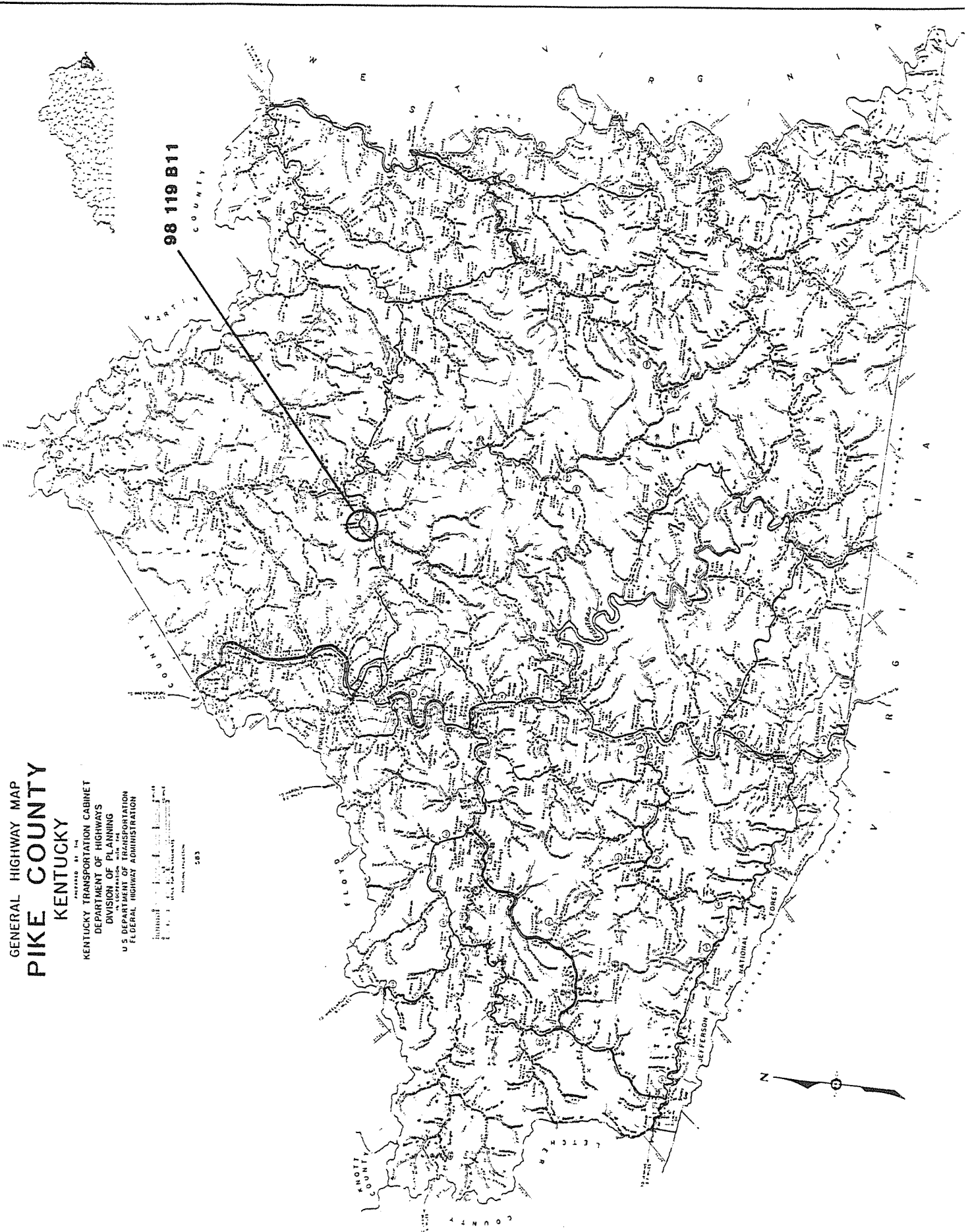
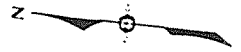
PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



583

98 119 B11

COUNTY



## FORM # 45

COUNTY: Pike CITY: Rural  
ROUTE: US 119 SPANS: Raccoon Creek  
(Pikeville - Williamson)  
HWY. DISTRICT: 12 S I A RATING: 40.7  
UTM COORDINATES: 17 370325 4156042

BRIDGE ID#: 98-119-B11

NAME/TYPE: Parker Pony

DESIGNER/

BUILDER: Oregonia Bridge Co., Lebanon, Ohio

DATE: 1922 BASIS: Bridge Plate

Rare survivor of its type by one of the most prolific  
(documented) private bridge builders in the state. Tall and  
massive

TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_

X RARE SURVIVOR/STANDARD DESIGN: One of four in Region IV  
one of eight in the state

\_\_\_\_\_

UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

\_\_\_\_\_

## V. ENVIRONMENT/OTHER REMARKS

Semi rural, strip development along major highway - U.S. Rute 119

## VI. INTEGRITY

Structural integrity is fair, setting integrity is poor. Some  
guardrail lost, replaced by steel. Relatively new commercial  
development

## VII. DESIGN INFORMATION

NO. SPANS: 1 OVERALL LENGTH: 102 WIDTH: 20.0

## SPAN TYPES:

1. Parker Pony LENGTH: 100

2.  LENGTH:

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Stone

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS:  RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars

TOP CHORDS: 2 channels, cover plate, lacing bars

BOTTOM CHORDS: 2 angles, stay plates

HIP VERTICALS: \*Paired angles with plates

\*\*

INTERMEDIATE POSTS: \*Paired angles with plates and lacing bars

DIAGONALS: 2 angles with stay plates

COUNTERS: 2 angles with stay plates

TOP LATERAL BRACING: -N/A-

TOP LATERAL STRUTS: -N/A-

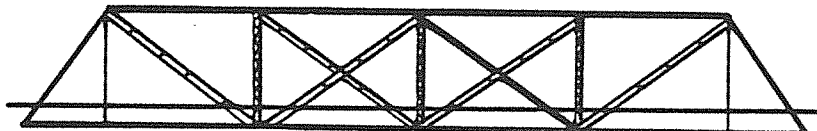
BOTTOM LATERAL BRACING: Angles

FLOOR BEAMS: I-beams STRINGERS: I-beams

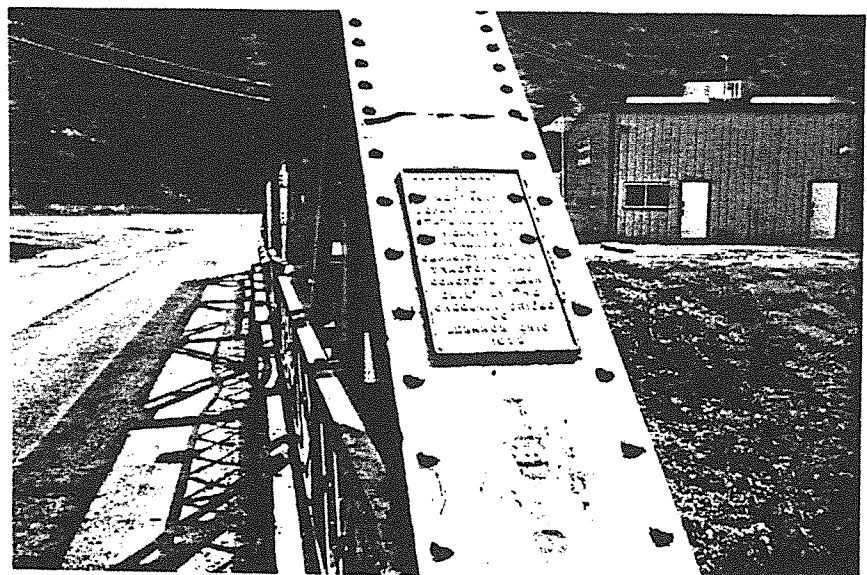
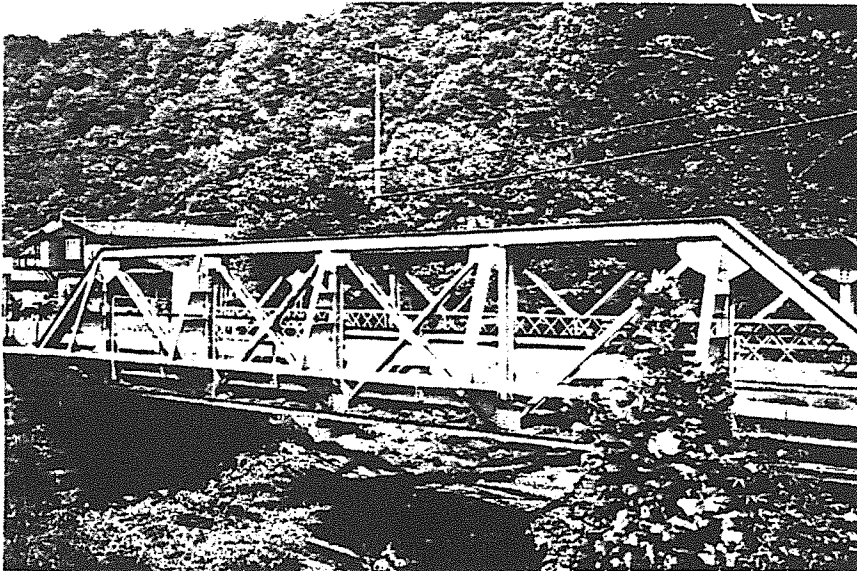
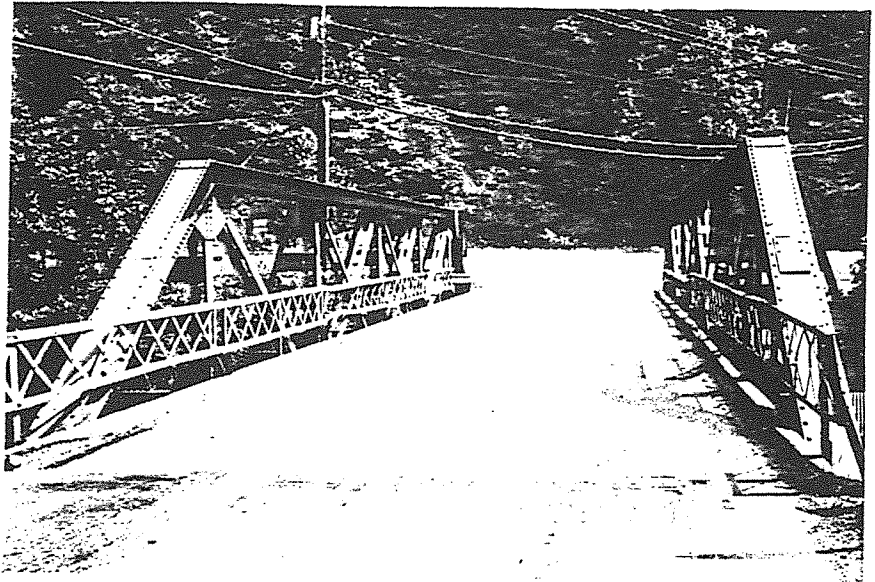
OTHER DETAILS: \*Vertical members have paired angles with plate  
and angle outriggers

\*\* One intermediate post and outrigger replaced with I-beam and angles.

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS





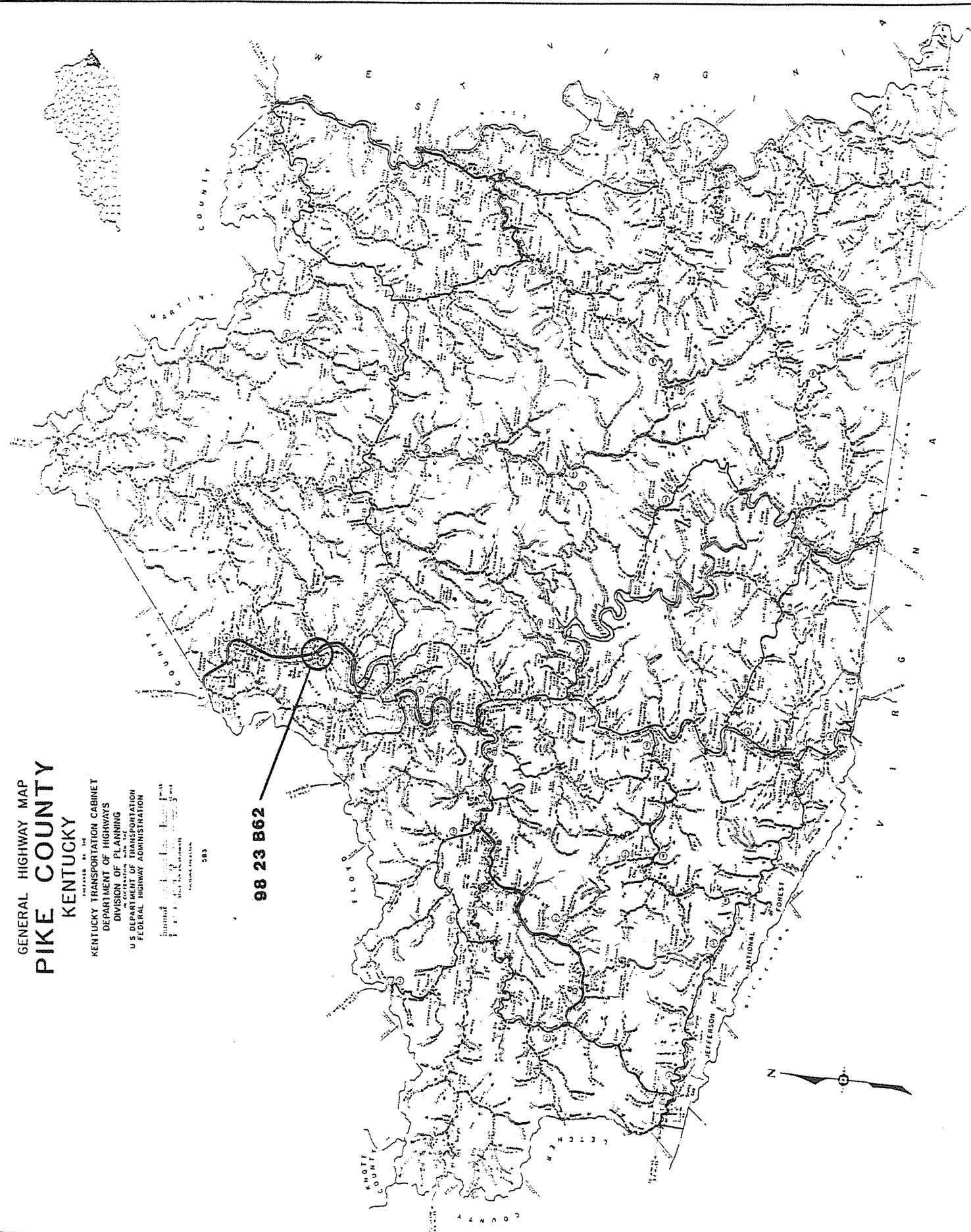
GENERAL HIGHWAY MAP  
**PIKE COUNTY**  
KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



583

98 23 B62



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 46

I. LOCATION

COUNTY: Pike CITY: Shelbiana (Vic. Pikeville)

ROUTE: 23 SPANS: C&O RR, and Levisa Fork

HWY. DISTRICT: 12 S I A RATING: 22.3

UTM COORDINATES: 17 364320 4149348

II. HISTORY

BRIDGE ID#: 98-23-B62

NAME/TYPE: Parker

DESIGNER/

BUILDER: Unknown

DATE: 1928 BASIS: KDOH records

III. HISTORICAL SIGNIFICANCE

An early example of its type by an unknown builder

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR:

RARE SURVIVOR/STANDARD DESIGN:

UNIQUE/UNUSUAL FOR ITS TIME:

## V. ENVIRONMENT/OTHER REMARKS

Rural/Urban - edge of Pikeville  
  
  

## VI. INTEGRITY

Structural integrity is good, setting is relatively modern  
  
  

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 701 WIDTH: 20.3

SPAN TYPES:

1. Parker - 2 LENGTH: 165
2. Concrete beam approaches LENGTH:

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

SUPERSTRUCTURE

MATERIALS: Steel BASIS: AgeCONNECTIONS: PINS:  RIVETS: XEND POSTS: 2 channels, cover plate, lacing barsTOP CHORDS: 2 channels, cover plate, lacing bars

FORM # 46

BOTTOM CHORDS: 2 channels, lacing bars

HIP VERTICALS: I-beams

INTERMEDIATE POSTS: I-beams

DIAGONALS: I-beams

COUNTERS: \_\_\_\_\_

TOP LATERAL BRACING: Angles with lacing bars

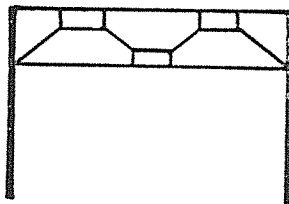
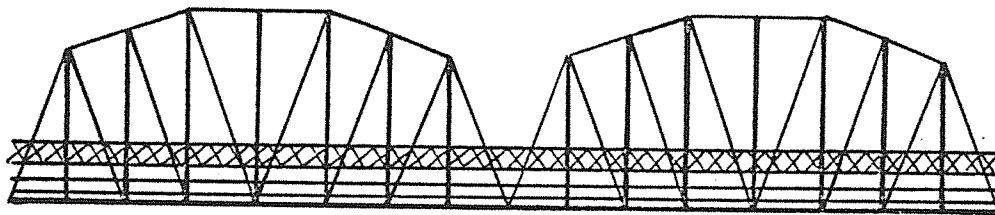
TOP LATERAL STRUTS: Angles

BOTTOM LATERAL BRACING: Angles

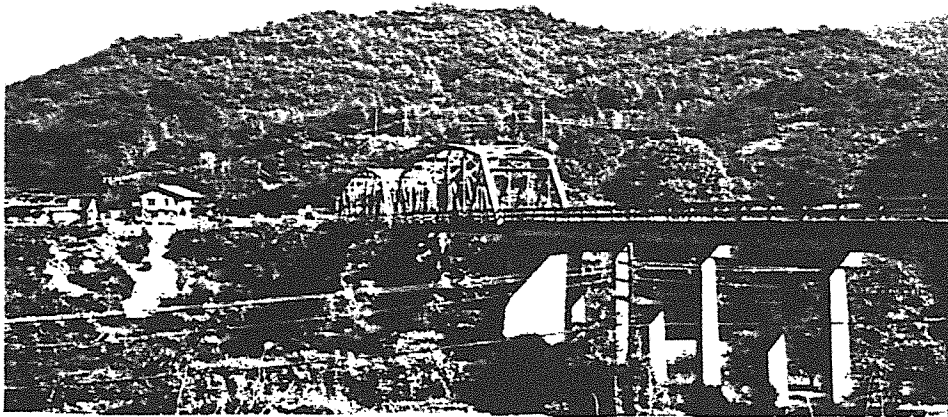
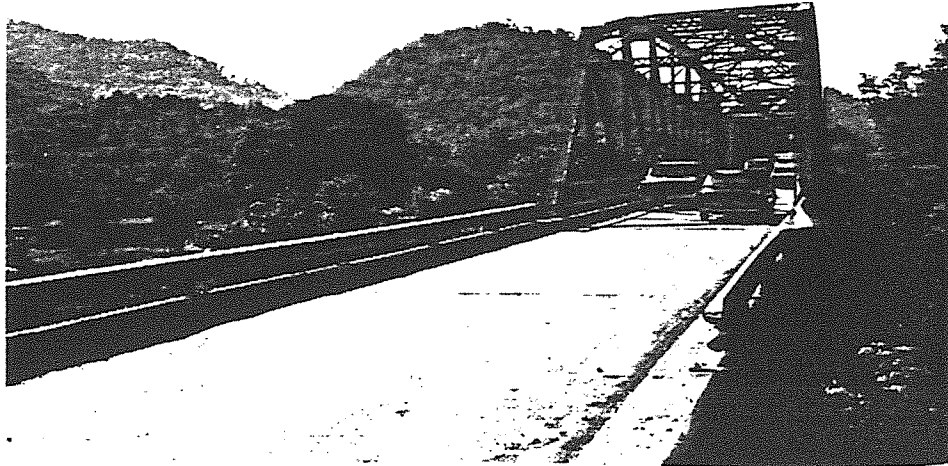
FLOOR BEAMS: I-beams STRINGERS: I-beams

OTHER DETAILS: \_\_\_\_\_

#### IX. TRUSS CONFIGURATION

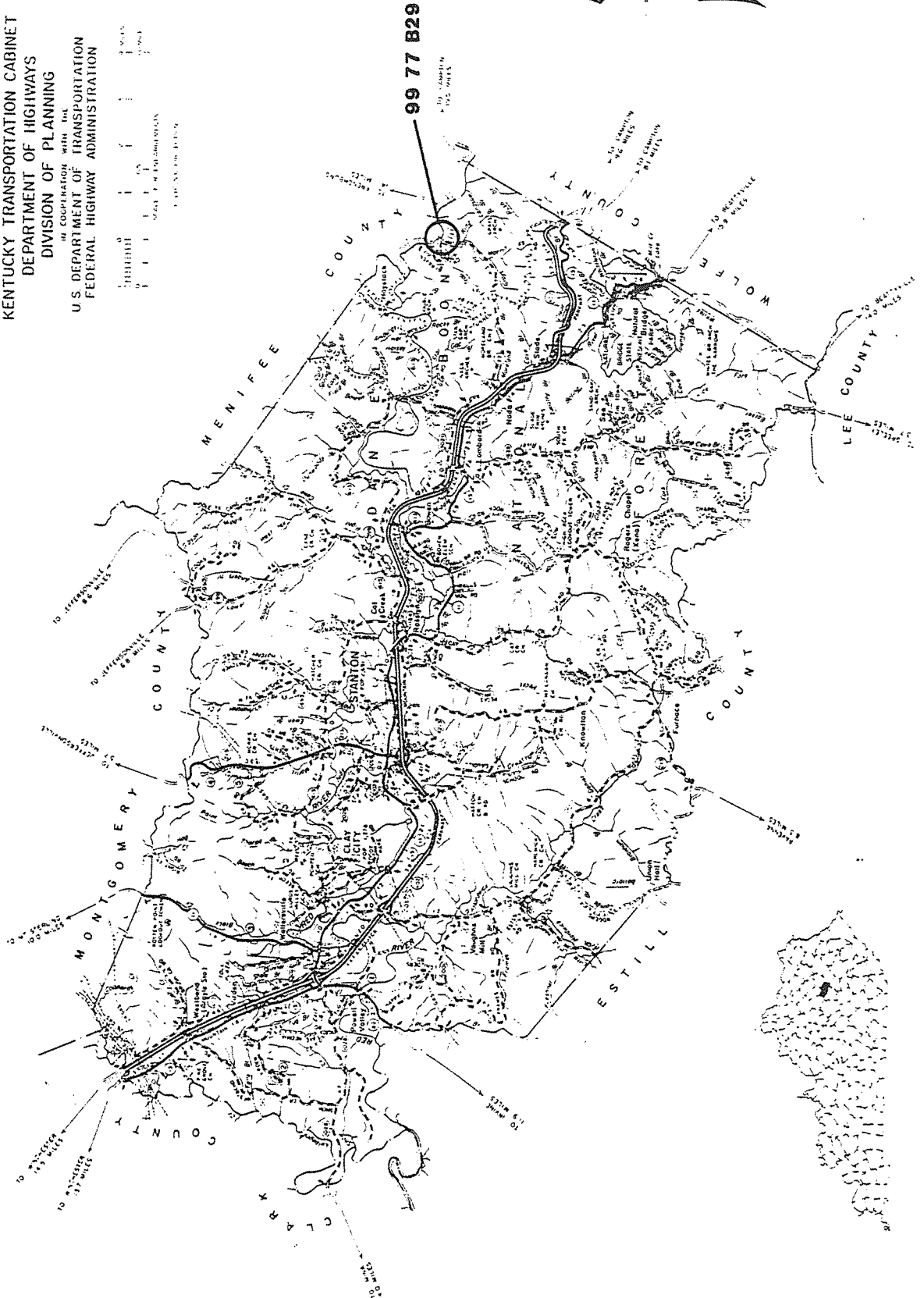


X. PHOTOGRAPHS



# GENERAL HIGHWAY MAP POWELL COUNTY KENTUCKY

PREPARED BY THE  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
DIVISION OF PLANNING  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



KENTUCKY HISTORIC BRIDGE SURVEY

FORM # 47

I. LOCATION

COUNTY: Powell CITY: Rural (Vic. Powell)

ROUTE: KY 77 (Nada-Mariba) SPANS: Red River

HWY. DISTRICT: 10 S I A RATING: 54.3

UTM COORDINATES: 17 265909 4190450

II. HISTORY

BRIDGE ID#: 99-77-B29

NAME/TYPE: Pratt Thru

DESIGNER/ Unknown

BUILDER: \_\_\_\_\_

DATE: 1935 BASIS: KDOH records

III. HISTORICAL SIGNIFICANCE

Common type by unknown builder - within national forest

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

IV. TECHNOLOGICAL SIGNIFICANCE

X TYPICAL EXAMPLE/COMMON SURVIVOR: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ RARE SURVIVOR/STANDARD DESIGN: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ UNIQUE/UNUSUAL FOR ITS TIME: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



## V. ENVIRONMENT/OTHER REMARKS

In Red River Gorge, within Daniel Boone National Forest. Town  
of Powell

## VI. INTEGRITY

Structural and setting integrity is good

## VII. DESIGN INFORMATION

NO. SPANS: 2 OVERALL LENGTH: 260 WIDTH: 21.0

## SPAN TYPES:

1. Pratt Thru - 2 LENGTH: 126

2.  LENGTH:

## VIII. STRUCTURAL INFORMATION

SUBSTRUCTURE: Concrete

## SUPERSTRUCTURE

MATERIALS: Steel BASIS: Age

CONNECTIONS: PINS:  RIVETS: X

END POSTS: 2 channels, cover plate, lacing bars

TOP CHORDS: 2 channels, cover plate, lacing bars

BOTTOM CHORDS: 2 angles, stay plates

HIP VERTICALS: I-beams

INTERMEDIATE POSTS: I-beams

DIAGONALS: I-beams

COUNTERS: \_\_\_\_\_

TOP LATERAL BRACING: Angles, lacing bars

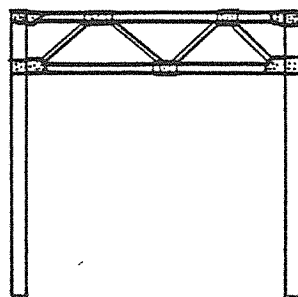
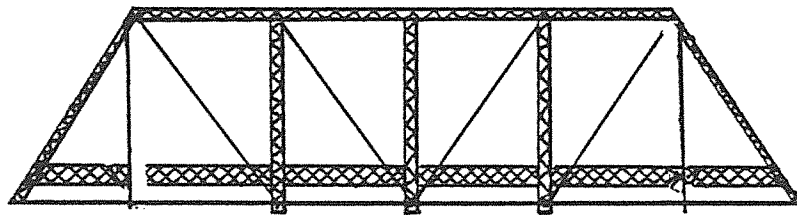
TOP LATERAL STRUTS: Angles, lacing bars

BOTTOM LATERAL BRACING: \_\_\_\_\_

FLOOR BEAMS: Steel beams STRINGERS: Steel beams

OTHER DETAILS: \_\_\_\_\_

# IX. TRUSS CONFIGURATION



X. PHOTOGRAPHS



APPENDIX 3

CULTURAL REGIONS OF KENTUCKY

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

- I. West Kentucky includes the relatively level lands west of the Tennessee River and the generally rugged lands in the watershed of the Lower Cumberland and Tennessee Rivers, except for the City of Paducah which has more in common with other commercial centers on the Ohio River.
  - A. Purchase Area is a relatively flat region with highly productive farm lands. Access to regional markets has been historically available via the Ohio-Mississippi River system and the Illinois Central Railroad. This area was the last area of the state to be opened for settlement. Thus the earliest buildings date from the 1820's and 1830's and most of the towns appear to reflect the planning and architectural concepts of the post Civil War era. Since World War II, the rate of population growth in this area has been low.
  - B. Although lands that border the Lower Cumberland and Tennessee Rivers were accessible to early settlement, the rugged character of the land limited the agricultural potential of this area. Most population growth in the 19th century was related to the needs of the river transportation system. In the 20th century, this area has lost population due to the changing economy and as a result of Federal project development. The development of Kentucky Lake, Barkley Lake, and T.V.A.'s Land between the Lakes Recreation Area has resulted in the displacement of a substantial part of the population and the loss of many historic resources. No area of Kentucky has lost more of its early heritage to Federal projects than this area.
- II. The Pennyrile or Mississippian Plateau Region includes the large part of west central Kentucky within the watersheds of the Green, Tradewater, and Lower Ohio Rivers. The cities of Henderson and Owensboro are not included because of their similarity to other commercial centers in the Ohio Valley.
  - A. The western coalfield area in the west central part of the Pennyrile is an area of limited agricultural potential where coal has been mined extensively since the 1870's. This area has numerous railroad centers and mining communities in addition to

the county seats. Substantial areas--over 30 percent of the land area of one county--have been surfaced mined to date and future mining activities will continue to destroy large areas.

- B. The Pennyryle Plain includes the fertile agricultural lands of the Nashville Basin and the lower Ohio River which encircle the western coalfields. This area experienced settlement beginning in the 1790's and has been, after the Inner Bluegrass, the most productive agricultural area of Kentucky. The county seat towns reflect the ongoing prosperity of this area and the rural areas contain many antebellum farm complexes.
- C. The hilly eastern Pennyryle area contains substantially less usable land than the Pennyryle Plain or the Outer Bluegrass. Although settled early, this area has been relatively undeveloped due to its poor transportation facilities. The population of the area has not changed substantially in the last century with many counties experiencing population loss during this period. The land is divided into relatively small, often marginal farms which historically have not extensively utilized slaves or share croppers in agricultural production.

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

- A. Louisville (in Jefferson County), Kentucky's largest population center, experienced its greatest growth and expansion during the period of 1870-1900. Sometimes described as a Victorian museum, the city contains numerous neighborhoods, commercial areas, and industrial buildings from the late 19th century. Few buildings survive from the antebellum period.
- B. The northern Kentucky suburbs of Cincinnati (in Kenton and Campbell Counties) experienced tremendous growth after the Civil War due to the rapid growth of Cincinnati as an industrial-commercial center. Covington and Newport were from 1870 to 1900 the second and third largest cities in Kentucky as housing for workers at Cincinnati's factories and warehouses was rapidly built. Both cities attracted large settlements of German and Irish immigrant families.
- C. Paducah (in McCracken County), Owensboro (in <sup>Daviess</sup> A County), and Henderson (in Henderson County) experienced substantial growth in the last half of the 19th century, becoming regional transportation and commercial center. Although they attracted

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

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

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

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

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

A. The Appalachia Highlands area experienced limited settlement until the construction of railroads at the turn of the century

Note: Because the counties in which these cities are located reflect the qualities of the Region in which they are located, for the purposes of the Bridge Survey Paducah was included in Region I, and Henderson and Owensboro are included in Region II.

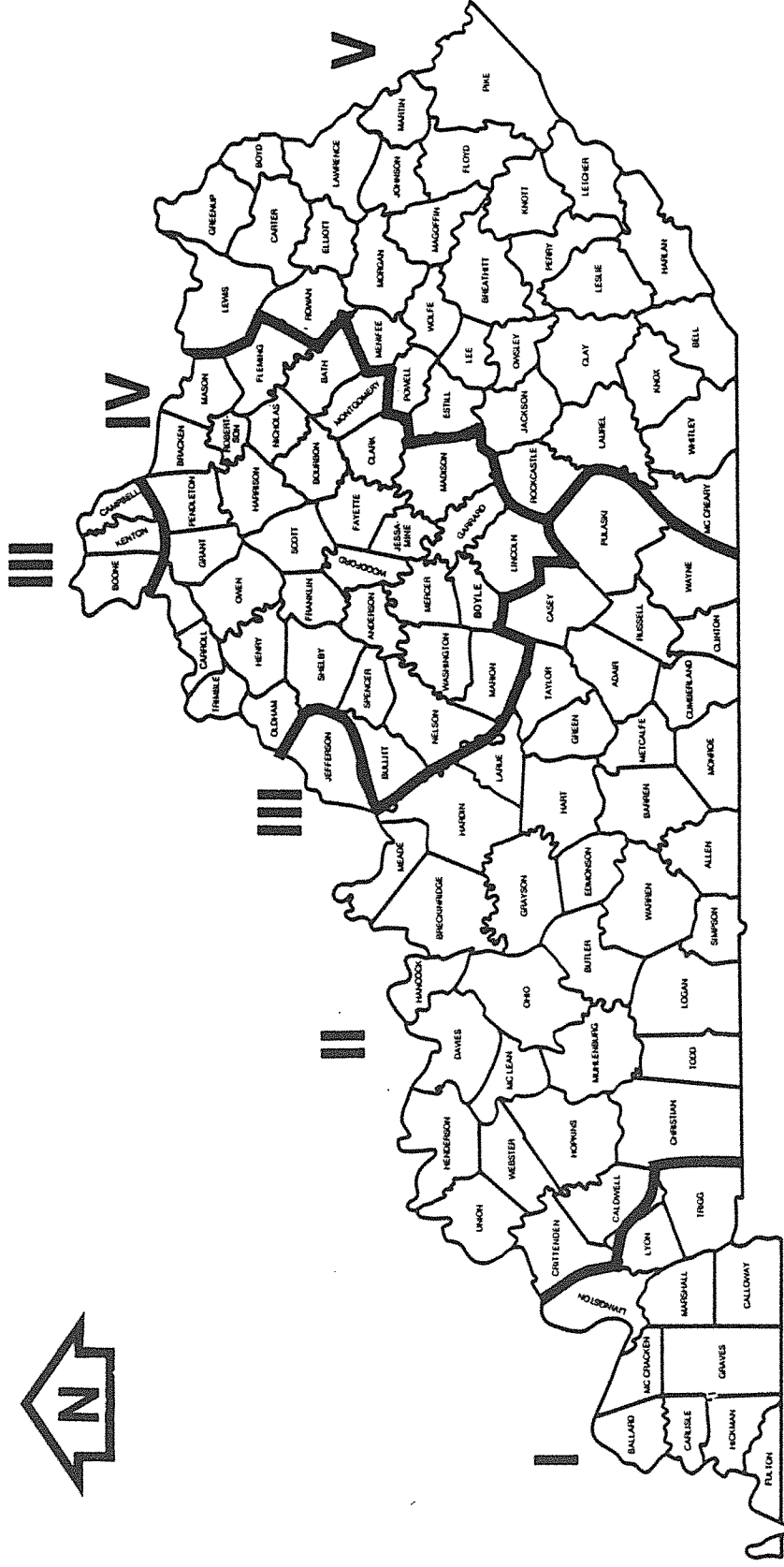


and the subsequent growth of coal mining activity. Most of the buildings and structures in this area date from the 20th century and are associated with coal. Numerous towns were constructed from 1910-1940 by coal companies to house their employees. Due to the topography of this area, roads, housing, and coal processing facilities are limited to a small area which undergoes extensive ongoing alterations. As a result, few 19th century buildings or landscapes survive.

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

---

Source: Kentucky Heritage Council



## CULTURAL REGIONS OF KENTUCKY

- REGION I — WEST KENTUCKY
- REGION II — THE PENNYSRILE
- REGION III — OHIO VALLEY URBAN CENTERS
- REGION IV — THE BLUEGRASS
- REGION V — APPALACHIAN MOUNTAIN

SOURCE: Kentucky Heritage Council

APPENDIX 4

COMPUTERIZED DATA  
AND  
MANUAL

## INSTRUCTIONS FOR USING THE BRIDGE DATABASE

### INTRODUCTION

The 1982 Survey of Historic Bridges was computerized as a database. This database includes the additions and deletions that were indicated earlier in this report. The database was built on a Lotus 1-2-3 spreadsheet. This section of the report gives an overview of the database and specific instructions on how to use it. The instructions are intended for a user with a very basic level of microcomputer literacy and some general knowledge of the Lotus 1-2-3 system.

### DESCRIPTION OF THE DATABASE

The database comprises information of over 600 highway bridges throughout Kentucky. The information for each bridge is contained in a single column. Column A gives the unique identification (ID) of each bridge. Column B contains the district to which each bridge is assigned. (Within each district, bridges are alphabetized by county. Bridge IDs are not alphabetized.) Column C shows the county where the bridge is located. Column D indicates the bridge type. Column E shows the year the bridge was built. Column F shows who the builder was. Column G indicates the number of spans; Column H, the total bridge length. Column I indicates the construction material used for the upper portion of the bridge; Column J, the construction material of the lower portion. Column K indicates whether the bridge connections are riveted or pinned. ("R" means "riveted" and "P" means "pinned.") Column L shows the sufficiency ratio. Column M indicates the bridge's status. ("Remo" means the bridge has been removed or scheduled for removal since the 1982 survey.) The last column, Column OES (On Existing Survey), indicates whether the bridge was listed on the existing survey. ("Y" means that the bridge was listed on the survey.)

### USING THE DATABASE

Searching for a bridge by district, county, or both is a straightforward procedure and does not require the use of the computer. But more complicated searches would be facilitated by the use of the computer. Because the database operates on a fully operational Lotus 1-2-3 system, any procedure valid for a Lotus 1-2-3 system can be used with this database. Nevertheless, some special procedures have been incorporated into the database in order to facilitate some frequently used procedures. These procedures are indicated below and are located at the bottom of the spreadsheet starting at row 700. They are protected from unintentional deletion.

#### **Search by Bridge ID**

Searching for one particular ID in a database of 600-plus bridges can become complicated. Therefore, the following procedure can be used to conduct such a search.

1. Press F5 (Function Key 5).

2. Type the word <search> and press RETURN or ENTER.
3. Type an apostrophe, then the bridge ID in the cell below the ID heading. For example, to locate bridge 72-62-B19, type <'72-62-B19>. Press RETURN or ENTER.
4. Make sure there is no other entry on that line. If there is an entry, delete it by moving over that cell and typing the letter <d> while holding down the ALT key.
5. Hold down the ALT key and type the letter <f>. The computer will locate and highlight the row containing the ID number you have typed.
6. Press F7 (Function Key 7) to end the search, or press RETURN or ENTER to return to the bottom of the spreadsheet for a new search.

### **Search by Bridge Type**

Searching for bridges by bridge type in the database also requires a special procedure. The procedure is outlined below.

1. Press F5 (Function Key 5).
2. Type the word <search> and press RETURN or ENTER.
3. Write the bridge type in the cell below the TYPE heading, and press RETURN or ENTER.
4. Make sure there is no other entry on that line. If there is an entry, delete it by moving over that cell and typing the letter <d> while holding down the ALT key.
5. Hold down the ALT key and type the letter <f>. The computer will locate and highlight the row containing the first occurrence of this bridge type.
6. Press the down-arrow key to highlight the next occurrence of this bridge type. Repeat this step as desired. Press the up-arrow key to move upward in the database to the preceeding occurrence of the bridge type being searched.
7. Press F7 (Function Key 7) to end the search or press RETURN or ENTER to return to the bottom of the spreadsheet for a new search.

### **HINTS**

1. The functions of the 1-2-3 database allow for a search to be conducted without specifying the complete ID or bridge type. For example, in step 3, the user may type the initial letter or letters of the ID or bridge type followed by an asterisk. All IDs or bridge types matching those initial characters will be highlighted. For example, entering "CR 30-10\*" under the ID heading in step 3 will produce a search for all IDs that start with "CR 30-10".
2. As a general rule, IDs and bridge types must be typed exactly as they appear on the database; blanks cannot be ignored. However, upper case and lower case modes are treated equally.
3. When caught in a situation that deviates from what is explained in the preceding paragraphs, the best solution is to press ESC (The Escape Key) repeatedly until the Lotus system returns to the READY prompt.

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
4-51-B21	1	Ballard	Cantilever	1937	Mt. Vernon	31	5865				18.8		
18-94-B6	1	Calloway	Pratt Pony	1927	KDOH	5	285	Steel	Conc	R	38.6	Remo	Y
18-732-B52	1	Calloway	Concrete Arch			1	79	Conc	-	-			
20-51-B9	1	Carlisle	Pratt Thru	1927		21	783	Steel	Mas	R			
53-51-B28	1	Hickman	Parker Pony	1928	Vincennes	1	106	Steel	Conc	R			
53-51-B4	1	Hickman	Pratt Pony	1928	KDOH	14	522	Steel		R			
53-58-B42	1	Hickman	Pratt Pony	1928	KDOH	5	312	Steel	Conc	R			
70-24-B60	1	Livingston	Tied Steel Arch	1974			2108						
70-60-B17	1	Livingston	Poly Warren Thru	1931	Nashville	15	1818	Steel		R	45.8		
72-62-B19	1	Lyon	Continuous Arch	1952		3	1467						
79-80-B40	1	Marshall	Pratt Thru	1933		17	110	Steel	Conc	R			
CR 79-1418-C34	1	Marshall	Pratt Pony			3	3105					Remo	
79-68-B23	1	Marshall	Parker/Pratt Thru	1944		15	643						
73-24-B100	1	McCracken	Tied Steel Arch	1974		18	70						
73-60-B4	1	McCracken	Warren Thru	1931	Wisc., International	3	5636	Steel		R	46.7		
73-45-B1	1	McCracken	Pennsylvania/Warren Pony	1929	Union, Rouse	29	5340	Steel	Conc	R	49.1	Y	
CR 73-1119-C14	1	McCracken	Warren Pony	1911	(Tennessee)	1	3496	Steel	Wood	R		Remo	
111-68-B20	1	Trigg	Pratt Deck/Parker	1934		4	3105	Steel		R			
17-62-B16	2	Caldwell	Parker	1927		3	207	Steel		R			
24-162-B68	2	Christian	Masonry Arch	1935		2	26	Mas	-	-			
24-124-B32	2	Christian	Bedpost Pony	1894	Groton	1	48	WI		P	15.3	Remo	Y
24-164-B67	2	Christian	Masonry Arch	1935		3	38	Mas	-	-			
CR 24-7216-C83	2	Christian	Masonry Arch	1904		2	137	Mas	-	-			
CR 24-999-C82	2	Christian	Masonry Arch	1904		2	137	Mas	-	-			
CR 30-1168-C50	2	Daviess	Pratt Pony	1923	Vincennes	1	86	Steel		P			
30-298-B27	2	Daviess	Pratt Pony	1921		1	69	Steel		P			
CR 30-1060-C18	2	Daviess	Pratt Thru	1884	Smith	1	92	WI	Conc	P	21.9	Y	
CR 30-1159-C46	2	Daviess	Pratt Pony	1923	Vincennes	1	66	Steel	Conc	P	24.7	Remo	Y
CR 30-1283-C77	2	Daviess	Pratt 1/2 Hip Pony	1920	Champion	1	61	Steel		P		Remo	
30-231-B118	2	Daviess	Cantilever	1940	WPA	37	4624	Steel		-	44.7		
CR 30-1030-C10	2	Daviess	Pratt Pony	1920	Champion	1	45	Steel		P			
CR 30-1218-C59	2	Daviess	Pratt 1/2 Hip Pony	1920	Champion	1	65	Steel		P			
30-81-B55	2	Daviess	Pratt Thru	1934		1	246	Steel		R			
CR 30-1125-C27	2	Daviess	Warren Pony	1920		1	56	Steel	Conc	R			
CR 30-1029-C6	2	Daviess	Pratt Pony	1920	Champion	1	56	Steel		P			
CR 30-1129-C30	2	Daviess	Pratt Pony	1920	Champion	1	62	Steel		P			
30-762-B13	2	Daviess	Pratt Thru	1897	Wrought Iron	1	101	WI	Stone	P	25.8	Remo	Y
30-298-B25	2	Daviess	Warren Pony	1921		2	84	Steel		R			
CR 30-1363-C95	2	Daviess	Warren Pony	1910		1	45	Steel		R			
CR 30-1125-C26	2	Daviess	Pratt Pony	1920	Champion	1	91		Conc	P		Remo	
CR 46-1301-C22	2	Hancock	Pratt Pony	1920		1	60	Steel		R			
CR 46-1002-C3	2	Hancock	Pratt Pony	1920		1	70	Steel		R			
CR 46-1324-C28	2	Hancock	Pratt 1/2 Hip Pony	1920		8	60	Steel		P			
51-41A-B30	2	Henderson	Pratt Thru	1932		3	208	Steel	Conc	R			
CR 51-1036-C9	2	Henderson	Pratt 1/2 Hip Pony	1920		1	40	Steel		P			
51-41-B7	2	Henderson	Cantilever	1932	KY-INDBC	4	5427	Steel		R	47.8		
CR 51-1131-C30	2	Henderson	Pratt 1/2 Hip Pony	1920	Champion	1	57	Steel		P	20.9		
CR 51-9999-C72	2	Henderson	Bedpost Pony	1910		1	60	Steel		P			
CR 51-1022-C7	2	Henderson	Bedpost Pony	1910		1	100	Steel		P			
CR 51-1169-C46	2	Henderson	Pratt Thru	1909	Champion	1	100	Steel		P			
51-136-B23	2	Henderson	Warren Pony	1932		1	53	Steel	Conc	R			
CR 51-1036-C8	2	Henderson	Warren Pony	1920		1	60	Steel		R			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS LGTH	SUP	SUB	CON	SR	STAT	DES
51-60-B37	2	Henderson	Pratt Thru	1929				Steel	Conc	R		
51-60-B15	2	Henderson	Parker	1930		2	1103	Steel	Conc	R		
CR 51-1063-C13	2	Henderson	Pratt 1/2 Hip Pony	1920		1	41	Steel		P		
51-41-B2	2	Henderson	Cantilever	1932		4	5395	Steel		R	7.16	
CR 51-1107-C18	2	Henderson	Pratt 1/2 Hip Pony	1920	Champion	1	60	Steel		P		
CR 51-1130-C27	2	Henderson	Pratt 1/2 Hip Pony	1920	Champion	1	57	Steel		P	16.9	NF
CR 51-1332-C64	2	Henderson	Pratt Thru	1910		1	110	Steel		P		
54-1220-UC0801	2	Hopkins	Masonry Arch	1935		2	28	Mas	-	-		
54-8033-RU401	2	Hopkins	Concrete Arch			1	26	Conc	-	-		
54-2647-B159	2	Hopkins	Pratt Pony	1935		1	60	Steel		R		
54-70-B168	2	Hopkins	Concrete Arch			1	104	Conc	-	-		
54-8033-RU402	2	Hopkins	Concrete Arch			1	30	Conc	-	-		
54-1220-UC0802	2	Hopkins	Masonry Arch	1935		2	38	Mas	-	-		
54-1069-B158	2	Hopkins	Masonry Arch			2	27	Mas	-	-		Remo
54-1069-B157	2	Hopkins	Masonry Arch	1968		2	24	Mas	-	-		
75-81-B23	2	McLean	Penn Petit/Warren Deck	1928		5	1,048	Steel		R	52.3	
75-431-B18	2	McLean	Warren Thru/Deck	1939	PWA	4	1,644	Steel		R	65.6	
CR-89-1298-C14	2	Muhlenberg	Pratt Thru	1901	Brackett	1	100	Steel		P		
CR-89-1283-C12	2	Muhlenberg	Pratt 1/2 Hip Pony	1920	Champion	1	87	Steel		P		
CR 89-1276-C11	2	Muhlenberg	Warren Pony	1930		1	40	Steel		R		
CR 89-1276-C10	2	Muhlenberg	Pratt Thru	1915	Champion	1	99	Steel		P		
CR 92-1017-C6	2	Ohio	Pratt 1/2 Hip Pony	1920	Champion	1	62	Steel		P		
92-878-B116	2	Ohio	Pratt Thru	1903	Champion	1	100	Steel		P		Remo
92-62-B50	2	Ohio	Continuous	1939	PWA	10	1,840	Steel		R	62.4	
CR 92-1164-C34	2	Ohio	Pratt 1/2 Hip Pony	1920	Champion	1	40	Steel		P		
CR-92-1131-C30	2	Ohio	Warren Pony	1920		1	41	Steel		R		
CR 92-1361-C43	2	Ohio	Pratt Thru			1	143	Steel		P		
CR 92-1012-C3	2	Ohio	Camelback	1904	Champion	1	142	Steel		P	44.2	
CR 92-1067-C21	2	Ohio	Pratt Thru	1905	Champion	1	136	Steel		P		
CR 92-1032-C10	2	Ohio	Pratt Thru	1904	Champion	1	133	Steel		P	21.0	NF
CR 92-1071-C22	2	Ohio	Warren Pony	1920	HIP	1	61	Steel		R		Remo
CR 113-1244-C32	2	Union	Pratt Thru			1	158	Steel		R		
CR 113-1300-C35	2	Union	Warren Pony	1928		1	50	Steel		R		
CR 113-1102-C11	2	Union	Warren Pony	1920		1	50	Steel		R		
CR 113-1029-C5	2	Union	Warren Pony		Vincennes	1	82	Steel		R		Remo
CR 112-1256-C33	2	Union	Warren Pony	1920		1	60	Steel		R		
113-56-B45	2	Union	Warren Deck/Continuous	1956		5	3,200	Steel		R		
117-270-B50	2	Webster	Pratt Pony	1922	MIP	1	83	Steel		R	54.2	
CR 117-1351-C27	2	Webster	Pratt Pony	1920		1	60	Steel	Wood	R		
CR 117-1214-C13	2	Webster	Pratt Thru			1	138	Steel		P		Remo
117-143-B43	2	Webster	Warren Pony	1962			85	Steel	Conc	R		
CR 117-1243-C16	2	Webster	Pratt 1/2 Hip Pony	1890	Champion	1	75	Stone		P	17.7	Remo Y
CR 117-1302-C19	2	Webster	Bedpost Pony	1920		1	50	Steel	Wood	P		
CR 117-1302-C20	2	Webster	Bedpost Pony			1	60	Steel		P		Remo
CR 117-1330-C22	2	Webster	Pratt Pony	1920		1	70	Steel	Wood	P		
CR 117-1333-C23	2	Webster	Warren Pony	1925	Vincennes	1	75	Steel	Conc	R	22.0	Remo Y
CR 5-1192-C14	3	Barren	Pratt Thru	1902	Brackett	1	117	Steel		P	16.0	Sched
CR 5-1186-C13	3	Barren	Warren Pony	1930		1	101	Steel		R		
5-31EX-B58	3	Barren	Masonry Arch	1959		3	23	Mas	-	-		
CR 16-1358-C20	3	Butler	Warren Pony	1920		1	63	Steel		R		
CR 16-1282-C18	3	Butler	Pratt Thru	1910		1	92	Steel		P		
16-949-B51	3	Butler	Pratt Thru	1951		1	138	Steel		P		



BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
CR 16-1174-C11	3	Butler	Bedpost Pony	1905	Brackett	1	40	Steel	Stone	P	17.0	Remo	Y
CR 71-1354-C37	3	Logan	Pratt Pony	1915	Champion	1	87	Steel		P			
CR 71-1274-C28	3	Logan	Pratt Thru	1930		1	138	Steel		P			
CR 71-1354-C38	3	Logan	Pratt Thru	1925		1	116	Steel		P			
CR 71-1388-C41	3	Logan	Pratt 1/2 Hip Pony	1925		1	80	Steel	Stone	P			
CR 71-1366-C40	3	Logan	Bedpost Pony			1	107			P			
CR 71-1253-C24	3	Logan	Pratt Thru	1910		1	136	Steel		P			
CR 71-1256-C26	3	Logan	Pratt Thru	1920		1	152	Steel		P			
CR 71-1249-C23	3	Logan	Pratt Thru	1925		1	94	Steel		P			
CR 71-1420-C42	3	Logan	Pratt 1/2 Hip Pony	1920		1	104	WI	Stone	P			
CR 71-1184-C19	3	Logan	Pratt 1/2 Hip Pony	1905	Champion	1	36	Steel		P			
CR 71-1272-C27	3	Logan	Pratt Pony	1880	Penn	1	67	WI	Conc	P	17.1		Y
CR 71-1429-C43	3	Logan	Pratt 1/2 Hip Pony	1920		1	42	Steel		P			
71-1153-B41	3	Logan	Pratt Thru		Brackett	1	100	Steel		P		Remo	
CR 85-1108-C5	3	Metcalfe	Camelback	1911		1	152	Steel		P			
CR 85-1038-C3	3	Metcalfe	Pratt Thru	1915		1	166	Steel		P			
CR 85-1201-C7	3	Metcalfe	Pratt Pony	1921	Vincennes	1	78	Steel		R			
85-544-835	3	Metcalfe	Pratt 1/2 Hip Pony	1960	Champion	1	81	Steel		P			
CR 85-1020-C1	3	Metcalfe	Pratt Thru	1911	Champion	1	188	Steel		P	36.3		
85-861-836	3	Metcalfe	Pratt Thru	1921	Vincennes	1	102	Steel	Conc	R			
CR 85-1206-C8	3	Metcalfe	Bedpost Pony	1910		1	152	Steel		P			
85-496-824	3	Metcalfe	Warren Pony	1936		2	120	Steel	Conc	R			
CR 107-1049-C1	3	Simpson	Pratt Thru	1915		3	228	Steel	Mas	P			
CR 110-1131-C12	3	Todd	Pratt 1/2 Hip Pony		Champion	2	88			P		Remo	
CR 110-1300-C24	3	Todd	Pratt 1/2 Hip Pony	1905	Champion	1	51	Steel		P			
CR 110-1138-C13	3	Todd	Pratt 1/2 Hip Pony			1	64			P		Remo	
CR 110-1119-C9	3	Todd	Pratt Pony			2	74			B		Remo	
114-2159-B6	3	Warren	Pratt Thru/Pony	1915	Vincennes	4	420	Steel	Stone	P	24.0		V
CR 114-1350-C11	3	Warren	Bowstring Arch	1890	King	3	423		Stone	P	16.5		Y
CR 114-1178-C5	3	Warren	Camelback	1919		1	204	Steel		R			
114-231-B30	3	Warren	Pratt Thru	1929	KDOH	2	278	Steel	Conc	R			
114-1435-B44	3	Warren	Pratt Thru	1887		1	120	Steel	Stone	P			
CR 114-1301-C7	3	Warren	Pratt 1/2 Hip Pony		Champion	1	51		Stone	P			
CR 14-1074--C7	4	Breckenridge	Warren Pony	1910		1	75	Steel	Conc	R			
14-144-B16	4	Breckenridge	Parker	1950		1	327	Steel	Conc	R			
14-60-B50	4	Breckenridge	Pennsylvania Petit	1922	Pan-Am	1	253	Steel		R	52.3		
CR 14-1020-C1	4	Breckenridge	Warren Pony	1940		1	49	Steel	Conc	R			
CR 14-1109-C9	4	Breckenridge	Pratt Thru	1886	King	1	105	WI	Stone	P	0.0		Y
14-1385-B24	4	Breckenridge	Warren Pony	1951		1	48	Steel		R			
14-108-B30	4	Breckenridge	Warren Pony	1950	Champion	1	54	Steel		R			
43-720-B80	4	Grayson	Camelback	1915	Champion	1	150	Steel		P	29.9		
CR 43-9999-C31	4	Grayson	Bedpost Pony	1910		1	152	Steel		P		Remo	
CR 43-1379-C18	4	Grayson	Pratt 1/2 Hip Pony			1	87			P			
43-62-B2	4	Grayson	Warren Deck	1921		2	298	Steel		-		Remo	
CR 43-1566-C28	4	Grayson	Bedpost Pony	1920		1	72	Steel		P	16.4		
43-1110-B48	4	Grayson	Bowstring Arch	1877	King	1	152	WI	Stone	P	32.0	Sch	Y
CR 43-1192-C13	4	Grayson	Bedpost Pony			1	36			P			
CR 43-1110-C7	4	Grayson	Bedpost Pony	1930		1	35	Steel		P			
CR 43-1147-C8	4	Grayson	Bedpost Pony			1	102			P		Remo	
CR 43-1531-C23	4	Grayson	Bedpost Pony	1920		1	80	Steel		P			
CR 43-1520-C20	4	Grayson	Bedpost Pony	1945		1	65	Steel		P			
CR 43-1531-C24	4	Grayson	Warren Pony	1950		1	52	Steel		R			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
CR 43-9999-C30	4	Grayson	Warren Pony	1910		1	42	Steel		R			
CR 43-1048-C2	4	Grayson	Bedpost Pony			1	47			P			
CR 43-1043-C1	4	Grayson	Bedpost Pony	1925		1	105	Steel		P	NF		
44-549-B26	4	Green	Warren Pony			1	43		Conc	R			
CR 44-1142-C8	4	Green	Pratt Thru	1928	Champion	1	113	Steel		P			
CR 44-1142-C9	4	Green	Warren Pony	1938	Champion	3	135	Steel	Conc	R	14.0		
47-920-B84	4	Hardin	Warren Pony	1936		2	88	Steel		R			
CR 47-1192-C25	4	Hardin	Pratt 1/2 Hip Pony	1935	Champion	1	39	Steel	Stone	P	Remo		
CR 27-1425-C42	4	Hardin	Pratt 1/2 Hip Pony	1915		1	48	Steel		P			
CR 47-1054-C8	4	Hardin	Pratt Thru	1919	Champion	1	100	Steel		P			
CR 47-1314-C31	4	Hardin	Pratt Thru	1924	Champion	1	109	Steel		P			
CR 47-1133-C17	4	Hardin	Pratt 1/2 Hip Pony	1935	Champion	1	59	Steel		P			
CR 47-1259-C28	4	Hardin	Bowstring	1890	King	3	217		Stone	B	20.9	Remo	Y
CR 47-1289-C30	4	Hardin	Pratt Thru	1899	Champion	1	128	Steel		P			
50-31W-B4	4	Hart	Warren Deck	1950		8	1468	Steel		R			
CR 50-1383-C15	4	Hart	Pratt Thru/1/2 Hip Pony	1903	Champion	2	200	Steel		P	12.2		
62-462-B21	4	Larue	Pratt 1/2 Hip Pony		Champion	2	169		Conc	P			
CR 62-1315-C17	4	Larue	Pratt 1/2 Hip Pony	1910	Champion	1	270	Steel		P			
62-61-B11	4	Larue	Concrete Arch	1924		1	43	Conc	-	-			
CR 62-1006-C1	4	Larue	Pratt 1/2 Hip Pony	1910		1	65	Steel		P			
CR 62-1007-C2	4	Larue	Pratt 1/2 Hip Pony	1910		1	50	Steel		P			
78-49-B9	4	Marion	Whipple-Murphy	1881	King	1	162	WI	Stone	P	9.0	Remo	Y
78-429-B50	4	Marion	Masonry Arch	1941		2	21	Mas	-	-			
78-412-B58	4	Marion	Camelback		Brackett	1	214		Stone	P	Remo		
CR 78-1227-C56	4	Marion	Camelback			1	190			P			
CR 78-1133-C39	4	Marion	Pratt Thru	1950		1	109	Steel		R			
CR 78-1120-C31	4	Marion	Pratt Thru	1910		1	122	Steel		R			
CR 78-1307-C61	4	Marion	Pratt Pony	1936		1	79	Steel		R			
CR 78-1114-C26	4	Marion	Warren Thru	1935		1	134	Steel		R			
CR 78-1113-C24	4	Marion	Pratt Thru	1935		1	132	Steel		P			
CR 78-1227-C57	4	Marion	Pratt Thru			1	221			P			
78-68-B23	4	Marion	Camelback	1922	Brookville	1	153	Steel	Stone	R	Remo		
CR 82-1314-C3	4	Meade	Pratt 1/2 Hip Pony	1904		1	50	Steel		P			
CR 82-1324-C4	4	Meade	Whipple-Murphy	1882	Smith	1	155	WI	Stone	P	2.0	Sch	Y
82-228-B10	4	Meade	Whipple-Murphy	1885	Smith	1	215	WI	Stone	P	39.9	Sch	Y
CR 90-1116-C24	4	Nelson	Camelback	1904	Champion	2	329	Steel	Stone	P	25.8		Y
90-754-B91	4	Nelson	Parker	1910	Unknown	1	200	Steel	Stone	P	Sch	Y	
CR 90-1062-C17	4	Nelson	Pratt 1/2 Hip Pony	1935	Champion	1	43	Steel		P			
90-49-B31	4	Nelson	Pratt Thru	1954		2	402	Steel		R			
CR 90-1024-C6	4	Nelson	Pratt 1/2 Hip Pony	1920	Champion	1	42	Steel		P			
CR 90-1137-C26	4	Nelson	Pratt 1/2 Hip Pony	1920	Champion	1	43	Steel		P			
CR 90-1106-C22	4	Nelson	Pratt 1/2 Hip Pony	1924		1	65	Steel	Stone	P			
CR 90-1250-C34	4	Nelson	Warren Pony	1950		1	56	Steel	Conc	R			
CR 90-1229-C33	4	Nelson	Pratt Thru			1	130			R			
CR 90-1143-C28	4	Nelson	Pratt 1/2 Hip Pony	1920	Champion	1	38	Steel		P			
CR 90-1226-C32	4	Nelson	Camelback			1	202			P			
90-31E-B45	4	Nelson	Parker	1932		3	429	Steel		R			
CR 109-1236-C15	4	Taylor	Pratt Thru	1920		1	166	Steel		P			
109-527-B22	4	Taylor	Warren Pony	1935		2	88	Steel		R			
CR 109-1019-C4	4	Taylor	Pratt 1/2 Hip Pony	1933		2	81	Steel		P			
109-527-B23	4	Taylor	Warren Pony	1935		1	40	Steel		R			
CR 115-1135-C11	4	Washington	Pratt 1/2 Hip Pony	1935	Champion	1	75	Steel		P			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	QES
CR 115-1100-C7	4	Washington	Pratt 1/2 Hip Pony		Champion	1	48			P			
CR 115-1020-C4	4	Washington	Camelback	1916	Vincennes	2	139	Steel	Stone	P	14.8		
CR 115-1142-C16	4	Washington	Bedpost Pony	1935		1	50	Steel		P			
CR 115-1042-C6	4	Washington	Pratt Thru	1900	Champion	1	262	Steel		P			
CR 115-1304-029	4	Washington	Pratt 1/2 Hip Pony	1920	Champion	1	74	Steel		P			
CR 115-1031-C5	4	Washington	Pratt 1/2 Hip Pony	1920	Champion	1	81	Steel		P			
CR 115-1304-C28	4	Washington	Camelback	1904	Champion	1	141	Steel		P	47.7		
CR 115-1214-C19	4	Washington	Pratt Thru	1884	King	1	100	WI	Stone	P	24.9	Y	
CR 15-1052-C3	5	Bullitt	Pratt Pony	1930	Champion	1	62	Steel		P			
15-1442-B10	5	Bullitt	Pratt Thru	1920		1	96	Steel		P			
CR 15-1018-C2	5	Bullitt	Pratt Thru	1910		1	151	Steel		P			
CR 15-1112-C4	5	Bullitt	Warren Pony	1930		1	78	Steel		R			
15-1219-C6	5	Bullitt	Warren Pony	1930		1	45	Steel		R			
CR 15-1017-C1	5	Bullitt	Pratt 1/2 Hip Pony/Camelb	1920		5	382	Steel		P			
15-44-B5	5	Bullitt	Parker	1932		1	295	Steel		R			
CR 37-1227-C9	5	Franklin	Pratt 1/2 Hip Pony	1930	Champion	1	60	Steel		P			
37-60-B65	5	Franklin	Pennsylvania Petit	1893	King	1	406		Stone	P	23.0	Y	
37-421-B66	5	Franklin	Baltimore Petit	1910	Unknown	1	516	Steel	Stone	P	30.1	Y	
CR 37-1026-C5	5	Franklin	Pratt Thru			1	136			P			
37-12-B68	5	Franklin	Concrete Arch	1926	Luten	3	73	Conc	-	-	89.3		
37-1005-B26	5	Franklin	Pratt Thru	1896	King	1	151	Steel	Stone	P	19.0	Y	
CR 52-1303-C26	5	Henry	Pratt 1/2 Hip Pony	1925		1	49	Steel		P			
CR 52-1118-C15	5	Henry	Pratt Thru	1884	King	1	40			P		Remo	
CR 52-1043-C9	5	Henry	Pratt 1/2 Hip Pony		Champion	1	68		Conc	P		Remo	
CR 52-1121-C17	5	Henry	Pratt 1/2 Hip Pony	1925		1	50	Steel	-	P		Remo	
52-22-B15	5	Henry	Parker/Warren Pony	1969		3	1104	Steel		R			
CR 52-1106-C10	5	Henry	Pratt 1/2 Hip Pony		Champion								
52-1360-B47	5	Henry	Pratt Thru	1912	Champion	1	370	Steel	Conc	P	18.4	Sch	
CR 56-9999-C29	5	Jefferson	Masonry Arch	1920		1	46	Steel	-	-			
CR 56-9999-C138	5	Jefferson	Concrete Arch	1930		1	56	Conc	-	-	55.9		
CR 56-9999-C26	5	Jefferson	Masonry Arch	1900		1	56	Steel	-	-	52.0		
CR 56-9999-C83	5	Jefferson	Concrete Arch	1930		1	56	Conc	-	-			
CR 56-9999-C112	5	Jefferson	Camelback	1909	Champion	1	163	Steel			17.7		
CR 56-9999-C33	5	Jefferson	Concrete Arch	1928		1	57	Steel	-	-	22.5		
CR 56-9999-C19	5	Jefferson	Warren Pony	1915		1	49	Steel		R		Remo	
CR 56-9999-C32	5	Jefferson	Concrete Arch	1930		1	33	Steel	-	-	62.0		
56-31E-B136	5	Jefferson	Cantilever	1929	Various	6	3740	Steel	Stone		27.0	Y	
CR 56-9999-C31	5	Jefferson	Concrete Arch	1935		1	42	Steel	-	-	64.0		
56-65-B214	5	Jefferson	Cantilever	1964		5	2498	Steel		P			
CR 56-9999-C52	5	Jefferson	Concrete Arch	1914		1	40	Conc	-	-			
CR 56-9999-C24	5	Jefferson	Masonry Arch	1930		2	49	Mas	-	-			
CR 56-9999-C34	5	Jefferson	Concrete Arch	1901		1	51	Steel	-	-	46.7		
CR 56-9999-C18	5	Jefferson	Pratt Pony	1915		1	49	Steel		P			
CR 56-9999-C111	5	Jefferson	Pratt 1/2 Hip Pony	1910		1	52	Steel					
CR 56-9999-C134	5	Jefferson	Concrete Arch	1914		1	64	Conc	-	-	77.3		
CR 56-9999-C28	5	Jefferson	Masonry Arch	1920		1	35	Steel	-	-			
56-31E-B137	5	Jefferson	Masonry Arch	1926		1	40	Mas	-	-			
CR 56-9999-C131	5	Jefferson	Concrete Arch	1920		3	196	Conc	-	-			
CR 56-9999-C54	5	Jefferson	Concrete Arch	1940		1	124	Conc	-	-			
CR 56-9999-C113	5	Jefferson	Concrete Arch	1930		1	49	Conc	-	-			
CR 56-9999-C139	5	Jefferson	Concrete Arch	1930		1	46	Conc	-	-	53.6		
CR 56-9999-C107	5	Jefferson	Concrete Arch	1960		1	77	Conc	-	-			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
CR 56-9999-C6	5	Jefferson	Concrete Arch	1910		1	45	Conc	-	-			
CR 56-9999-C150	5	Jefferson	Concrete Arch	1911		1	46	Conc	-	-			
CR 56-9999-C20	5	Jefferson	Camelback	1930		1	162	Steel	Conc	P			
56-42-B134	5	Jefferson	Masonry Arch			1	57	Mas	-	-			
CR 56-9999-C50	5	Jefferson	Camelback	1910		1	146	Steel	Conc	P			
CR 56-9999-C30	5	Jefferson	Concrete Arch	1910		1	62	Conc	-	-			
CR 56-9999-C56	5	Jefferson	Pratt Thru			1	91	Steel					
CR 93-1332-C9	5	Oldham	Pratt Pony			1	66	Steel		P		Remo	
CR 106-1009-C7	5	Shelby	Masonry Arch	1919		3	66	Mas	-	-			
CR 106-1310-C38	5	Shelby	Pratt 1/2 Hip Pony	1910	Champion	1	64	Steel	Stone	P			
CR 106-1003-C3	5	Shelby	Pratt 1/2 Hip Pony	1920	Champion	1	76	Steel		P			
CR 106-1116-C23	5	Shelby	Pratt Thru	1921	Champion	1	100	Steel		P			
CR 106-1309-C35	5	Shelby	Pratt Thru	1930		1	99	Steel		P			
CR 106-1208-C27	5	Shelby	Pratt Thru	1900	Champion	1	119	Steel	Stone	P	0.0		
CR 106-1301-C34	5	Shelby	Bedpost Pony	1940	Champion	1	64	Steel	Conc	P	15.2		
CR 106-1024-C13	5	Shelby	Pratt 1/2 Hip Pony	1920	Champion	1	76	Steel	Stone	P			
CR 106-1217-C29	5	Shelby	Pratt Thru			1	113		Stone	P		Remo	
CR 108-1052-C5	5	Spencer	Warren Pony	1920	Champion	1	70	Steel		R		Remo	
CR 108-1012-C4	5	Spencer	Pratt 1/2 Hip Pony	1910	Champion	1	64	Steel		P			
108-55-B4	5	Spencer	Pratt Thru	1932		3	378	Steel	Conc	R			
108-1066-B26	5	Spencer	Pratt 1/2 Hip Pony		Champion	1	107		Conc	P		Remo	
112-421-B1	5	Trimble	Cantilever	1938		4	3185	Steel					
CR 112-1122-C5	5	Trimble	Quadrangular	1910	Unknown	2	225	Steel	Conc	R	17.4		Y
8-275-B52	6	Boone	Continuous/Tied Arch	1976		3	3258	Steel					
CR 12-1110-C9	6	Bracken	Pratt Pony	1920	Champion	1	50	Steel		P			
CR 12-1314-C21	6	Bracken	Pratt 1/2 Hip Pony	1920	Smith	1	40	Steel		P			
CR 12-1116-C10	6	Bracken	Pratt Thru	1925		1	111	Steel		P			
CR 12-1321-C23	6	Bracken	Pratt Thru	1888	King	1	106			P			
12-366-XX1	6	Bracken	Pratt 1/2 Hip Pony		Champion	1	63			P		Remo	
12-539-B13	6	Bracken	Pratt Thru	1883	Smith	1	115	WI	Stone	P	20.3	Remo	Y
CR 12-1307-C19	6	Bracken	Pratt 1/2 Hip Pony	1920	Champion	1	44	Steel		P			
CR 12-1313-C20	6	Bracken	Pratt 1/2 Hip Pony	1930	Champion	1	60	Steel	Conc	P			
CR 12-192-C3	6	Bracken	Bowstring Pony Arch	1890	Unknown	1	63		Stone	B	16.5		Y
CR 12-1016-C4	6	Bracken	Pratt 1/2 Hip Pony	1975	Champion	1	14	Steel		P			
CR 12-1319-C22	6	Bracken	Warren Pony	1940		1	83	Steel		R			
12-435-B9	6	Bracken	Poly Warren Pony	1950		1	94	Steel		R			
12-539-B12	6	Bracken	Pratt 1/2 Hip Pony			2	163			P		Remo	
19-270-B34	6	Campbell	Pennsylvania	1896	Newport & Cincy	5	2759	Steel	Stone	P	46.9		Y
CR 19-1304-C25	6	Campbell	Masonry Arch	1920		1	33	Mas	-	-			
CR 19-9999-C37	6	Campbell	Warren Pony	1920		1	60	Steel		R			
CR 19-9999-C43	6	Campbell	Warren Pony	1920		1	51	Steel		R			
CR 19-9999-C42	6	Campbell	Warren Pony	1920		1	54	Steel		R			
CR 19-1127-C16	6	Campbell	Bedpost Pony	1910		1	60	Steel		P		Remo	
19-1120-RR606	6	Campbell	Warren Pony	1930		1	66	Steel					
19-27-B36	6	Campbell	Cantilever	1890	King	35	2759	WI	Stone	P	8.5		Y
19-275-B40	6	Campbell	Continuous	1979		6	2240	Steel					
CR 19-1315-C28	6	Campbell	Bedpost Pony	1910		1	60	Steel		P			
CR 19-9999-C38	6	Campbell	Warren Pony	1920		1	54	Steel		R			
19-471-B39	6	Campbell	Tied Steel Arch	1976		1	2100	Steel					
19-781-001	6	Campbell	Continuous			2	2811						
CR 19-9999-C44	6	Campbell	Warren Pony	1920		1	52	Steel		R			
21-42-B43	6	Carroll	Continuous	1952		3	1277	Steel					

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
39-42-B11	6	Gallatin	Parker	1930		1	248	Steel		R			
41-1993-B6	6	Grant	Camel-Petit	1890	King	1	205		Stone	P	19.6	Remo	Y
41-36-B3	6	Grant	Concrete Arch	1922	Luten	2	130	Conc	-	-	60.6		
CR 41-1315-C26	6	Grant	Pratt Thru	1890	King	2				P	35.9		
41-1132-B20	6	Grant	Camelback		Oregonia	2	336			P	17.8		
CR 41-1228-C20	6	Grant	Pratt Thru	1930		1	102	Steel	Conc	P			
41-1942-B18	6	Grant	Pratt Thru	1920	Oregonia	1	105	Steel	Conc	P	12.8		
49-1032-B40	6	Harrison	Pratt Thru	1906	Champion	2	247	Steel	Stone	P	12.3	Sch	Y
CR 49-1016-C8	6	Harrison	Pratt Thru	1893	Champion	1	113			P			
CR 49-1006-C5	6	Harrison	Pratt 1/2 Hip Pony	1910	Champion	1	73	Steel		P			
CR 49-1316-C63	6	Harrison	Pratt 1/2 Hip Pony	1905	Champion	1	62	Steel		P			
CR 49-1059-C21	6	Harrison	Pratt 1/2 Hip Pony	1907	Champion	1	70	Steel		P	16.7		
CR 49-1062-C26	6	Harrison	Pratt Thru	1885	Massillon	5	408	WI	Stone	P	19.3		Y
CR 49-1336-C70	6	Harrison	Pratt 1/2 Hip Pony	1900	Champion	1	38	Steel		P			
49-1054-B47	6	Harrison	Pratt Thru/1/2 Hip Pony	1893						P			
59-17-B48	6	Kenton	Suspension	1865	Cov-Cinc	3	2045		Stone	P	69.6		Y
59-8-B37	6	Kenton	Poly Warren Thru/Deck	1939		3	1249	Steel			49.3		
CR 59-1231-C18	6	Kenton	Warren Pony	1915		1	41	Steel		R		Remo	
59-25-B49	6	Kenton	Cantilever	1974		3	2209	Steel					
59-75-B46	6	Kenton	Cantilever	1963		3	1737	Steel					
94-355-B6	6	Owen	Parker	1942	KDOH	1	264	Steel		R			
CR 94-355-C10	6	Owen	Pratt 1/2 Hip Pony	1920	Champion	1	83	Steel		P			
96-22-B7	6	Pendleton	Parker	1927	KDOH	2	308	Steel		R			
CR 96-1045-C9	6	Pendleton	Pratt Pony	1930		1	81	Steel		R			
CR 96-1110-C17	6	Pendleton	Pratt 1/2 Hip Pony	1890	Smith	1	62		Conc	P	19.4	Remo	Y
CR 96-1064-C11	6	Pendleton	Pratt 1/2 Hip Pony	1910	Champion	1	80	Steel		P			
CR 96-1022-C8	6	Pendleton	Pratt 1/2 Hip Pony	1910	Champion	1	49	Steel		P			
CR 96-1011-C5	6	Pendleton	Pratt 1/2 Hip Pony	1915	Champion	1	54	Steel		P			
CR 96-1339-C5B	6	Pendleton	Pratt Pony	1920		1	81	Steel		R			
CR 96-1313-C52	6	Pendleton	Pratt Thru	1910		1	120	Steel		P			
CR 96-1022-C7	6	Pendleton	Pratt Pony	1915		1	44	Steel		R			
CR 96-1110-C16	6	Pendleton	Pratt 1/2 Hip Pony	1880	Smith	1	44			P			
96-177-B1	6	Pendleton	Parker	1936		3	77	Steel		R			
CR 96-117-C23	6	Pendleton	Pratt Thru	1892		4	458			P	5.3		
101-617-B12	6	Robertson	Pratt Thru	1900	Oregonia	1	114	Steel	Stone	P			
CR 101-1101-C7	6	Robertson	Pratt Thru	1925		1	114	Steel		R			
CR 3-1305-C4	7	Anderson	Pratt 1/2 Hip Pony	1930	Champion	1	50	Steel		P			
CR 3-1305-C25	7	Anderson	Pratt 1/2 Hip Pony	1915	Champion	1	59	Steel	Stone	P			
3-248-B23	7	Anderson	Pratt 1/2 Hip Pony		Champion	1	40			P		Remo	
CR 3-1236-C21	7	Anderson	Pratt 1/2 Hip Pony	1930	Champion	1	60	Steel		P			
CR 3-1032-C2	7	Anderson	Pratt 1/2 Hip Pony	1945	Champion	1	70	Steel		P			
CR 3-1226-C15	7	Anderson	Pratt Thru	1912	Champion	1	121	Steel		P			
CR 3-1216-C12	7	Anderson	Pratt Pony	1920	Champion	1	81	Steel		P			
CR 3-1236-C22	7	Anderson	Pratt 1/2 Hip Pony	1890	Canton	1	60		Stone	P	16.5		Y
CR 3-1303-C24	7	Anderson	Pratt Thru	1903	Champion	1	76	Steel	Stone	P			
CR 3-1100-C5	7	Anderson	Pratt 1/2 Hip Pony	1925	Champion	1	61	Steel	Stone	P			
CR 3-1317-C34	7	Anderson	Pratt Pony	1920	Champion	1	75	Steel	Stone	P			
3-248-B35	7	Anderson	Pratt Thru			1	138			P		Remo	
CR 3-1213-C10	7	Anderson	Pratt 1/2 Hip Pony	1930	Champion	1	59	Steel		P			
3-62-B3	7	Anderson	Warren Deck	1932		3	1255	Steel		R	67.1		
CR 3-1215-C11	7	Anderson	Pratt 1/2 Hip Pony	1930	Champion	1	77	Steel		P			
CR 3-1235-C20	7	Anderson	Pratt 1/2 Hip Pony	1930	Champion	1	53	Steel		P			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS LGTH	SUP	SUB	CON	SR	STAT	DES
CR 3-1314-C31	7	Anderson	Pratt 1/2 Hip Pony	1907		1	49 Steel	Conc	P			
CR 3-1100-C7	7	Anderson	Pratt 1/2 Hip Pony	1925	Champion	1	60 Steel		P			
CR 3-1100-C6	7	Anderson	Camelback	1905	Champion	1	168 Steel		P	32.9		
CR 3-1306-C26	7	Anderson	Pratt 1/2 Hip Pony	1925	Champion	1	28 Steel		P			
CR 9-1214-C37	7	Bourbon	Pratt Pony	1893	King	2	153 WI	Stone	P		Y	
CR 9-1316-C47	7	Bourbon	Pratt 1/2 Hip Pony	1950	Champion	1	62 Steel		P			
CR 9-1122-C27	7	Bourbon	Pratt Thru	1893	Toledo	1	101	Stone	P	21.9	Y	
CR 9-1011-C8	7	Bourbon	Pratt 1/2 Hip Pony	1900	Champion	1	46 Steel		P			
CR 9-1111-C19	7	Bourbon	Pratt Thru	1913	Champion	1	100 Steel		P			
CR 9-1014-C11	7	Bourbon	Pratt Thru	1891	Champion	1	126		P	30.3		
CR 9-1118-C23	7	Bourbon	Pratt Thru	1890		1	102		P			
CR 9-1120-C24	7	Bourbon	Pratt Thru	1900	Champion	1	115 Steel	Stone	P			
CR 9-1021-C12	7	Bourbon	Bedpost Pony	1910		1	29 Steel		P			
CR 9-1123-C28	7	Bourbon	Pratt Thru	1900		1	129 Steel		P			
CR 9-1106-C16	7	Bourbon	Pratt 1/2 Hip Pony	1930	Champion	1	51 Steel		P			
CR 9-1011-C10	7	Bourbon	Pratt 1/2 Hip Pony		Champion	1	28		P			
CR 9-1011-C7	7	Bourbon	Pratt 1/2 Hip Pony		Champion	1	41		P		Remo	
CR 9-1120-C25	7	Bourbon	Pratt Thru	1885	Champion	1	115 WI	Stone	P		Y	
CR 11-1002-C1	7	Boyle	Pratt 1/2 Hip Pony	1930	Champion	1	71 Steel		P			
CR 11-1303-C25	7	Boyle	Pratt Pony	1901	Brackett	1	103 Steel	Conc	P			
11-33-B4	7	Boyle	Masonry Arch	1928		1	24 Mas	-	-			
CR 11-1227-C17	7	Boyle	Pratt Pony	1930		1	92 Steel		R			
11-34-B5	7	Boyle	Baltimore Petit	1924	KDOH/KHYDRO	3	547 Steel		R	18.8		
CR 25-9999-C36	7	Clark	Warren Thru	1920		1	189 Steel		P			
CR 25-1205-C28	7	Clark	Poly Warren Pony	1904		1	106 Steel		R	43.2		
CR 25-1015-C2	7	Clark	Pratt 1/2 Hip Pony	1940		1	75 Steel	Conc	P			
CR 25-1123-C16	7	Clark	Poly Warren Pony	1945	Champion	1	75 Steel	Stone	R			
CR 25-1123-C17	7	Clark	Poly Warren Pony	1945	Champion	1	83 Steel	Stone	R			
CR 25-1130-C23	7	Clark	Warren Pony	1935	Champion	1	60 Steel	Stone	R	39.0		
CR 25-1210-C29	7	Clark	Warren Pony	1945		1	59 Steel	Stone	R			
CR 25-1016-C3	7	Clark	Pratt Pony	1930		1	77 Steel	Stone	R			
25-66-RR600	7	Clark	Pratt Pony	1905	Central	1	71 Steel	Conc	R	24.6		
25-627-B24	7	Clark	Parker	1931		3	961 Steel		R			
25-646-B34	7	Clark	Warren Pony			1	160	Stone	R		Sch	
-----	7	Fayette	Stone Arch			1	Stone	-	-			
34-25-RR601	7	Fayette	Pratt Thru			1	108 Steel		P		Remo	
CR 34-9999-C31	7	Fayette	Pratt Pony	1920		1	92 Steel		R			
34-75-B74	7	Fayette	Cont/Warren Deck	1946		5	1736 Steel		R			
34-2328-B10	7	Fayette	Warren Thru	1869	Unknown	2	443 CI	Stone	P		Y	
CR 34-1122-C10	7	Fayette	Poly Warren Pony	1937		2	124 Steel		R			
34-421-B17	7	Fayette	Poly Pratt Pony	1969		1	965 Steel		R			
34-75-B73	7	Fayette	Continuous	1963			Steel		R			
CR 40-1106-C11	7	Garrard	Pratt 1/2 Hip Pony	1915	Champion	1	50 Steel		P			
CR 40-9999-C29	7	Garrard	Parker	1927		1	574 Steel		R			
CR 46-1109-C14	7	Garrard	Pratt Thru	1915		1	100 Steel		P			
CR 57-1230-C17	7	Jessamine	Pratt Pony	1898	Brackett	1	59 Steel	Conc	R	9.1	Y	
57-27-B4	7	Jessamine	Masonry Arch			2	52 Mas	-	-			
CR 57-1004-C2	7	Jessamine	Warren Pony	1914	Empire	3	149 Steel	Stone	R			
CR 57-1010-C4	7	Jessamine	Bedpost Pony	1920		1	75 Steel		P			
CR 57-1209-C16	7	Jessamine	Poly Warren Pony	1940	Champion	2	146 Steel			24.9		
CR 57-1313-C24	7	Jessamine	Pratt 1/2 Hip Pony	1930	Champion	1	36 Steel		P			
57-1268-B13	7	Jessamine	Masonry Deck Arch	1936	County	1	52 Mas	-	-		Y	

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	OES
CR 57-1128-C12	7	Jessamine	Pratt 1/2 Hip Pony		Champion	1	35	Steel	Stone	P		Remo	
76-499-B36	7	Madison	Warren Pony			1	45			R		Remo	
CR 76-1235-C34	7	Madison	Warren Pony	1939		3	159	Steel		R			
CR 76-1303-C42	7	Madison	Concrete Arch	1921		1	35	Conc	-	-			
CR 76-1101-C15	7	Madison	Warren Thru	1930		1	108	Steel		P			
CR 76-1314-C46	7	Madison	Pratt Thru	1913	Oregonia	1	101	Steel		P			
CR 76-1221-C32	7	Madison	Pratt 1/2 Hip Pony	1930	Oregonia	1	71	Steel		P			
76-21-B76	7	Madison	Masonry Arch	1948		1	27	Mas	-	-			
84-1989-B26	7	Mercer	Poly Warren Pony	1936		1	100	Steel		R			
CR 84-1330-C28	7	Mercer	Pratt 1/2 Hip Pony	1935		1	100	Steel		P			
CR 84-1226-C13	7	Mercer	Pratt Thru/Bedpost Pony	1915	Empire	3	234	Steel	Conc	P		Y	
CR 84-1227-C14	7	Mercer	Pratt 1/2 Hip Pony	1935	Champion	1	70	Steel		P			
CR 84-1328-C27	7	Mercer	Pratt 1/2 Hip Pony	1935		1	71	Steel		P			
CR 84-1016-C3	7	Mercer	Pratt 1/2 Hip Pony	1910	Champion	1	54	Steel		P			
CR 84-1308-C20	7	Mercer	Warren Pony	1930		3	164	Steel		R			
84-152-B5	7	Mercer	Warren Deck	1924		4	690	Steel		R			
CR 84-1035-C6	7	Mercer	Warren Pony	1935		1	64	Steel		R			
CR 84-1230-C16	7	Mercer	Pratt 1/2 Hip Pony	1894	King	1	69			P			
84-390-B16	7	Mercer	Poly Warren Pony	1936		1	100	Steel		R			
CR 87-1318-C18	7	Montgomery	Pratt Pony	1908		1	72	Steel		P			
87-1331-B38	7	Montgomery	Camelback	1901	Brackett	3	277	Steel	Stone	P	20.9		
CR 87-1314-C17	7	Montgomery	Pratt Pony	1920		2	108	Steel		P			
CR 87-1018-C8	7	Montgomery	Bedpost Pony	1910		1	101	Steel		P			
CR 105-1327-C53	7	Scott	Pratt 1/2 Hip Pony	1935		1	73	Steel	Conc	P			
105-1012-C9	7	Scott	Pratt 1/2 Hip Pony	1930	Champion	1	43	Steel		P			
CR 105-1008-C6	7	Scott	Pratt 1/2 Hip Pony	1930	Champion	1	49	Steel		P			
105-620-RR603	7	Scott	Masonry Arch	1911		1	117	Mas	-	-			
CR 105-1302-C42	7	Scott	Pratt 1/2 Hip Pony	1915		1	55	Steel		P			
CR 105-1111-C31	7	Scott	Pratt Thru	1890	Champion	1	91	WI	Stone	P		Y	
CR 105-1114-C32	7	Scott	Pratt Thru	1908		1	103	WI	Stone	P			
105-25-B2	7	Scott	Warren Pony	1932		1	84	Steel		R			
CR 105-1218-C34	7	Scott	Pratt Thru	1910	Empire	1	124	Steel	Stone	P		Y	
CR 105-1023-C22	7	Scott	Pratt 1/2 Hip Pony	1883		1	43			P			
CR 105-1325-C52	7	Scott	Pratt 1/2 Hip Pony	1930		1	45	Steel	Stone	P			
CR 120-1213-C12	7	Woodford	Pratt Thru	1900		2	213	Steel	Stone	P			
CR 120-1202-C11	7	Woodford	Pratt 1/2 Hip Pony	1930	Champion	1	46	Steel		P			
CR 120-1010-C3	7	Woodford	Pratt Pony	1900	Brackett	1	51	Steel		R			
CR 120-1013-C6	7	Woodford	Pratt Pony	1930		1	72	Steel	Stone	R			
CR 120-1013-C5	7	Woodford	Pratt 1/2 Hip Pony	1920	Rochester	1	63	Steel	Stone	P	15.4		
CR 120-1014-C1	7	Woodford	Pratt Pony	1900	Brackett	1	50	Steel		R	26.3		
CR 1-1140-C8	8	Adair	Pratt Thru	1902	Champion	1	169	Steel		P	14.6		
CR 1-1144-C9	8	Adair	Warren Pony	1925	HIP	1	52	Steel		R	17.1		
CR 1-1336-C20	8	Adair	Pratt 1/2 Hip Pony	1930		1	86	Steel		P			
CR 1-1050-C5	8	Adair	Pratt 1/2 Hip Pony	1925		1	46	Steel		P			
27-415-B23	8	Clinton	Pratt Thru	1916	Oregonia	1	103	Steel		P		Remo	
29-100-B23	8	Cumberland	Warren Pony	1938		3	252	Steel		R			
29-449-B26	8	Cumberland	Warren Pony	1935		2	90	Steel		R			
CR 69-1027-C5	8	Lincoln	Pratt 1/2 Hip Pony	1930		1	58	Steel		R			
CR 69-1037-C7	8	Lincoln	Whipple-Murphy	1884	King	1	105			P			
CR 69-1043-C9	8	Lincoln	Pratt Thru	1887		1	120			P			
74-92-B7	8	McCreary	Warren Deck	1941			643	Steel		R	67.7		
74-478-B10	8	McCreary	Warren Pony			1	88		Conc	R		Sch	



BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
74-478-B9	8	McCreary	Poly Warren Pony	1925	HIP	1	51	Steel		R		Remo	
CR 74-1216-C3	8	McCreary	Pratt Pony	1925	Champion	1	62	Steel		P			
74-700-B14	8	McCreary	Warren Thru			1	100			R		Remo	
100-27-B33	8	Pulaski	Deck/Cantilever	1950		3	1390	Steel		R			
100-27-B32	8	Pulaski	Continuous	1950		3	703	Steel		R			
100-90-B21	8	Pulaski	Cantilever	1951		4	1953	Steel					
CR 100-9999-C40	8	Pulaski	Pratt Thru	1915	Champion	1	122	Steel	Conc	P			
CR 100-1293-C16	8	Pulaski	Pratt Thru	1921	Champion	1	120	Steel		P			
CR 100-1069-C6	8	Pulaski	Pratt Pony	1916		1	83	Steel		R			
100-80-B29	8	Pulaski	Warren Deck	1951		3	1208	Steel					
CR 100-1558-C33	8	Pulaski	Warren Pony	1935		1	69	Steel		R			
CR 102-1084-C10	8	Rockcastle	Pratt 1/2 Hip Pony	1905	Champion	1	89	Steel	Stone	P			
CR 102-1361-C24	8	Rockcastle	Poly Warren Pony	1936	Champion	1	60	Steel		R	2.0		
CR 102-1140-C13	8	Rockcastle	Camelback	1905	Champion	1	138	Steel		P			
CR 102-1359-C22	8	Rockcastle	Pratt Pony	1950		1	96	Steel		R			
116-1756-B32	8	Wayne	Warren Pony	1935		1	54	Steel		R			
116-90-B17	8	Wayne	Warren Deck	1950		3	443	Steel		R			
CR 6-1228-C10	9	Bath	Concrete Arch	1920		1	41	Conc	-	-			
CR 6-1204-C6	9	Bath	Pratt 1/2 Hip Pony	1920	Champion	1	40	Steel		P			
10-235-B40	9	Boyd	Warren Thru/Cantilever	1930	Mt. Vernon	5	2490	Steel			44.6		
CR 10-1355-C24	9	Boyd	Pratt Pony	1921	Vincennes	1	83	Steel		R			
CR 10-1291-C19	9	Boyd	Pratt Pony	1921	Vincennes	1	85	Steel	Conc	R			
CR 10-1274-C12	9	Boyd	Concrete Arch	1930		1	48	Conc	-	-			
10-60-B37	9	Boyd	Baltimore/Pratt Thru	1926		4	1855	Steel		R			
CR 10-1288-C15	9	Boyd	Concrete Arch	1950		1	28	Conc	-	-			
CR 22-1182-C13	9	Carter	Bedpost Pony			1	88			P			
22-1947-B34	9	Carter	Parker Pony	1922	Brookville	1	102	Steel		R	55.7		
22-60-B35	9	Carter	Concrete Arch	1927	Unknown	1	392	Conc	-	-			Y
CR 22-1025-C3	9	Carter	Pratt Pony	1919		2	213	Steel		R			
22-7-B17	9	Carter	Poly Warren Thru	1950		1	206	Steel		R			
22-773-B74	9	Carter	Pratt Thru	1913		1	198	Steel	Stone	P			
32-7-B8	9	Elliott	Parker	1930		1	210	Steel		R			
32-7-B1	9	Elliott	Parker	1936		2	378	Steel		R			
CR 35-1106-C18	9	Fleming	Pratt Thru	1910		1	79	Steel	Stone	P			
35-1013-B53	9	Fleming	Pratt 1/2 Hip Pony	1893	Pittsburg	1	54	WI	Stone	P			Y
45-503-B35	9	Greenup	Pratt Thru	1894		1	125			P			
45-784-B36	9	Greenup	Pratt Thru	1935		1	134	Steel		R			
45-57-B17	9	Greenup	Pratt Thru	1933		1	276	Steel		R			
CR 45-1268-C16	9	Greenup	Whipple-Murphy	1890	EKYRR	1	153	WI	Stone	P			Y
45-2541-B42	9	Greenup	Pratt Thru	1884	King	3	423	WI	Stone	P			Y
CR 45-1293-C20	9	Greenup	Concrete Arch	1927		1	140	Conc	-	-			
CR 68-1047-C8	9	Lewis	Pratt 1/2 Hip Pony	1910	Champion	1	89	Steel		P			
CR 68-1007-C4	9	Lewis	Pratt Thru	1910		1	206	Steel	Stone	P			
CR 68-1206-C22	9	Lewis	Warren Pony	1930		1	51	Steel		R			
68-10-B3	9	Lewis	Pratt/Parker Thru	1930		3	393	Steel		R			
CR 68-1045-C7	9	Lewis	Pratt 1/2 Hip Pony	1882	Champion	3	174	WI	Stone	P			Y
CR 81-1313-C36	9	Mason	Warren Pony	1930		1	97	Steel		R			
CR 81-1207-C26	9	Mason	Warren Pony	1932		1	41	Steel		R			
CR 81-1123-C21	9	Mason	Warren Pony	1935		1	44	Steel		R			
CR 81-1124-C22	9	Mason	Pratt Thru	1894	Toledo	1	121			P	46.3		
81-1234-B29	9	Mason	Warren Pony	1951		1	105	Steel		R			
CR 81-1025-C10	9	Mason	Pratt 1/2 Hip Pony	1925		1	46	Steel		P			

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
81-1443-B40	9	Mason	Pratt Thru	1959		1	108	Steel		P			
81-62-B41	9	Mason	Suspension	1931	KDOH	1	2866	Steel					
CR 81-1230-C32	9	Mason	Pratt Pony										
81-62-B15	9	Mason	Pratt Thru			1	288		Stone	P		Remo	
81-11-B5	9	Mason	Masonry Arch	1934		1	25	Mas	-	-			
CR 81-1122-C18	9	Mason	Poly Warren Pony	1935		1	67	Steel		R			
CR 91-1218-C15	9	Nicholas	Pratt 1/2 Hip Pony	1910	Champion	1	54	Steel		P			
CR 91-1010-C4	9	Nicholas	Bedpost	1910		1	91	Steel		P			
91-32-B11	9	Nicholas	Pratt Thru	1933		1	388	Steel		R			
91-32-B8	9	Nicholas	Pratt Pony	1932		1	250	Steel		R			
CR 91-1203-C12	9	Nicholas	Pratt 1/2 Hip Pony	1910	Champion	1	59	Steel		P			
CR 91-1104-C8	9	Nicholas	Warren Pony	1920		2	121	Steel		R			
CR 91-1102-C7	9	Nicholas	Pratt 1/2 Hip Pony	1925	Champion	1	115	Steel		P			
CR 91-9999-C24	9	Nicholas	Pratt Thru	1917		2	248	Steel		P			
CR 103-1222-C28	9	Rowan	Pratt Thru	1910		1	148	Steel		P			
CR 103-9999-C46	9	Rowan	Pratt Thru	1930		1	141	Steel		P			
CR 103-1046-C16	9	Rowan	Pratt Thru	1926	Champion	1	99	Steel		P			
13-1812-B12	10	Breathitt	Pratt Pony	1929	KDOH	2	204	Steel		R			
13-30-B17	10	Breathitt	Pratt Thru	1935		2	331	Steel		R			
CR 13-5300-C39	10	Breathitt	Camelback Thru/Pratt Pony	1950		2	324	Steel		P			
13-1812-B1	10	Breathitt	Pratt Thru	1925		1	129	Steel		R			
13-15-B44	10	Breathitt	Whipple-Murphy	1906	JIRR	1	322	Steel	Stone	P		Y	
CR 33-1305-C15	10	Estil	Warren Pony	1940		1	56	Steel		R			
33-52-B16	10	Estil	Poly Warren Thru	1940		3	794	Steel		R			
65-708-B13	10	Lee	Pratt Thru/Pratt 1/2 Hip	1917	Oregonia	3	255	Steel	Conc	P		Sch	Y
65-399-B16	10	Lee	Poly Warren Thru/Deck	1968				Steel					
CR 65-1147-C6	10	Lee	Pratt Pony/Parker Thru	1935		1	359	Steel		R			
77-134-B15	10	Magoffin	Pratt Thru	1929	Champion	1	304	Steel		P			
77-1081-B4	10	Magoffin	Pratt Thru/Bailey	1929		2	200	Steel		P			
77-1471-B30	10	Magoffin	Pratt Thru	1929	Champion	1	139	Steel		P			
77-460-B16	10	Magoffin	Pratt Pony	1929				Steel		R			
CR 77-1265-C17	10	Magoffin	Pratt 1/2 Hip Pony					Steel		R			
CR 88-1277-C36	10	Morgan	Bedpost Pony	1910		4	116	Steel		P			
CR 88-1103-C15	10	Morgan	Pratt Thru	1930		5	245	Steel		R			
88-460-B20	10	Morgan	Pratt Pony	1930		5	313	Steel		R			
CR 88-1175-C24	10	Morgan	Pratt 1/2 Hip Pony	1920		1	84	Steel		R			
95-30-B2	10	Owsley	Parker	1934		5	347	Steel		R			
97-451-B79	10	Perry	Parker	1938		1	317	Steel		R			
97-2448-B78	10	Perry	Pratt Thru	1934		2	126	Steel		R			
97-80-B29	10	Perry	Parker	1929		3	456	Steel		R			
97-476-B75	10	Perry	Pratt Pony	1925	Oregonia	3	345	Steel		R			
97-2450-B23	10	Perry	Pratt Pony	1929	KDOH	3	232	Steel		R			
97-451-B16	10	Perry	Parker	1925	St. Louis	2	412	Steel		R	48.3		
CR 97-1102-C5	10	Perry	Pratt Pony	1926	Atlantic	2	201	Steel		R	28.4		
97-28-B33	10	Perry	Pratt Thru/Pony			4	336			R		Remo	
99-77-B29	10	Powell	Pratt Thru	1935		2	260	Steel		R	54.3		
99-11-B46	10	Powell	Camelback/Pratt Pony	1923	Brookville	2	251	Steel		R			
CR 119-1019-C7	10	Wolfe	Pratt Pony	1930		1	79	Steel		P			
CR 119-1007-C2	10	Wolfe	Warren Pony	1910		1	51	Steel		R			
CR 119-1114-C12	10	Wolfe	Warren Pony	1910		1	51	Steel		R			
7-516-B56	11	Bell	Warren Pony	1950		1	100	Steel		R			
7-2014-B21	11	Bell	Warren Thru	1873	Louisville	1	328	CI/WI Conc		P		Sch	Y

BRIDGE ID.	DST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	QES
CR 7-9999-C72	11	Bell	Warren Thru	1956		1	78	Steel		P			
CR 7-1354-C56	11	Bell	Masonry Arch	1940		1	65	Mas	-	-			
7-8019-B99	11	Bell	Concrete Arch	1930	WPA	1	64	Conc	-	-			
7-66-B3	11	Bell	Pratt Thru	1888	Keystone	3	270	WI	Conc	P	9.3	Remo	Y
7-1344-B49	11	Bell	Camelback/Warren Pony	1916	Vincennes	3	357	Steel	Conc	P	28.3		
CR 7-9999-C72	11	Bell	Warren Thru	1955		1	85	Steel		P			
7-66-B78	11	Bell	Concrete Arch	1929	Luten	2	362	Conc	-	-	25.6	Remo	Y
7-2079-B92	11	Bell	Concrete Arch	1943		1	76	Conc	-	-			
7-1534-B50	11	Bell	Warren Pony			3	152		Conc	R		Remo	
7-2015-B80	11	Bell	Warren Thru			4	460			P			
26-80-B13	11	Clay	Pratt Thru/Camelback	1934		1	229	Steel		R			
26-66-B30	11	Clay	Camel/Warren Pony			2	24		Stone	P			
CR 48-1343-C75	11	Harlan	Concrete Arch	1919		1	187	Conc	-	-			
CR 48-1320-C67	11	Harlan	Concrete Arch	1900		2	300	Conc	-	-			
48-840-B87	11	Harlan	Baltimore Petit	1924	Vincennes	1	244	Steel		R		Sch	Y
48-840-B51	11	Harlan	Baltimore Petit	1924	Vincennes	2	304	Steel		R	20.5		
CR 48-1107-C18	11	Harlan	Camelback	1930		1	150	Steel		P			
CR 48-1319-C66	11	Harlan	Baltimore Petit	1924	Vincennes	2	305	Steel		R		Remo	
CR 48-1321-C68	11	Harlan	Camelback	1930		1	150	Steel		P			
61-1530-B60	11	Knox	Pratt Thru/Warren Pony	1955		3	278	Steel		R			
CR 61-1115-C25	11	Knox	Pratt Pony	1920		1	62	Steel		R			
CR 61-1175-C35	11	Knox	Parker	1905		1	304	Steel		P	60.0		
CR 63-1344-C27	11	Laurel	Bedpost Pony	1925		1	125	Steel		R			
63-80-B45	11	Laurel	Parker	1932		2	360	Steel		R			
63-490-B4	11	Laurel	Pennsylvania Petit	1921	Louisville	1	205	Steel		R	21.8		
118-478-B87	11	Whitley	Quadrangular	1907	Capitol	1	158	Steel	Conc	R		Sch	Y
CR 118-1180-C14	11	Whitley	Parker	1950		1	295	Steel					
118-296-B88	11	Whitley	Camelback/Penn Petit	1890	Unknown	1	468		Stone	P		Sch	Y
CR 118-1262-C28	11	Whitley	Pratt Thru	1925		4	202	Steel		P			
118-1804-B18	11	Whitley	Pratt Thru	1894	Massillon	2	233			P		Sch	
CR 118-1260-C27	11	Whitley	Pratt/Warren Deck	1917	Unknown	3	275	Steel	Stone	P			Y
CR 118-1174-C12	11	Whitley	Pratt 1/2 Hip Pony	1947		1	79	Steel		P			
118-92-B22	11	Whitley	Parker	1932		1	143	Steel	Conc	R			
CR 118-1260-C26	11	Whitley	Camelback/Warren Pony	1940				Steel		P			
118-779-B77	11	Whitley	Concrete Arch	1925	Luten	3	277	Conc	-	-			Y
CR 118-9999-C43	11	Whitley	Pratt Thru	1890	Unknown	2	118		Stone	P			Y
118-90-B37	11	Whitley	Concrete Arch	1954		5	550	Conc	-	-			
CR 118-1002-C1	11	Whitley	Pratt/Pratt 1/2 Hip Pony	1935				Steel		P			
118-25W-RR602	11	Whitley	Masonry Arch	1934		1	20	Mas	-	-			
118-904-B67	11	Whitley	Concrete Arch	1928	Luten	3	355	Conc	-	-			Y
118-1804-B16	11	Whitley	Camelback/Warren Pony	1917	Champion	3	276	Steel	Conc	P		Sch	Y
36-777-B76	12	Floyd	Pratt Thru	1944		1	99	Steel	Conc	R			
36-80-B13	12	Floyd	Parker	1930	KDOH	3	248	Steel	Conc	R	42.3	NF	
CR 36-1277-C23	12	Floyd	Pratt Pony	1920		1	152	Steel	Conc	R			
36-550-B16	12	Floyd	Pratt Thru	1933		3	239	Steel	Conc	R			
36-2557-B40	12	Floyd	Warren Thru	1920	American	1	727	Steel	Conc	R	42.3		
36-80-B12	12	Floyd	Parker	1930		1	269	Steel		P			
CR 36-1262-C19	12	Floyd	Quadrangular	1935		1	117	Steel		R	0.0		
CR 36-9999-C38	12	Floyd	Suspension	1930	Unknown	1	384	Steel			2.0	Remo	Y
CR 36-1334-C28	12	Floyd	Concrete Arch	1910	Unknown	1	554	Conc	-	-			Y
58-2039-B29	12	Johnson	Camelback	1928	Champion	1	158	Steel	Conc	P			
CR 64-9999-C36	12	Lawrence	Bedpost Pony		Champion	1	63		Conc	P			

BRIDGE ID.	DIST	COUNTY	BRIDGE TYPE	BUILT	BUILDER	SPANS	LGTH	SUP	SUB	CON	SR	STAT	DES
CR 64-1050-C8	12	Lawrence	Warren Pony	1930		1	216	Steel		R			
64-3-B2	12	Lawrence	Parker Pony	1922	HIP	3	160	Steel	Conc	R		Remo	
64-644-B38	12	Lawrence	Pratt/Warren Pony	1904	Unknown	3	470	Steel	Stone	P			Y
CR 64-1162-C10	12	Lawrence	Pratt 1/2 Hip Pony		Champion	1	43			P			
64-3-B3	12	Lawrence	Pratt Pony	1922	Kentucky	1	140	Steel	Conc	R		Remo	
64-3-B4	12	Lawrence	Pratt Pony	1922	HIP	1	60	Steel	Conc	R	32.1		
CR 64-1011-C2	12	Lawrence	Poly Warren Pony	1955		1	76	Steel		R			
64-581-B49	12	Lawrence	Parker Pony	1924	Vincennes	3	160	Steel	Conc	R			
CR 64-1300-C30	12	Lawrence	Camelback	1928	Champion	1	177	Steel	Conc	P			
64-3-B5	12	Lawrence	Pratt Thru	1944		2	311	Steel	Conc	R			
CR 64-1042-C7	12	Lawrence	Pratt 1/2 Hip Pony		Champion	1	63		Conc	P			
67-7-B41	12	Letcher	Pratt Pony	1930		2	178	Steel		R			
67-2545-B73	12	Letcher	Warren Pony			1	90			R		Remo	
67-588-B37	12	Letcher	Pratt Thru	1930	KDDH	2	206	Steel		R			
CR 67-1134-C12	12	Letcher	Concrete Arch	1919		2	101	Conc		-	-	77.2	
CR 98-1526-C63	12	Pike	Suspension	1938	WPA	1	500						Y
98-119-B1	12	Pike	Poly Warren Thru	1951		1	300	Steel		R			
CR 98-1422-C52	12	Pike	Suspension			1	313					Remo	
98-235-B10	12	Pike	Parker/Pratt Thru	1908	Champion	3	448	Steel	Conc	P	25.6	Remo	Y
98-1384-B87	12	Pike	Suspension	1935	Unknown	1	419				20.0	Remo	Y
98-1370-B3	12	Pike	Parker/King Post	1907	Unknown	3	318	Steel	Conc	P	22.0	Remo	Y
98-23X-B139	12	Pike	Camelback	1923	Pan American	3	433	Steel	Conc	R	49.6		
CR 98-1519-C61	12	Pike	Suspension	1935		1	313				7.4	Remo	
98-1499-B42	12	Pike	Parker	1935	KDDH	2	389	Steel	Stone	R			
98-1945-B40	12	Pike	Concrete Arch	1924		2	301	Conc		-	-		
98-23-B62	12	Pike	Parker	1908	Champion	3	448	Steel		R	22.3	Sch	
98-1056-B123	12	Pike	Warren Thru	1918		1	366	Steel		R		Remo	
98-23X-B63	12	Pike	Camelback	1924	Virginia	3	418	Steel	Conc	R		Remo	
98-119-B12	12	Pike	Pratt Pony	1922		1	82	Steel	Stone	R			
98-366-B47	12	Pike	Pratt Thru	1939		1	281	Steel	Conc	R			
98-1526-B25	12	Pike	Pratt Thru			3	443		Conc	P		Remo	
98-119-B19	12	Pike	Pratt Pony	1922	HIP	1	80	Steel	Stone	R			
98-119-B11	12	Pike	Parker Pony	1922	Oregonia	1	102	Steel	Conc	R	40.7		

