HISTORIC HIGHWAY BRIDGES IN KENTUCKY, 1792-1950

VOLUME II

SUBMITTED TO

THE KENTUCKY TRANSPORTATION CABINET
DIVISION OF ENVIRONMENTAL ANALYSIS
125 HOLMES STREET
FRANKFORT, KENTUCKY, 40601

SUBMITTED BY:

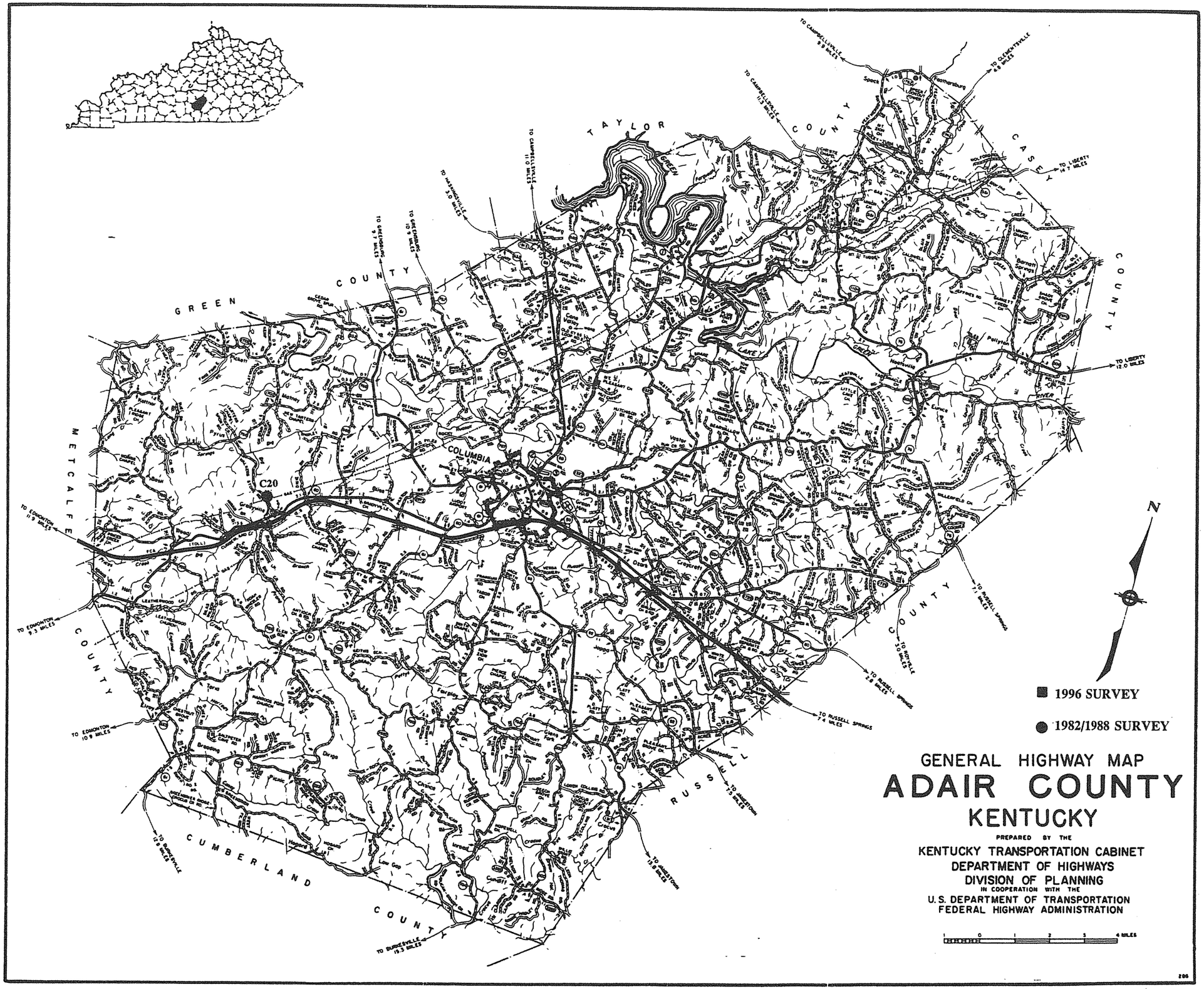
Karen E. Hudson, Ph.D.
WILBUR SMITH ASSOCIATES, INC.
465 EAST HIGH STREET
SUITE 100
LEXINGTON, KY 40507

1996



NATIONAL REGISTER STATUS CODES

1	Determined Eligible During 1982 Survey
2	Determined Eligible During 1988 Survey
3	Determined Eligible During 1996 Survey
4	Determined Eligible by Consensus with SHPO
5	Determined Not Eligible with SHPO Concurrence
6	Determined Not Eligible by Keeper
7	Determined Not Eligible by KYTC Staff in Categorical Exclusion Project
8	Determined Not Eligible
9	Removed From the KYTC System


TAYLOR COUNTY
GREEN COUNTY
METCALFE COUNTY
CUMBERLAND COUNTY
RUSSELL COUNTY
CASEY COUNTY
COLUMBIA
C20
GREEN RIVER LAKE
TO CAMPBELLSVILLE 9.9 MILES
TO CAMPBELLSVILLE 11.3 MILES
TO CLEMENTSVILLE 6.8 MILES
TO LIBERTY 14.7 MILES
TO LIBERTY 12.0 MILES
TO CAMPBELLSVILLE 11.0 MILES
TO HARDYVILLE 3.0 MILES
TO GREENSBURG 10.5 MILES
TO GREENSBURG 10.5 MILES
TO EDMONTON 11.9 MILES
TO EDMONTON 9.3 MILES
TO EDMONTON 10.9 MILES
TO BURKESVILLE 12.8 MILES
TO BURKESVILLE 10.3 MILES
TO JAMESTOWN 7.5 MILES
TO JAMESTOWN 11.0 MILES
TO ROYVILLE 7.0 MILES
TO RUSSELL SPRINGS 7.5 MILES
TO RUSSELL SPRINGS 7.6 MILES
N
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
ADAIR 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
0 1 2 3 4 MILES
205

ADAIR COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		1	Adair	0055	B00014	8	Pennyrile	1932	T Beam	8
		1	Adair	0061	B00016	8	Pennyrile	1928	T Beam	8
		1	Adair	0061	B00017	8	Pennyrile	1927	T Beam	8
		1	Adair	0061	B00018	8	Pennyrile	1928	T Beam	8
		1	Adair	0061	B00020	8	Pennyrile	1927	T Beam	8
		1	Adair	0061	B00025	8	Pennyrile	1926	T Beam	8
		1	Adair	0061	B00026	8	Pennyrile	1925	T Beam	8
		1	Adair	0076	B00010	8	Pennyrile	1947	T Beam	8
		1	Adair	0080	B00012	8	Pennyrile	1933	T Beam	8
		1	Adair	0080	B00013	8	Pennyrile	1933	T Beam	8
		1	Adair	0080	B00021	8	Pennyrile	1935	T Beam	8
		1	Adair	0080	B00022	8	Pennyrile	1935	T Beam	8
		1	Adair	0080	B00023	8	Pennyrile	1935	T Beam	8
		1	Adair	0092	B00045	8	Pennyrile	1939	girder	8
		1	Adair	0206	B00007	8	Pennyrile	1935	T Beam	8
		1	Adair	0206	B00008	8	Pennyrile	1940	T Beam	8
		1	Adair	0206	B00009	8	Pennyrile	1940	T Beam	8
		1	Adair	0551	B00075	8	Pennyrile	1935	slab	8
		1	Adair	1106	C00007	8	Pennyrile	1935	slab	8
	Y	1	Adair	1336	C00020	8	Pennyrile	1930	truss	8
		1	Adair	5031	C00024	8	Pennyrile	1936	slab	8
		1	Adair	5031	C00025	8	Pennyrile	1936	slab	8
		1	Adair	5031	C00026	8	Pennyrile	1936	slab	8
		23	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *1-1336-C00020*

I. LOCATION		
District: *8*	Cultural Region: *Pennyrile*	
County: *Adair*		City:
Route: *1336*	Road Name: *OLD GRADYVILLE RD*	
Spanning: *BIG CREEK*		
Location Description: *0.9 MI N OF KY 80*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *86*	Width (assumed decimal): *129*	Connection: *pin*
General Description: *1-83.5 FT STEEL PONY TRUSS SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *8*
Other:		

IV. MODIFICATION/CONDITION
1994 new timber deck and hub rail

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

99 extant bridges of this type built during this period.

90 extant bridges built in this region.

24 extant bridges of this truss sub-type.

227 extant bridges of this type.

10 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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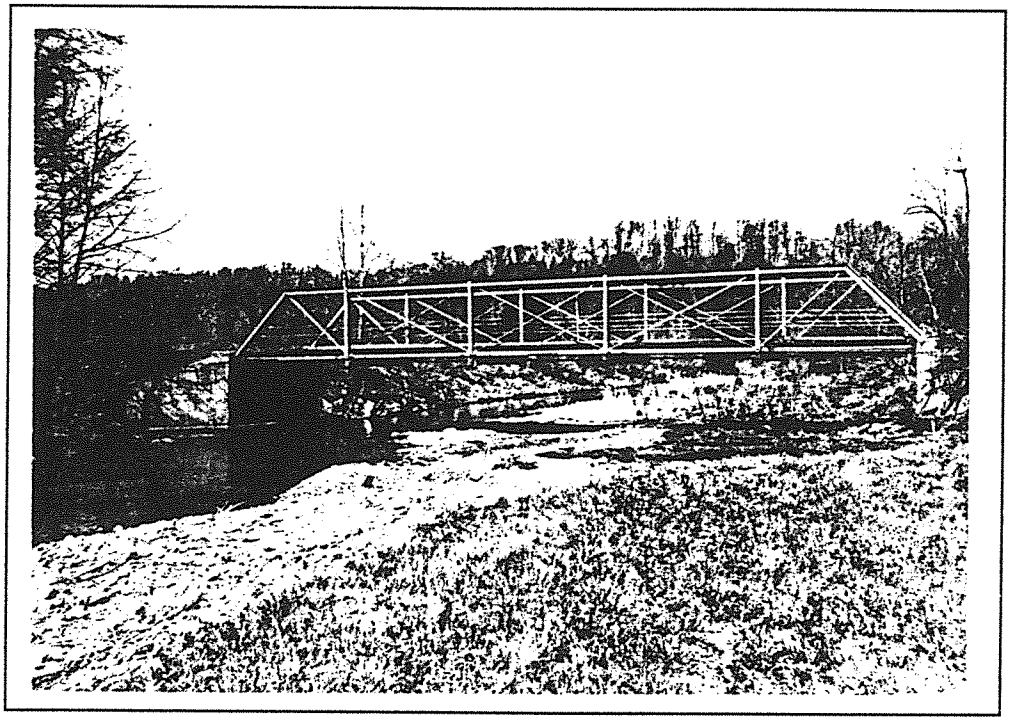


Adair 1-1336-C20

GENERAL HIGHWAY MAP

ALLEN 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 0 1 2 3 4 MILES

N

TO SMITHS GROVE 6.8 MILES
TO BOWLING GREEN 13.2 MILES
TO GLASGOW 15.5 MILES
TO BOWLING GREEN 13.1 MILES
TO WOODBURN 12.2 MILES
TO GLASGOW 13.7 MILES
TO TRACY 5.3 MILES
TO FRANKLIN 10.5 MILES
TO FRANKLIN 9.4 MILES
TO FOUNTAIN RUN 1.1 MILES
TO FOUNTAIN RUN 7.1 MILES

WARREN COUNTY
BARREN COUNTY
SIMPSON COUNTY
SUMNER COUNTY
MONROE COUNTY
MACON COUNTY
TENNESSEE

Scottsville
POP. 4,218

B4
B10
B14
B15
B16

■ 1996 SURVEY
● 1982/1988 SURVEY

ALLEN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		2	Allen	0100	B00010	3	Pennyrile	1930	T Beam	8
Y		2	Allen	0100	B00014	3	Pennyrile	1933	T Beam	8
Y		2	Allen	0100	B00015	3	Pennyrile	1933	T Beam	8
Y		2	Allen	0100	B00016	3	Pennyrile	1933	T Beam	8
		2	Allen	0101	B00001	3	Pennyrile	1935	T Beam	8
		2	Allen	1231	C00023	3	Pennyrile	1940	girder	8
		2	Allen	1333	B00029	3	Pennyrile	1935	girder	8
Y		2	Allen	3499	B00004	3	Pennyrile	1925	T Beam	8
		2	Allen	3500	B00011	3	Pennyrile	1930	T Beam	8
		2	Allen	9999	C00036	3	Pennyrile	1930	slab	8
		10	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *2-0100-B00010*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Allen*		City:
Route: *0100*	Road Name: *SCOTTSVILLE-TENNESSEE STATE LINE*	
Spanning: *WEST BAYS CREEK*		
Location Description: *.40 MI SOU. OF JCT KY 101*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *53*	Width (assumed decimal):*240*	Connection:
General Description: *1-50 FT R.C.D.G. SPAN - 30 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *ornamental concrete*	Lighting: *None*	Estimated Remaining Life (years):*8*
Other: *Ornamental railing*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Town, business district, wooded stream		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *State Highway Department of Kentucky, Capacity 15 Ton Trucks , 1930*		
Construction Date: *1930*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

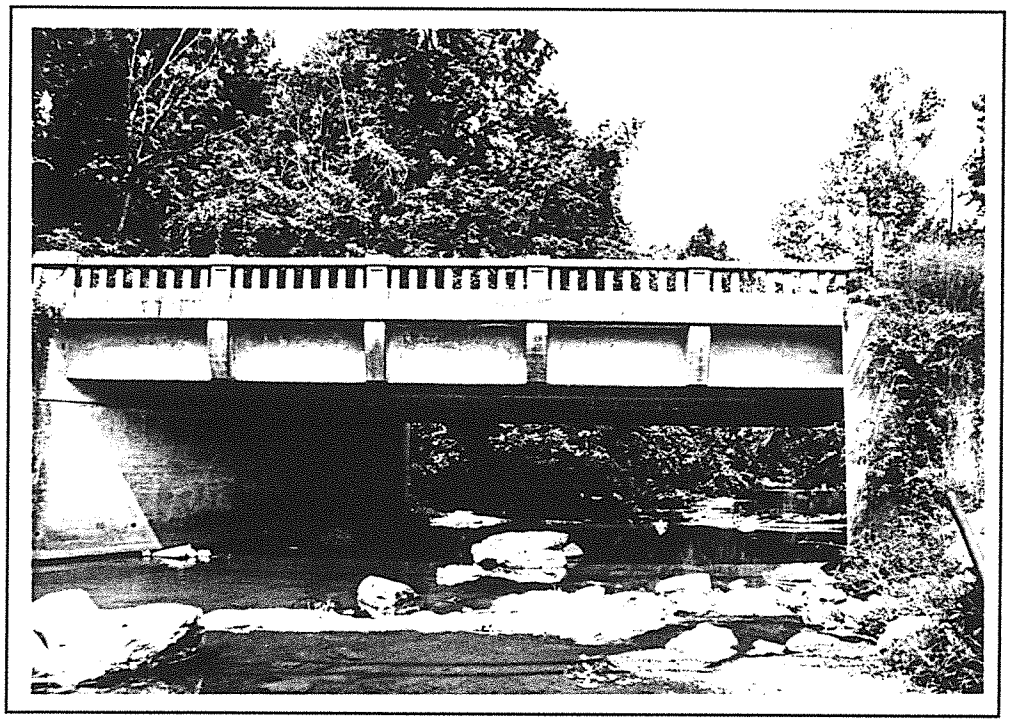
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	04503:::



Allen 2-100-B10 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *2-0100-B00014*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Allen*		City:
Route: *0100*	Road Name: *SCOTTSVILLE-FRANKLIN*	
Spanning: *TRAMMEL FORK*		
Location Description: *1 MI SW OF JCT KY 265*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *370*	Width (assumed decimal): *190*	Connection:
General Description: *7-50 FT R.C.D.G SPANS - 15 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings:	Lighting: *None*	Estimated Remaining Life (years): *8*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural setting, pasture, wooded stream		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0468/42-47	*05542;G--25;;*



Allen 2-100-B14 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *2-0100-B00015*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Allen*		City:
Route: *0100*	Road Name: *SCOTTSVILLE-FRANKLIN*	
Spanning: *LONG HOLLOW BRANCH*		
Location Description: *.70 MI EAST OF JCT KY 482*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *32*	Width (assumed decimal):*190*	Connection:
General Description: *1-30 FT R.C.D.G. SPAN - 30 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years):*21*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural setting, edge of very small town, wooded, stream

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *15 Tons chiseled on SE abutment, Benchmark U.S. Geological Survey 591 ft. 48 RHP 1953 NE abutment*	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

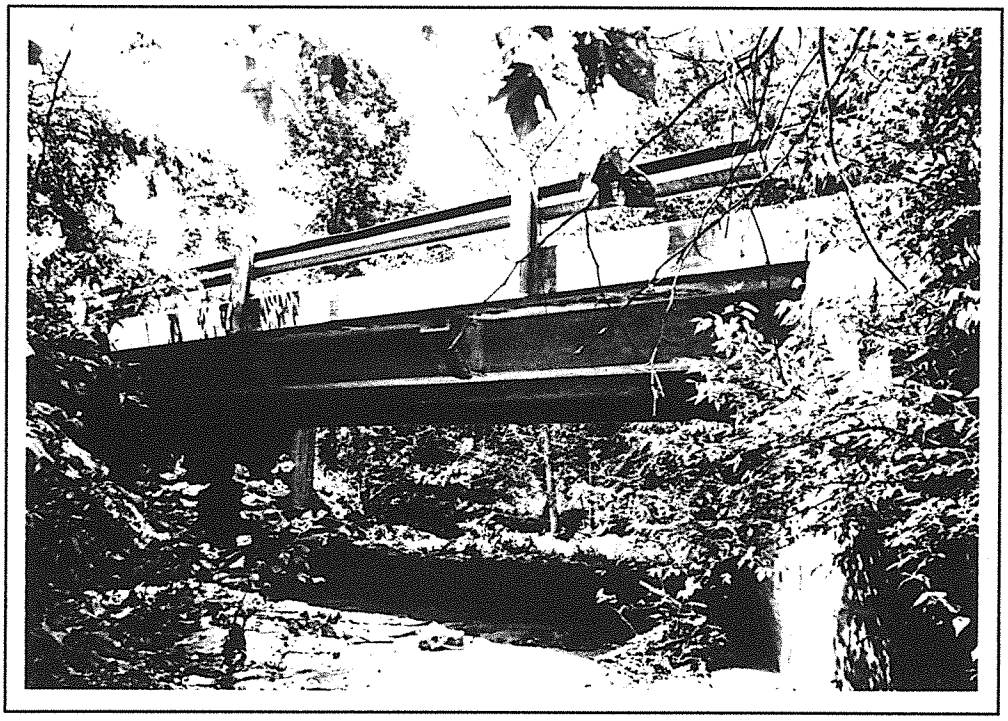
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0468/48-53	*05543;G-18;;*



Allen 2-100-B15 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *2-0100-B00016*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Allen*		City:
Route: *0100*	Road Name: *SCOTTSVILLE-FRANKLIN*	
Spanning: *MIDDLE FORK DRAKES CREEK*		
Location Description: *.60 MI EAST OF JCT KY 482*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *214*	Width (assumed decimal): *190*	Connection:
General Description: *5-40 FT R.C.D.G. SPANS - 30 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years): *13*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural setting, wooded stream, pasture

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0468/54-59	*05544;G-50;;*



Allen 2-100-B16 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *2-3499-B00004*

I. LOCATION

District: *3*	Cultural Region: *Pennyrile*	
County: *Allen*		City:
Route: *3499*	Road Name: *SCOTTSVILLE-GLASGOW*	
Spanning: *BAYS FORK*		
Location Description: *1.3 MI NOR. OF JCT KY 98*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *53*	Width (assumed decimal):*190*	Connection:
General Description: *1-50 FT R.C.D.G. SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural setting, pasture, one nearby home, wooded stream

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

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1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
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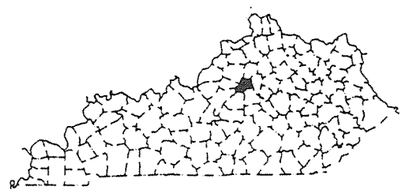
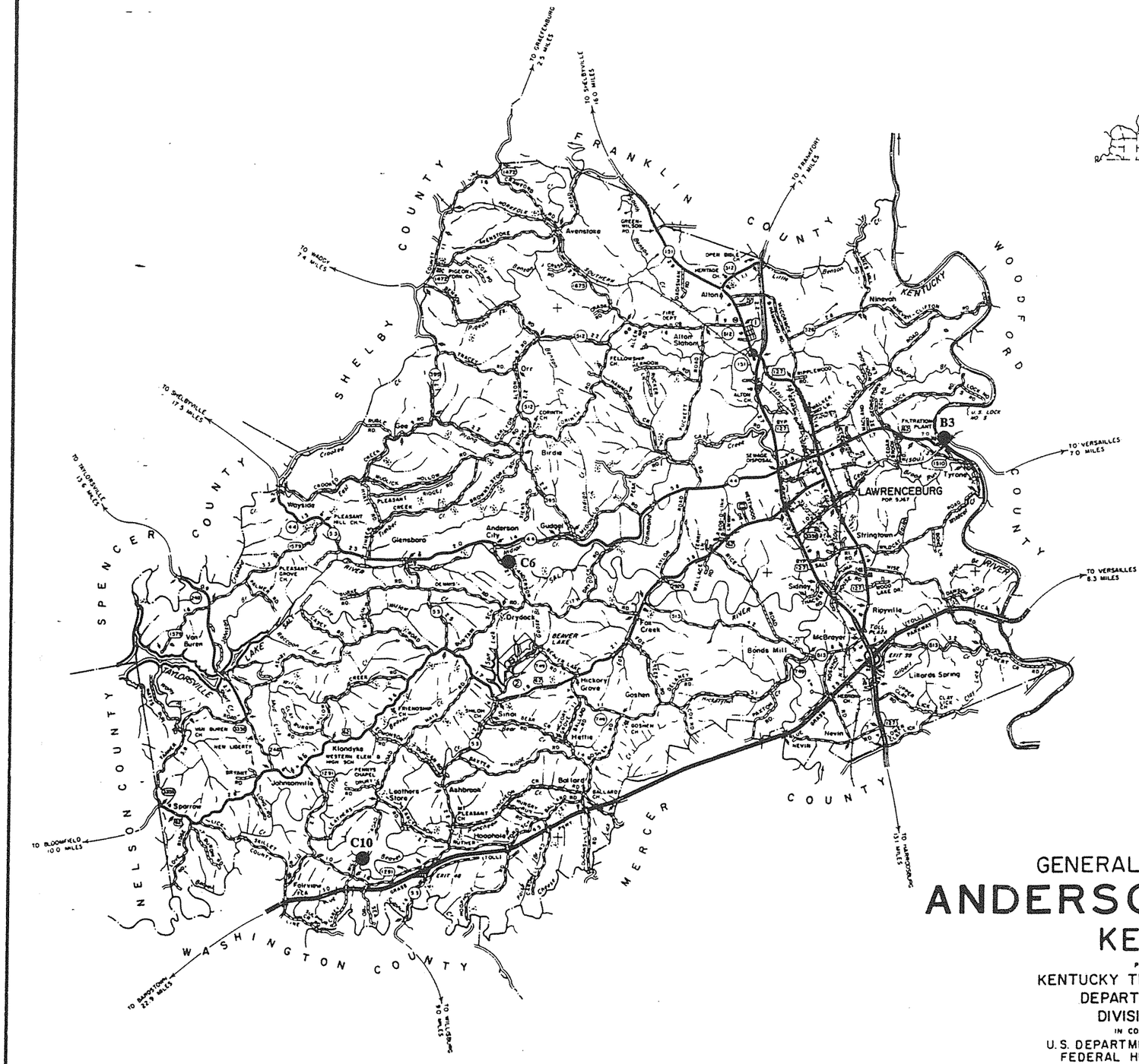
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0468/37-41	*G--21:::*



Allen 2-3499-B4 1996





GENERAL HIGHWAY MAP
ANDERSON COUNTY
KENTUCKY

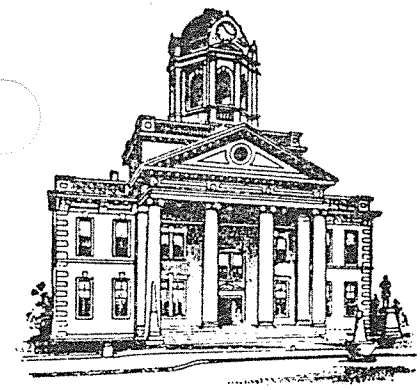
PREPARED BY THE
KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF PLANNING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

0 1 2 3 4 MILES

1080

ANDERSON COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		3	Anderson	0044	B00025	7	Bluegrass	1933	T Beam	8
		3	Anderson	0044	B00027	7	Bluegrass	1933	T Beam	8
		3	Anderson	0044	B00028	7	Bluegrass	1933	T Beam	8
		3	Anderson	0044	B00029	7	Bluegrass	1933	T Beam	8
		3	Anderson	0053	B00021	7	Bluegrass	1938	T Beam	8
	#82	3	Anderson	0062	B00003	7	Bluegrass	1932	truss	2
		3	Anderson	0062	B00011	7	Bluegrass	1930	T Beam	8
		3	Anderson	0062	B00013	7	Bluegrass	1930	T Beam	8
		3	Anderson	0062	B00014	7	Bluegrass	1930	T Beam	8
		3	Anderson	0062	B00015	7	Bluegrass	1930	T Beam	8
		3	Anderson	0127	B00001	7	Bluegrass	1926	T Beam	8
		3	Anderson	1020	C00001	7	Bluegrass	1925	girder	8
	Y	3	Anderson	1100	C00006	7	Bluegrass	1905	truss	3
	Y	3	Anderson	1213	C00010	7	Bluegrass	1930	truss	8
		3	Anderson	1314	C00030	7	Bluegrass	1938	girder	8
		3	Anderson	2920	B00042	7	Bluegrass	1928	T Beam	8
		16	**Grand Count**							



COMMONWEALTH OF KENTUCKY

ANDERSON COUNTY FISCAL COURT
137 SOUTH MAIN STREET
LAWRENCEBURG, KENTUCKY 40342

THOMAS D. COTTON
JUDGE/EXECUTIVE

W. DUDLEY SHRYOCK
TREASURER

TELEPHONE 502-839-3471
FAX 502-839-8151

November 14, 1996

Wilbur Smith Associates
465 East High Street
Suite 100
Lexington, KY 40507-1938

To Whom It May Concern,

Enclosed is the list of Anderson County Historic Bridges. Please note that B00025 and B00013 have been replaced with new bridges. In addition C00010 is currently being replaced.

If I may be of any further assistance, please contact me.

Sincerely,

Thomas D. Cotton

Enclosure

REC'D 11-15-96
LEAKE FENTON
HERRIMAN McBRIDGE

Source: Woodford County, Kentucky: The First Two Hundred Years
Munson, Dabney Garrett & Parrish, Margaret Ware, editors; 1989

8/7/96

and serves shippers o … used in the
manufacture of their g … in that the
amount of rail traffic …

Karen,
Am sending you what we have here — will ask members to help — Thank you,
Lisa Hise, Curator
Woodford Co. Hist. Soc.

At the western en… ity Park on
US 62 is Woodford Co… any, own-
ed and operated by th… passenger
train, and revenue frei… ity park to
Tyrone Bridge at the K…

Midway is presentl… rains bet-
ween Lexington adn Lo… enger ser-
vice to Midway. Howev… op in this
historic, railroad-orient… railroad
heritage.

Winfrey Adkins

Sources:

Bluegrass Clipper

The Woodford Sun

Ghost Railroads of Kentucky, Elmer Sultzer

Bridges Over the Kentucky at Tyrone

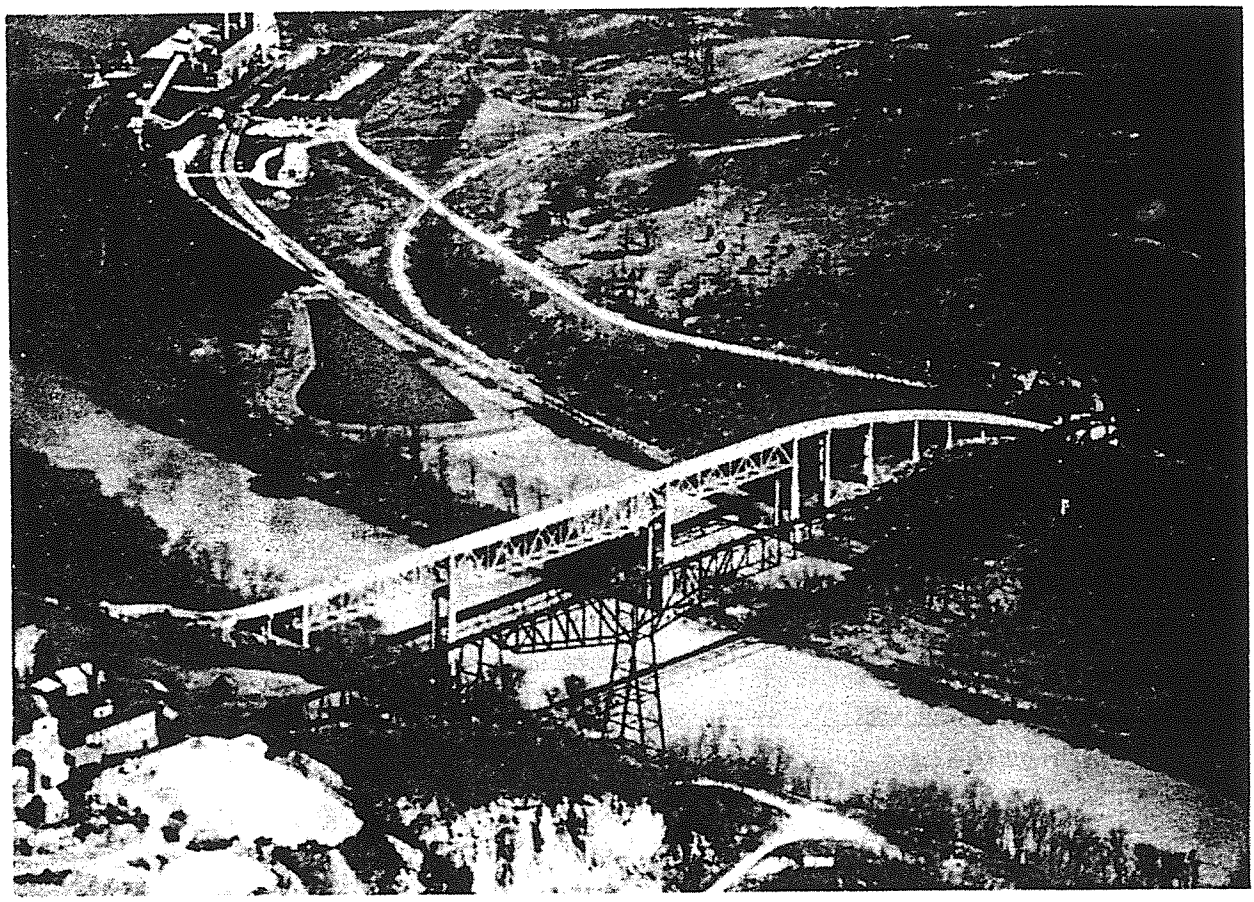
The Bluegrass Clipper, September 5, 1889, gave an account of the crowd that gathered on the cliff side of the river. The occasion was to celebrate the first train crossing the Tyrone Railroad Bridge. Bennett Young, for whom the bridge was named, was determined to control the first train across the new bridge. The Lexington train arrived first but waited until Young's Louisville train went across the bridge hitched onto the Lexington train and backed both trains across the river.

That September day, when the Lexington train went through Milner, the Shryock children stood on their grandfather's hemp factory and watched the big puffing engine go by. Until January 11, 1987, Marshall Hurst Shryock, Jr., was the last living person who saw the train go by. January 12, 1987, at the age of 100+ he died.

In close proximity to Young's High Bridge, the Joe Blackburn Bridge was built and supplanted the Shryock's Ferry.

3-0062-B00003

From the **Clipper** June 8, 1932, we read: "About 2,000 persons gathered on the Anderson bank of the Kentucky River, three miles from Lawrenceburg, today for the formal opening of the Tyrone Toll Bridge, erected by the State Highway Commission on U.S. 62 which stretches from Niagara Falls, New York to El Paso, Texas and runs through Lawrenceburg. The bridge has been designated as a memorial to Joseph C. S. Blackburn, famed statesman from Versailles, but will continue to be known officially as the Tyrone Bridge.



The Joe (Joseph S.C.) Blackburn Bridge (Highway) and Young's High Bridge (Railroad) supplanted the Shryock Ferry only a short distance up river. On the left is the Wild Turkey Distillery, Anderson County. At the top is Kentucky Utilities and right, Bluegrass Railroad Scenic lines. Aerial photo by Billy Davis. (CJ)

Sponsor: Bluegrass Railroad Museum

"In the absence of Dr. S. A. Blackburn, who was to preside, Judge William E. Dowling of Anderson County introduced Governor Ruby Laffoon, who spoke briefly, and Lt. Governor A. B. Chandler, who paid a glowing tribute to the late Senator Blackburn and the County of Woodford. General J. Tandy Ellis, custodian of the state's numerous toll bridges, spoke for the former Highway Commissioner Charles Montgomery, who was unable to attend. Ben Johnson, Chairman of the Highway Commission, was the final speaker and he reminded the audience that they owned much to Mr. Montgomery for his part in getting the bridge built. Others introduced included: M. J. Magruder, Engineer; G. C. Springate, Representative from Anderson; J. M. McCreight, Engineer; William Routt, Anderson Road Agent; Mrs. Owen Rouse, granddaughter of Senator Blackburn; Powell Taylor, Anderson County Judge; and James Bond, Woodford County Judge. The ribbon girls were Misses Mimi Chandler and Mary Dowling, and they were escorted to the center of the bridge where they cut the ribbon opening the span to traffic."

The bridge became toll free in 1945.

Lucile S. Davis

References: The Bluegrass Clipper
Woodford Sun

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *3-0062-B00003*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*	
County: *Anderson*		City:
Route: *0062*	Road Name: LAWRENCEBURG-VERSAILLES	
Spanning: NS (CNO&TP) SYSTEM		
Location Description: @WOODFORD CO.LN.		

II. DESIGN INFORMATION

Main Type:truss	Subtype 1: *Warren Deck*	Subtype 2:
Overall Length: *1255*	Width (assumed decimal):*218*	Connection:
General Description:*2-40 FT, 3-60 FT, 4-45 FT STEEL GIRDER, 2-225 & 1-360 F*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*14*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND

Name of Bridge: *Jo Blackburn Bridge*

Bridge Plate Inscription: *Dedicated to the memory of Joseph Clay Styles Blackburn, 1838-1918. Confederate solider, Congressman, United States Senator, Governor of Canal Zone. Built by the State Highway Commission of Kentucky, 1932.*

Construction Date: *1932*	Source: *Bidge Plate*
Designer: *Commonwealth of Kentucky*	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

5 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	10902;12579; TEMP;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *3-1100-C00006*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Anderson*		City:
Route: *1100*	Road Name: ANDERSON CITY ROAD	
Spanning: SALT RIVER		
Location Description: .5 MI S OF JCT KY 44		

II. DESIGN INFORMATION		
Main Type: truss	Subtype 1: *Camelback*	Subtype 2:
Overall Length: *168*	Width (assumed decimal): *130*	Connection: *Pin*
General Description: *SINGLE SPAN (168') STEEL TRUSS PRATT-B2A*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *14*
Other: Cambria steel		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Champion Bridge Co. Wilmington O.*	
Construction Date: *1905*	Source: *Bridge Plate*
Designer:	Builder: *Champion Bridge Company, Wilmington, OH.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.	55 extant bridges of this type built during this period.
145 extant bridges built in this region.	*12* extant bridges of this truss sub-type.
227 extant bridges of this type.	*7* extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

104

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *3-1213-C00010*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Anderson*		City:
Route: *1213*	Road Name: *CAREY MILL ROAD*	
Spanning: *BEAVER CREEK*		
Location Description: *.6 MI N OF JCT KY 1291*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *59*	Width (assumed decimal): *116*	Connection: *Pin*
General Description: *SINGLE SPAN 58 FT. STEEL PONY TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1930*	Source: *Bridge Plate*
Designer: *Champion*	Builder: *Champion Bridge Co.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

10 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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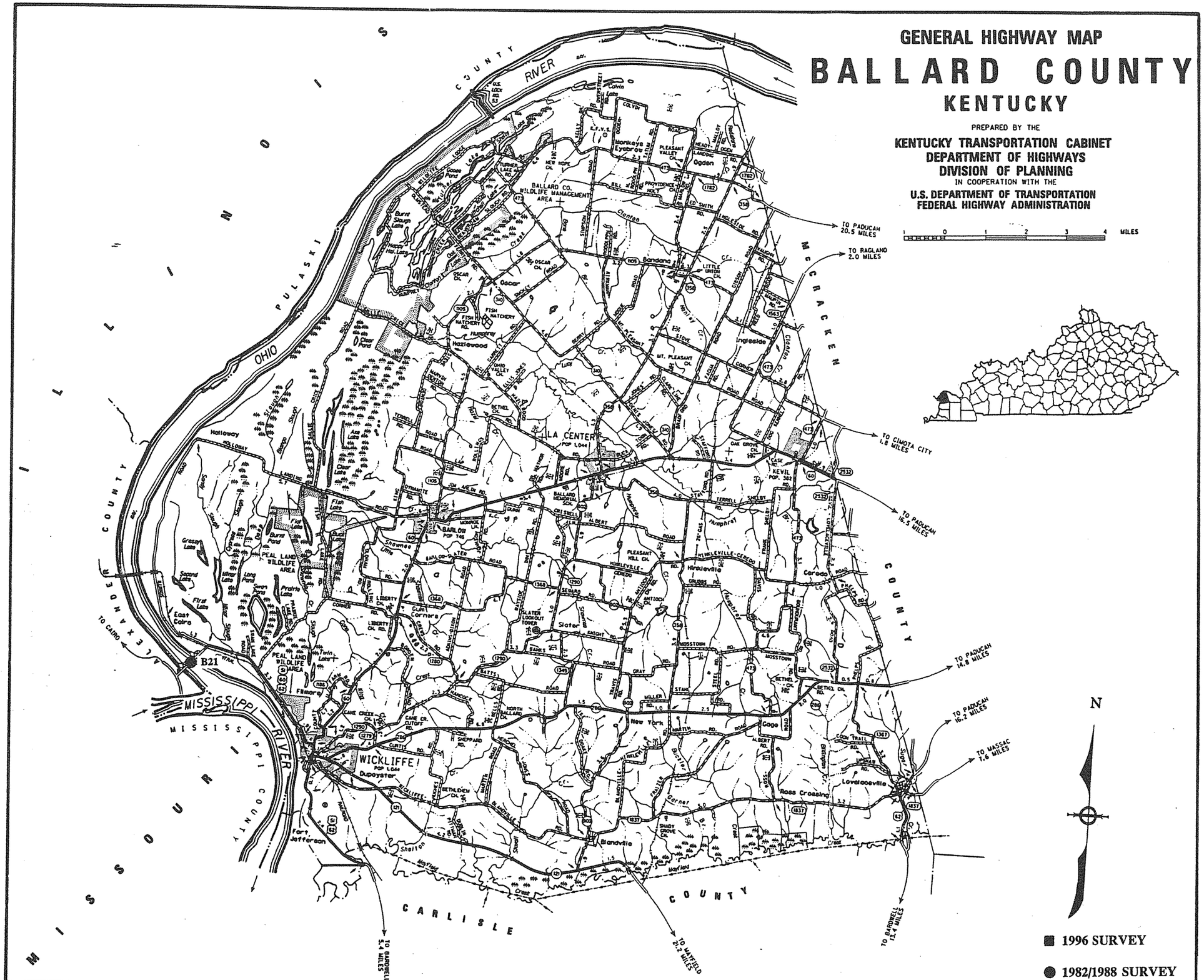
Anderson 3-1213-C10


GENERAL HIGHWAY MAP
BALLARD 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 0 1 2 3 4 MILES
N
1996 SURVEY
1982/1988 SURVEY
ILLINOIS
MISSOURI
OHIO RIVER
MISSISSIPPI RIVER
PULASKI COUNTY
ALEXANDER COUNTY
MISSISSIPPI COUNTY
CARLISLE COUNTY
McCRACKEN COUNTY
LA CENTER
WICKLIFFE
BARLOW
KEVIL
Oscar
Bandana
Ogden
Hazlewood
Holloway
Ingleside
Hinkleville
Ceredo
Slater
New York
Gage
Lovelaceville
Ross Crossing
Blandville
Dupoyster
Fort Jefferson
East Cairo
Filmore
Gum Corners
Monkeys Eyebrow
BALLARD CO. WILDLIFE MANAGEMENT AREA
PEAL LAND WILDLIFE AREA
B21
TO PADUCAH 20.5 MILES
TO RAGLAND 2.0 MILES
TO CIMOTA CITY 1.8 MILES
TO PADUCAH 16.5 MILES
TO PADUCAH 14.8 MILES
TO PADUCAH 16.2 MILES
TO MASSAC 7.6 MILES
TO BARDWELL 13.4 MILES
TO MAYFIELD 21.2 MILES
TO BARDWELL 5.4 MILES
TO CAIRO

BALLARD COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		4	Ballard	0051	B00019	1	Purchase	1938	T Beam	8
	Y	4	Ballard	0051	B00021	1	Purchase	1937	truss	3
		4	Ballard	0060	B00007	1	Purchase	1927	T Beam	8
		4	Ballard	0062	B00015	1	Purchase	1928	T Beam	8
		4	Ballard	0121	B00026	1	Purchase	1942	T Beam	8
		4	Ballard	0121	B00027	1	Purchase	1942	T Beam	8
		4	Ballard	0121	B00028	1	Purchase	1942	T Beam	8
		4	Ballard	0358	B00022	1	Purchase	1941	T Beam	8
		4	Ballard	0358	B00023	1	Purchase	1941	T Beam	8
		4	Ballard	1018	C00006	1	Purchase	1939	girder	8
		4	Ballard	1204	C00029	1	Purchase	1935	girder	8
		4	Ballard	1213	C00032	1	Purchase	1942	slab	8
		4	Ballard	1234	C00040	1	Purchase	1937	girder	8
		4	Ballard	1309	C00047	1	Purchase	1938	girder	8
		14	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *4-0051-B00021*

I. LOCATION		
District: *1*	Cultural Region: *Purchase*	
County: *Ballard*		City:
Route: *0051*	Road Name: WICKLIFFE-CAIRO	
Spanning: OHIO RIVER -IC (SOU) RR		
Location Description: 4.0 MI WEST OF JCT US51&6		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Cantilever*	Subtype 2:
Overall Length: *5865*	Width (assumed decimal):*225*	Connection:
General Description:*365-800-650-650-365'STL TRUSS MAINSPANS(INSP 10-93)*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *continuous steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*25*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1937*	Source: *KYDOT Records*	
Designer:	Builder: *Mt. Vernon*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

36 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

6 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

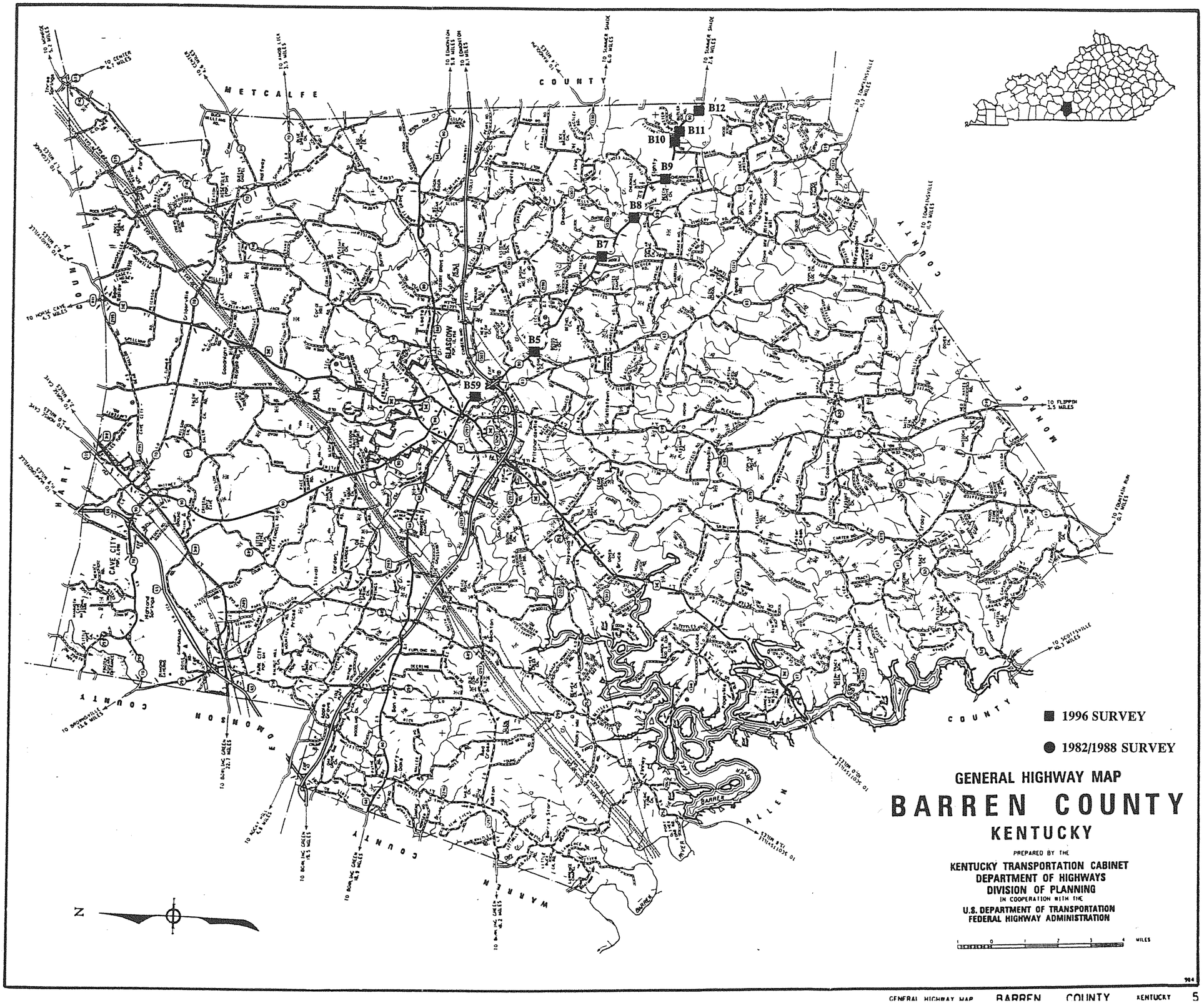
83

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	11259;15371;;


METCALFE COUNTY
HART COUNTY
EDMONSON COUNTY
WARREN COUNTY
ALLEN COUNTY
MONROE COUNTY
GLASGOW
CAVE CITY
B5
B7
B8
B9
B10
B11
B12
B59
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
BARREN 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
MILES
N

BARREN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		5	Barren	0063	B00014	3	Pennyrile	1934	T Beam	8
		5	Barren	0063	B00015	3	Pennyrile	1930	T Beam	8
		5	Barren	0068	B00031	3	Pennyrile	1931	T Beam	8
		5	Barren	0070	B00037	3	Pennyrile	1935	T Beam	8
		5	Barren	0090	B00005	3	Pennyrile	1927	T Beam	9
		5	Barren	0090	B00007	3	Pennyrile	1927	T Beam	9
		5	Barren	0090	B00008	3	Pennyrile	1928	girder	9
		5	Barren	0090	B00009	3	Pennyrile	1928	T Beam	9
		5	Barren	0090	B00010	3	Pennyrile	1928	T Beam	9
		5	Barren	0090	B00011	3	Pennyrile	1928	T Beam	9
		5	Barren	0090	B00012	3	Pennyrile	1928	T Beam	9
Y		5	Barren	0090	B00059	3	Pennyrile	1941	T Beam	8
		5	Barren	0249	B00018	3	Pennyrile	1934	T Beam	8
		5	Barren	0249	B00019	3	Pennyrile	1934	T Beam	8
		5	Barren	0249	B00020	3	Pennyrile	1936	T Beam	8
		5	Barren	0249	B00022	3	Pennyrile	1938	T Beam	8
		5	Barren	0255	B00039	3	Pennyrile	1949	girder	8
		5	Barren	0314	B00002	3	Pennyrile	1935	T Beam	8
		5	Barren	0314	B00003	3	Pennyrile	1935	T Beam	8
		5	Barren	0740	B00040	3	Pennyrile	1949	T Beam	8
		5	Barren	5259	C00029	3	Pennyrile	1935	girder	8
		21	**Grand Count**							

South Central Kentucky Historical and Genealogical Society, Inc.
Post Office Box 157
Glasgow, Kentucky 42142-0157

Aug. 9, 1996

Wilbur Smith Associates
465 East High Street
Suite 100, Lexington, Ky.
Attention: Karen Hudson

Dear Ms. Hudson:

We received your letter regarding a survey of historic highway bridges in Barren County.

We checked with County Judge-Executive, David Dickerson and he said he checked the list you sent and all these bridges have been replaced except #B0003 on Route #31W, the Blue Springs Creek bridge and it will be replaced within 2 to 3 months before the end of 1996.

We do not think any of these are historic structures that should be listed on the National Register of Historic Places.

Yours truly,
So. C. Ky. Hist/Gen Soc, Inc.
Juanita Barkin
Recording Sec.

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *5-0090-B00059*

I. LOCATION

District: *3*	Cultural Region: *Pennyrile*	
County: *Barren*		City: *Glasgow*
Route: *0090*	Road Name: *GLASGOW-BURKESVILLE*	
Spanning: *SOUTH FORK OF BEAVER CRK*		
Location Description: *.50 MI N.W. OF CUMBRLND P*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *100*	Width (assumed decimal):*300*	Connection:
General Description: *3-30 FT R.C.D.G. SPANS - 30 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete*	Lighting:	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

Bridge was widened in 1941 Streetlight not part of bridge

V. ENVIRONMENT (describe)

City street leading into business district. Several small businesses nearby as well as a park

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *1941 15 Tons (on NE abutment)*	
Construction Date: *1941*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

5 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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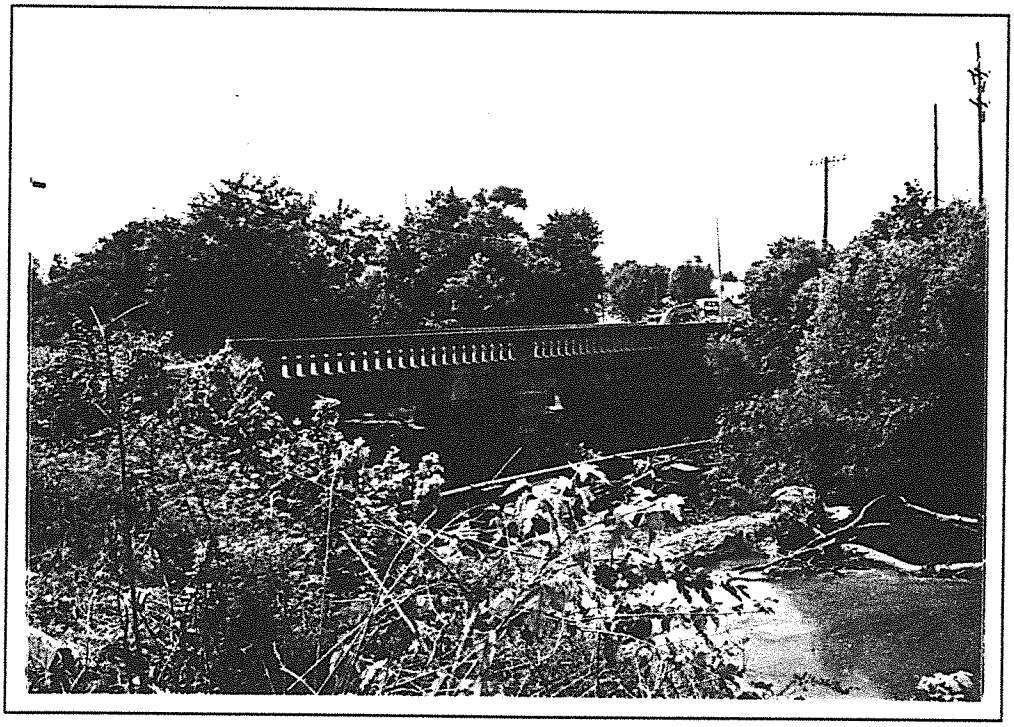
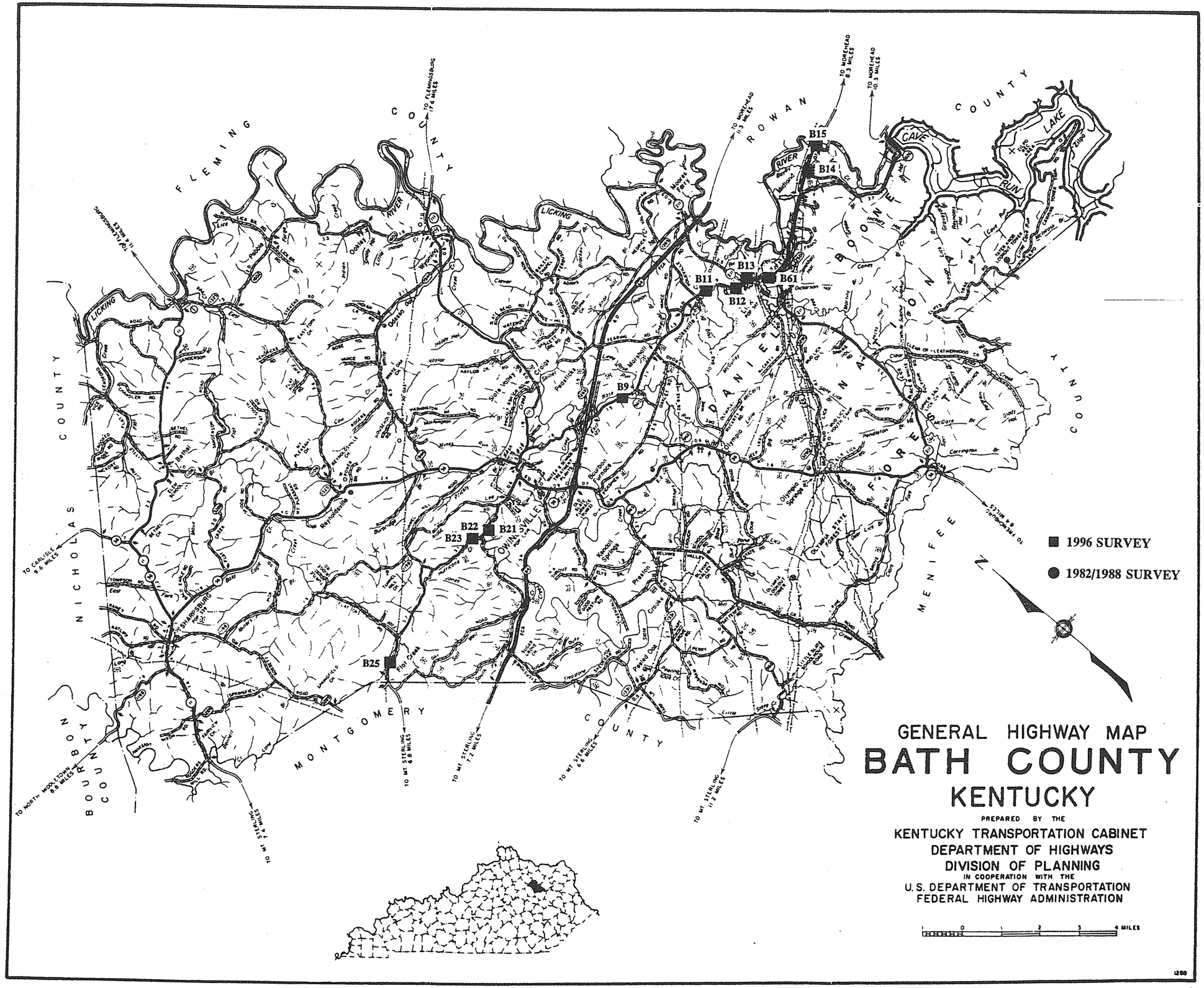
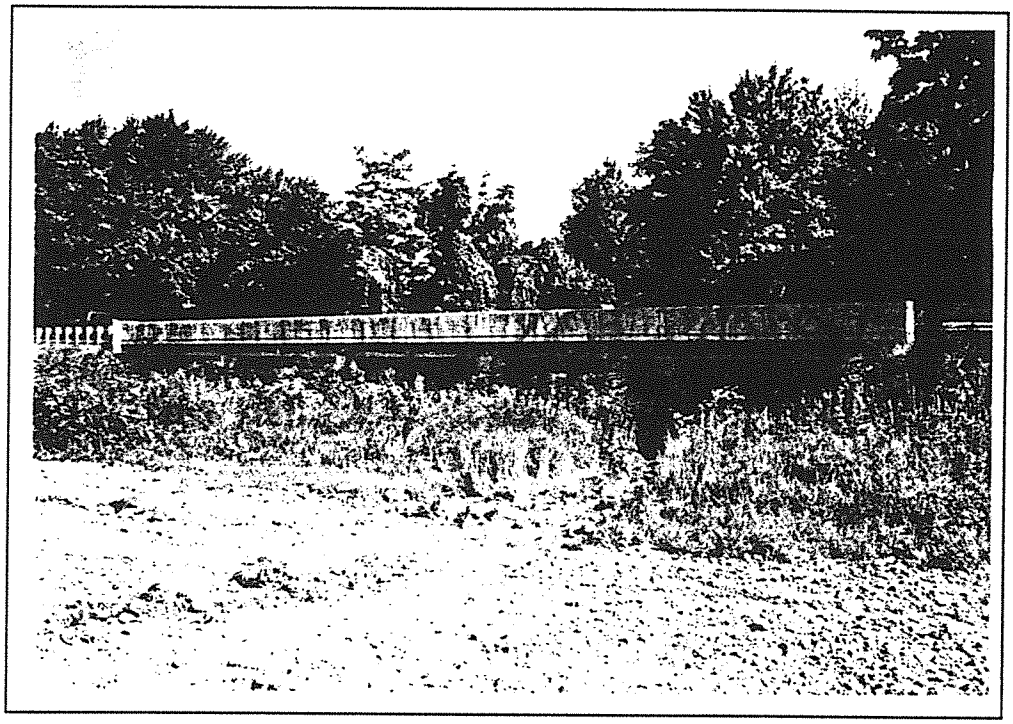


Barren 5-90-B59 1996

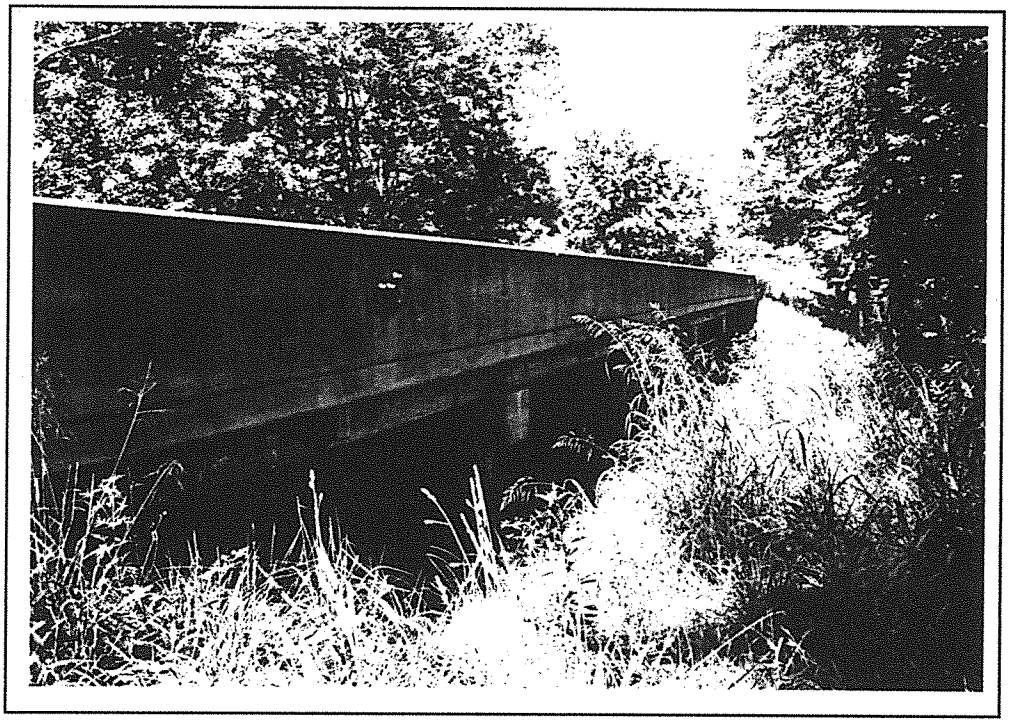

GENERAL HIGHWAY MAP
BATH COUNTY
KENTUCKY
PREPARED BY THE
KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF PLANNING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
1996 SURVEY
1982/1988 SURVEY
FLEMING COUNTY
ROWAN COUNTY
NICHOLAS COUNTY
BOURBON COUNTY
MONTGOMERY COUNTY
MENIFEE COUNTY
DANIEL BOONE NATIONAL FOREST
LICKING RIVER
CAVE RUN LAKE
OWINGSVILLE
SHARPSBURG
B9
B11
B12
B13
B14
B15
B21
B22
B23
B25
B61
TO FLEMINGSBURG 17.6 MILES
TO MOREHEAD 11.3 MILES
TO MOREHEAD 8.3 MILES
TO MOREHEAD 10.3 MILES
TO CARLISLE 9.6 MILES
TO NORTH MIDDLETOWN 8.8 MILES
TO MT STERLING 7.4 MILES
TO MT STERLING 6.8 MILES
TO MT STERLING 7.2 MILES
TO MT STERLING 6.6 MILES
TO MT STERLING 11.2 MILES
TO FRENCHBURG 6.4 MILES
MILES

BATH COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		6	Bath	0011	B00001	9	Bluegrass	1931	T Beam	8
		6	Bath	0036	B00006	9	Bluegrass	1926	T Beam	8
		6	Bath	0060	B00009	9	Bluegrass	1931	T Beam	9
		6	Bath	0060	B00011	9	Bluegrass	1931	T Beam	9
		6	Bath	0060	B00012	9	Bluegrass	1931	T Beam	9
Y		6	Bath	0060	B00013	9	Bluegrass	1931	T Beam	8
		6	Bath	0060	B00014	9	Bluegrass	1931	T Beam	9
Y		6	Bath	0060	B00015	9	Bluegrass	1942	girder	8
		6	Bath	0060	B00021	9	Bluegrass	1925	T Beam	9
		6	Bath	0060	B00022	9	Bluegrass	1925	T Beam	9
		6	Bath	0060	B00023	9	Bluegrass	1925	T Beam	9
		6	Bath	0060	B00025	9	Bluegrass	1925	T Beam	9
Y		6	Bath	0060	B00061	9	Bluegrass	1931	T Beam	8
		13	**Grand Count**							



Bath 6-60-B12 1996



Bath 6-60-B13 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *6-0060-B00015*

I. LOCATION		
District: *9*	Cultural Region: *Bluegrass*	
County: *Bath*		City:
Route: *0060*	Road Name: *OWINGSVILLE-MOREHEAD*	
Spanning: *LICKING RIVER*		
Location Description: *ON ROWAN - BATH CL*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *344*	Width (assumed decimal):*260*	Connection:
General Description: *2-50 FT STEEL I-BEAM SPANS & 1-240 FT CONT. STEEL I-BEA*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *continuous steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*4*
Other: *Stream Flow Measuring Station" on side of bridge*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/agricultural		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *Casting 1941 15 Tons*		
Construction Date: *1942*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

26 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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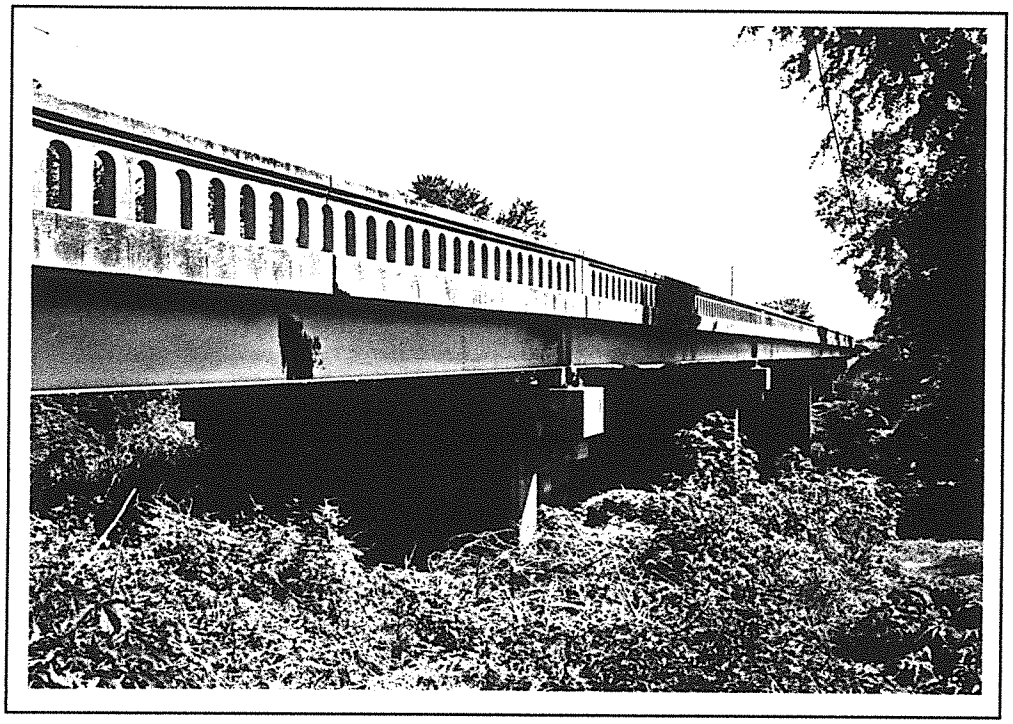
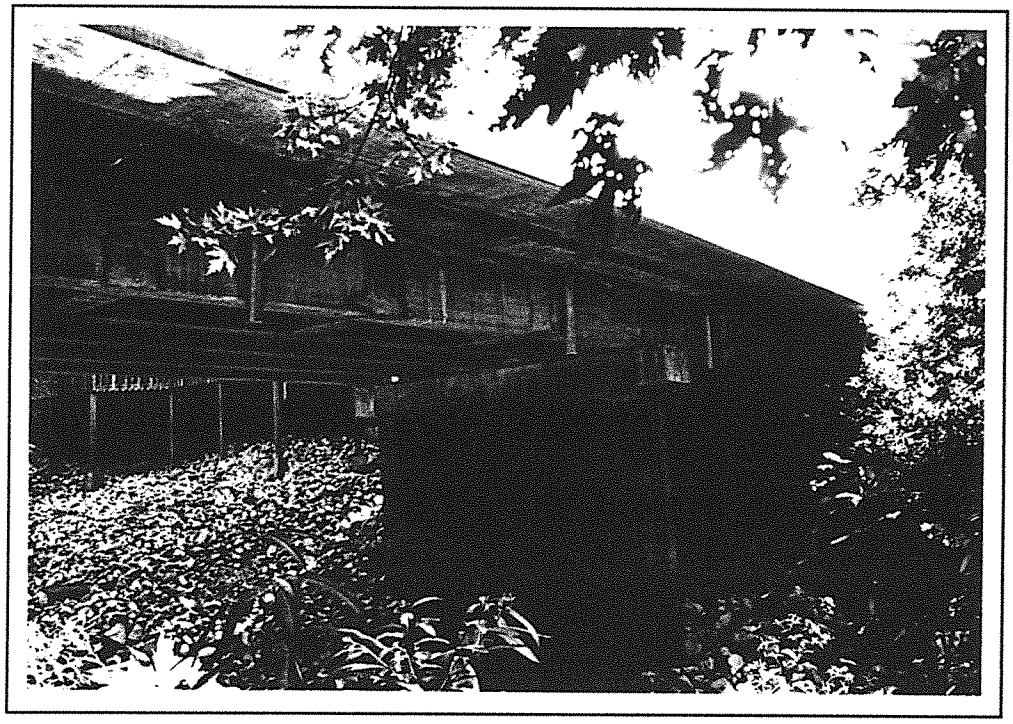


Bath 6-60-B15 1996



Bath 6-60-B61 1996

GENERAL HIGHWAY MAP

BELL COUNTY

KENTUCKY

PREPARED BY THE

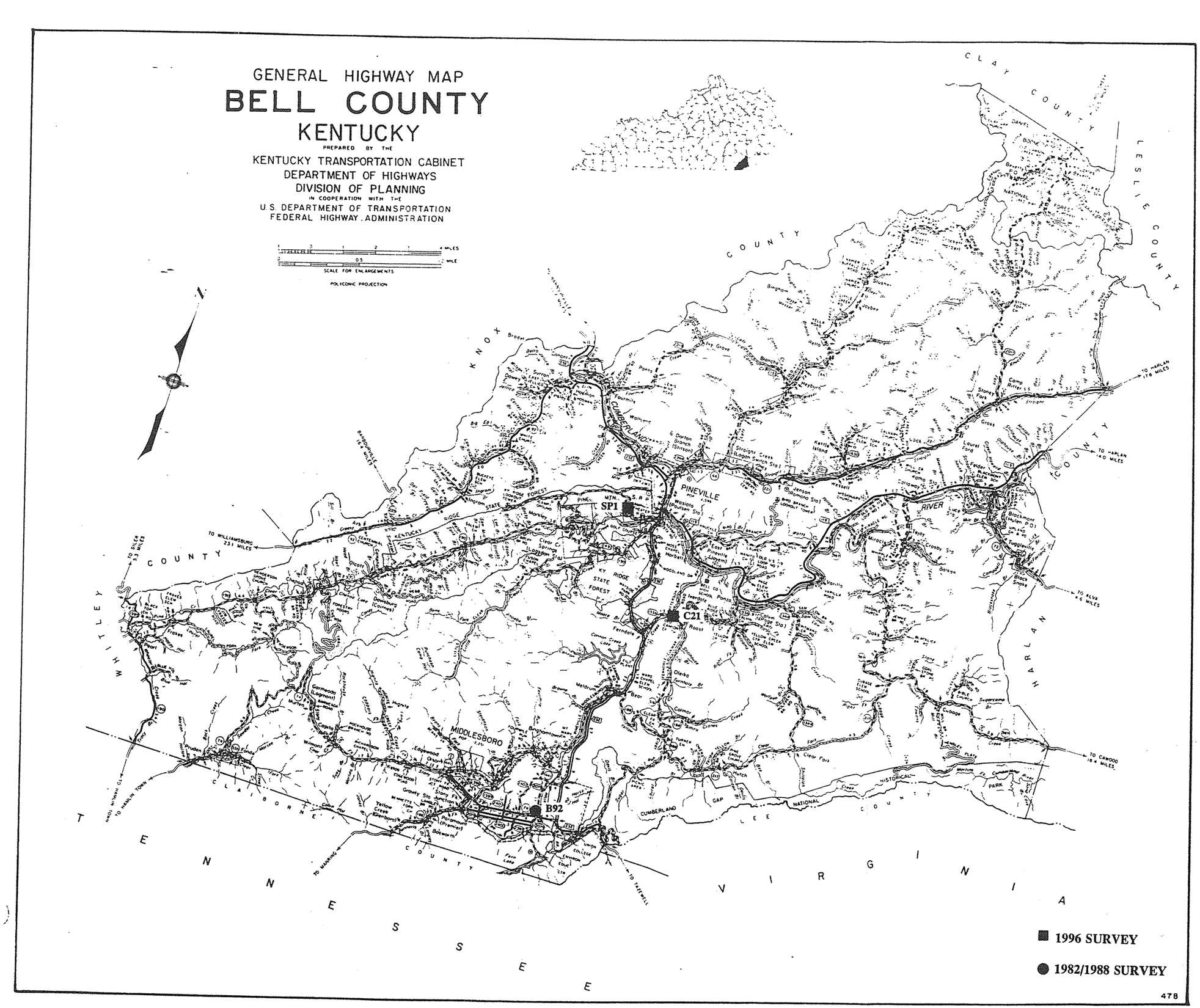
KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF PLANNING

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE FOR ENLARGEMENTS

POLYCONIC PROJECTION



478

BELL COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		7	Bell	0066	B00007	11	Appalachian	1938	T Beam	8
		7	Bell	0186	B00087	11	Appalachian	1940	girder	7
		7	Bell	0221	B00010	11	Appalachian	1949	T Beam	8
		7	Bell	025E	B00001	11	Appalachian	1940	T Beam	8
		7	Bell	0441	B00091	11	Appalachian	1940	T Beam	8
		7	Bell	0441	B00093	11	Appalachian	1945	girder	8
		7	Bell	0441	B00094	11	Appalachian	1945	girder	8
		7	Bell	1114	C00011	11	Appalachian	1936	girder	8
		7	Bell	1128	C00015	11	Appalachian	1936	girder	8
		7	Bell	1146	C00021	11	Appalachian	1928	truss-thru	9
		7	Bell	1232	C00036	11	Appalachian	1936	girder	8
		7	Bell	1312	C00045	11	Appalachian	1944	girder	8
	Y	7	Bell	2079	B00092	11	Appalachian	1943	arch-concrete	3
Y		7	Bell	8019	SP0001	11	Appalachian	1935	arch-concrete	3
		7	Bell	9999	C00061	11	Appalachian	1936	girder	8
		7	Bell	9999	C00071	11	Appalachian	1930	slab	8
		16	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *7-2079-B00092*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Bell*		City: Middlesboro
Route: *2079*	Road Name: 19TH STREET IN MIDDLESBORO	
Spanning: YELLOW CREEK		
Location Description: .10 MI NOR. OF JCT KY 74		
II. DESIGN INFORMATION		
Main Type:arch-concrete	Subtype 1: *through*	Subtype 2: *closed*
Overall Length: *76*	Width (assumed decimal):*405*	Connection:
General Description:*1-63 FT R.C. ARCH 30 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1943*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

32 extant bridges of this type.

6 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

83

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *7-8019-SP0001*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Bell*		City:
Route: *8019*	Road Name: PINE MOUNTAIN STATE PARK	
Spanning: UNNAMED STREAM		
Location Description: 1.1 MI WEST OF JCT US 25E		

II. DESIGN INFORMATION		
Main Type:arch-concrete	Subtype 1: *deck*	Subtype 2: *closed*
Overall Length: *64*	Width (assumed decimal):*190*	Connection:
General Description:*1-64 FT SPANDREL ARCH-0 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete w/stone veneer*	Piers: *None*
Railings: *Stone*	Lighting:*None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
In Pine Mountain State Park

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1935*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.	6 extant bridges of this type built during this period.
137 extant bridges built in this region.	extant bridges of this truss sub-type.
32 extant bridges of this type.	extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

83

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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Bell 7-8019-SP1 1996

GENERAL HIGHWAY MAP

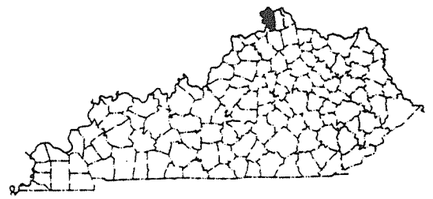
BOONE COUNTY

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

0 1 2 3 4 MILES



■ 1996 SURVEY

● 1982/1988 SURVEY

687

BOONE COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		8	Boone	0008	B00023	6	Bluegrass	1938	T Beam	8
		8	Boone	0014	B00003	6	Bluegrass	1931	T Beam	8
		8	Boone	0020	B00018	6	Bluegrass	1940	girder	8
		8	Boone	0025	B00001	6	Bluegrass	1928	arch-thru	9
		8	Boone	0338	B00025	6	Bluegrass	1941	T Beam	8
		8	Boone	0338	B00044	6	Bluegrass	1935	slab	8
	Y	8	Boone	1001	C00001	6	Bluegrass	1919	T Beam	8
		8	Boone	1002	C00002	6	Bluegrass	1940	slab	8
		8	Boone	1040	C00007	6	Bluegrass	1940	girder	8
		8	Boone	1065	C00008	6	Bluegrass	1940	girder	8
		8	Boone	1124	C00010	6	Bluegrass	1920	girder	8
		8	Boone	1205	C00017	6	Bluegrass	1940	girder	8
		8	Boone	1329	C00026	6	Bluegrass	1940	girder	8
		13	Grand Count							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *8-1001-C00001*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Boone*		City:
Route: *1001*	Road Name: *CAMP ERNST ROAD*	
Spanning: *GUNPOWDER CREEK*		
Location Description: *.85 MI SW OF JCT KY 338*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *74*	Width (assumed decimal):*243*	Connection:
General Description: *2-SPAN (37'0"-35'8") CONCRETE TEE BEAM*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*23*
Other:		
IV. MODIFICATION/CONDITION		
Base of piers, abutments and channel floor have new concrete as of 1993.		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1919*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

9 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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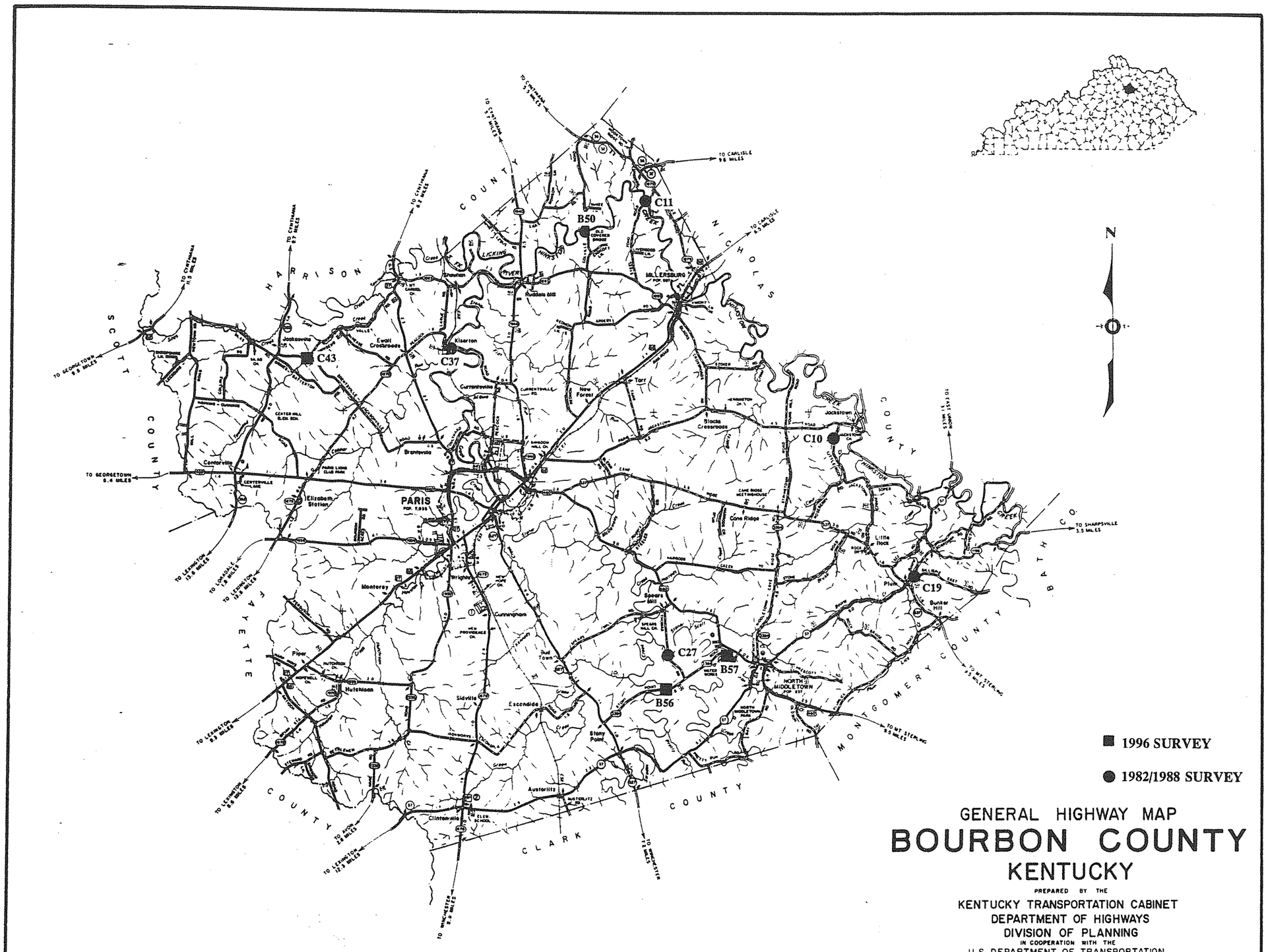

HARRISON COUNTY
NICHOLAS COUNTY
SCOTT COUNTY
FAYETTE COUNTY
CLARK COUNTY
MONTGOMERY COUNTY
BATH CO.
PARIS
MILLERSBURG
NORTH MIDDLETOWN
Jacksonville
Kiserton
Ewalt Crossroads
Currentsville
New Forest
Tarr
Blacks Crossroads
Jackstown
Centerville
Elizabeth Station
Brentsville
Cane Ridge
Little Rock
Plum
Bunker Hill
Monterey
Wrights
Cunningham
Spears Mill
Bud Town
Piper
Hutchison
Sidville
Escondida
Stony Point
Austerlitz
Clintonville
LICKING RIVER
HINKSTON CREEK
TO CARLISLE 9.6 MILES
TO CARLISLE 6.5 MILES
TO CYNTHIANA 5.7 MILES
TO CYNTHIANA 6.2 MILES
TO CYNTHIANA 9.7 MILES
TO CYNTHIANA 11.5 MILES
TO GEORGETOWN 9.5 MILES
TO GEORGETOWN 8.4 MILES
TO LEXINGTON 13.6 MILES
TO LOUISVILLE 1.8 MILES
TO LEXINGTON 13.6 MILES
TO LEXINGTON 8.9 MILES
TO LEXINGTON 8.6 MILES
TO AVON 2.8 MILES
TO LEXINGTON 12.3 MILES
TO WINCHESTER 8.9 MILES
TO WINCHESTER 12 MILES
TO EAST UNION 3.1 MILES
TO SHARPSVILLE 3.5 MILES
TO MT STERLING 9.5 MILES
TO MT STERLING 9.5 MILES
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C11
B50
C43
C37
C10
C19
C27
B57
B56
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
BOURBON 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
0 1 2 3 4 MILES

BOURBON COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		9	Bourbon	0027	B00002	7	Bluegrass	1948	T Beam	8
		9	Bourbon	0027	B00004	7	Bluegrass	1948	T Beam	8
		9	Bourbon	0027	B00022	7	Bluegrass	1936	T Beam	8
		9	Bourbon	0460	B00001	7	Bluegrass	1930	T Beam	8
		9	Bourbon	0627	B00018	7	Bluegrass	1940	T Beam	8
		9	Bourbon	0627	B00019	7	Bluegrass	1940	T Beam	8
		9	Bourbon	0627	B00020	7	Bluegrass	1940	T Beam	8
		9	Bourbon	0627	B00021	7	Bluegrass	1939	T Beam	8
		9	Bourbon	068X	B00045	7	Bluegrass	1933	girder	8
	Y	9	Bourbon	1011	C00010	7	Bluegrass	1890	truss	3
	#83	9	Bourbon	1014	C00011	7	Bluegrass	1891	truss	2
		9	Bourbon	1100	C00013	7	Bluegrass	1930	slab	8
	Y	9	Bourbon	1111	C00019	7	Bluegrass	1913	truss	8
	#38	9	Bourbon	1122	C00027	7	Bluegrass	1893	truss	1
		9	Bourbon	1205	C00031	7	Bluegrass	1920	girder	8
		9	Bourbon	1214	C00033	7	Bluegrass	1937	T Beam	8
	#39	9	Bourbon	1214	C00037	7	Bluegrass	1893	truss	1
		9	Bourbon	1308	C00042	7	Bluegrass	1931	slab	8
Y		9	Bourbon	1310	C00043	7	Bluegrass	1923	girder	8
		9	Bourbon	1311	C00045	7	Bluegrass	1949	girder	8
		9	Bourbon	1311	C00046	7	Bluegrass	1940	girder	8
		9	Bourbon	1939	B00008	7	Bluegrass	1939	T Beam	8
		9	Bourbon	2335	B00059	7	Bluegrass	1920	girder	8
Y		9	Bourbon	3364	B00056	7	Bluegrass	1901	truss	8
Y		9	Bourbon	3364	B00057	7	Bluegrass	1881	truss	8
	Y	9	Bourbon	5016	B00050	7	Bluegrass	1870	truss	1
		9	Bourbon	5214	RR0605	7	Bluegrass	1930	girder	8
		9	Bourbon	9999	C00049	7	Bluegrass	1937	T Beam	8
		9	Bourbon	9999	C00050	7	Bluegrass	1936	T Beam	8
		29	**Grand Count**							

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Louisville Courier Journal Apr 3 1933
Sec 1 pg 4 Col 3,4

Spans Commemorate Pioneers of Kentucky

New Highway Bridge At Paris Named for Michael Stoner, Contemporary of Boone and Bearer of 1773 Express Message.

9-068X-845

By WILL KALTENBACHER.

A new highway bridge over Stoner Creek at Paris has been named for Michael Stoner, pioneer scout, who was a contemporary of Daniel Boone. The new bridge replaces an obsolete wooden span that had stood for a century.

Stoner Creek got its name from the same hardy backwoodsman who in company with Boone came to the Fort Harrod settlement in Kentucky, in 1773, bearing a message from the Colonial Governor of Virginia to the settlers to warn them of Indian uprisings. That duty distinguished them as the first "express messengers" to the West, and was recently commemorated with the dedication of a marker on the grounds of the Postoffice at Harrodsburg. Stoner had many adventures in the Kentucky of pioneer times.

Others among the Kentucky pioneers without memorials may yet be accorded public recognition as new and ornate highway bridges continue to be built. Already the building of such spans in various sections of the State has provided memorials for a number of the most outstanding of the early trail-blazers. One of the spans, that crossing the Ohio River at Maysville, was named for Simon Kenton, and another, over the Kentucky River, has been dedicated as a memorial to Daniel Boone.

Bridges are much in favor as memorials, since they also serve a utilitarian purpose. Highway construction and road improvement in Kentucky will mean more spans, which in many instances will be dedicated to sturdy pioneers who figured in the conquest of what is now Kentucky. The plan should be followed until the name of every Kentucky pioneer in the form of a bronze plate appears on an ornate bridge somewhere in the State. Kentucky has many of them to honor, and some are all but forgotten.

* * *

Corbin's Elections.

When it comes to municipal elections Corbin goes through a form that differs from that of any other city in the State. That comes from the fact that the corporate limits of Corbin extend into two counties, Knox and Whitley.

City officers chosen in Corbin in the first in Nelson County. From that time until the advent of National prohibition, Nelson County continued in the front rank as a whisky manufacturing center, and the fame of its brands extended all over the country.

The discovery of the site and equipment of the ancient distillery followed the digging of a pond which is to be fed by a nearby spring that furnished the water for the pioneer whisky plant. Nelson County abounds in limestone springs, which accounted for its eminence in the manufacture of the liquor that for a century made for its prestige and that of the State. Any resumption of the industry would mean much for that county in the reintroduction of brands that once were familiar terms. Often a rural Kentucky distillery was remote, the location of the plant being mostly determined by an abundant supply of spring water. One famous brand of Nelson County whisky was said to possess a rare medicinal virtue derived from a property in the water used in the making.

Generations of Nelson County folk have been whisky makers from pioneer times, and for more than a century well-known families were identified with the industry. Their names were once as well known throughout the length and breadth of the land as at home.

* * *

Automobiles At Capitol.

The special session of the Kentucky Legislature, the first held in sixteen years, furnishes an object lesson in the evolution of motor transportation that has come about in a decade and a half. Hundreds of automobiles parked on the State Capitol grounds stress the change that has taken place in that time.

Of course there were some automobiles in evidence around the Capitol in 1916, but most of the members of the Legislature traveled to and from Frankfort by train. Indeed, some of them even at that time had to foot it part of the way in reaching railroads that took them in a roundabout way to the capital. Now members from the same once remote localities drive to Frankfort in motor

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That fact gave rise to
poetic phrase of the lat
Mulligan, "Politics is th
in Kentucky."

2 KILLED, 20 I
IN BUS

Saratoga Springs, N. Y
—Two women were killed
persons were injured, sev
seriously, when an Alb
Springs bus with twenty-
gers aboard crashed head
automobile, left the hig
down a ten-foot embar
turned over near Round
of here, tonight.



1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1011-C00010*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1011*	Road Name: LITTLE ROCK-JACKSTOWN ROAD	
Spanning: BR. OF HINKSTON CR.		
Location Description: .45 MI S OF JCT CR 5001		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *26*	Width (assumed decimal):*138*	Connection:*Pin*
General Description:*1-22 FT STEEL I BEAM SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1890*	Source: *1988 survey*
Designer:	Builder: *Champion Bridge Company*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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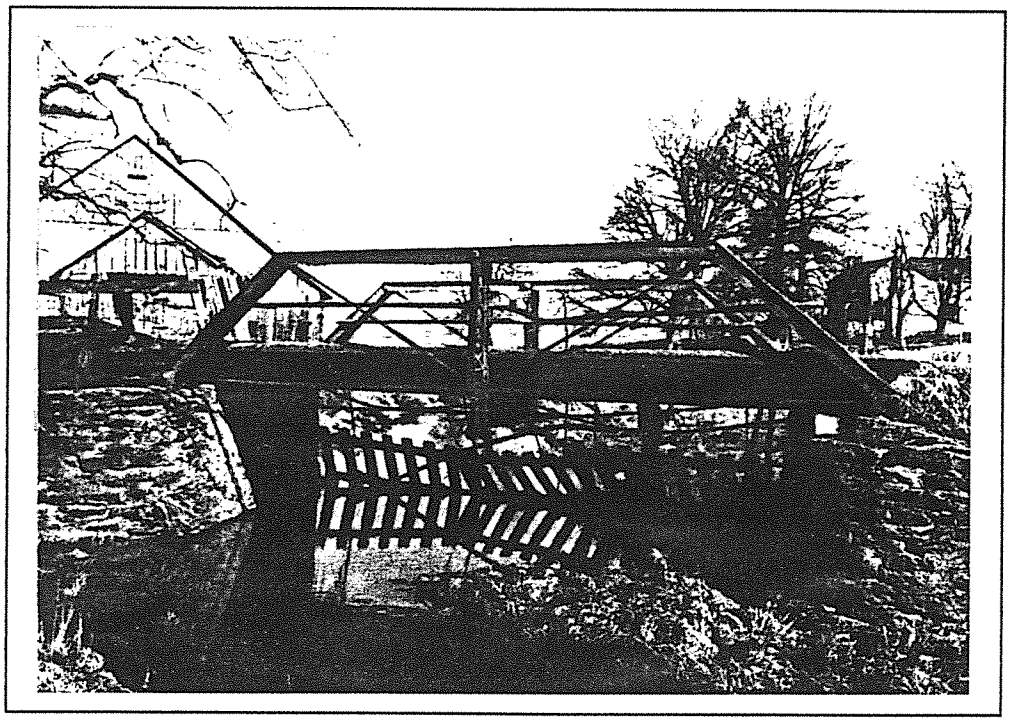


Bourbon 9-1011-C10

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1014-C00011*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1014*	Road Name: STEEL FOND ROAD	
Spanning: HINKSTON CREEK		
Location Description: .35 MI SW OF JCT KY 1879		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *126*	Width (assumed decimal):*156*	Connection:*pin*
General Description:*126' SPAN STEEL THRU TRUSS B2A*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *possible wrought iron*	Abutments: *concrete-capped stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*5*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1891*	Source: *Bridge Plate*
Designer:	Builder: *Champion Bridge Company, Wilmington, OH*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

One of the earliest examples of the work of the Champion Bridge Company, the most prolific (documented) private bridge company working in the state.

IX. SOURCES

104

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1111-C00019*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1111*	Road Name: *GILLISPIE WEST ROAD*	
Spanning: *BOONE CREEK*		
Location Description: *.05 MI W OF JCT KY 57*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *100*	Width (assumed decimal):*116*	Connection: *Pin*
General Description: *94' SPAN STEEL THRU TRUSS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):
Other:		
IV. MODIFICATION/CONDITION		
Closed and barricaded since 1992.		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1913*	Source: *Bridge Plate*	
Designer:	Builder: *Champion Bridge Company*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

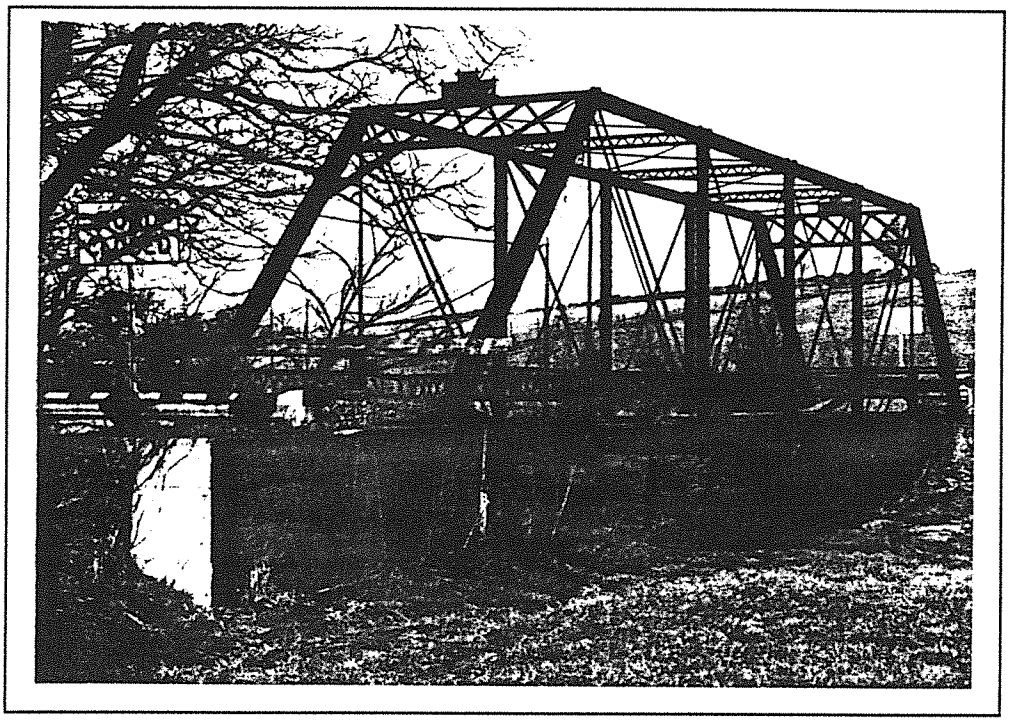
KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...



Bourbon 9-1111-C19

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1122-C00027*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1122*	Road Name: THOMAS ROAD	
Spanning: STONER CREEK		
Location Description: .75 MI N OF JCT CR 5120		

II. DESIGN INFORMATION		
Main Type: truss	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *101*	Width (assumed decimal): *160*	Connection: *Pin*
General Description: *99' SPAN STEEL THRU TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *possible wrought iron*	Abutments: *rough cut stone with concrete caps*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *5*
Other:		

IV. MODIFICATION/CONDITION
New steel guardrails and underfloor supports, concrete caps on stone abutments. Barricaded.

V. ENVIRONMENT (describe)
In 1982 it was reported that this bridge was located in a rural setting adjacent to historic Xalapa, a noted early horse farm.

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Yes*	
Construction Date: *1893*	Source: *bridge plate*
Designer:	Builder: *Toledo Bridge Company, Toledo, Ohio.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

One of only two bridges in Kentucky built by Toledo Bridge company. Possible wrought iron. Notable for its unique bottom chord. The first two panels of the bottom chord are two loop-welded eyebars while the three center panels are two die-forged eyebars.

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #

XIII. DRAWING #

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1214-C00037*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1214*	Road Name: PEACOCK ROAD	
Spanning: STONER CREEK		
Location Description: 2 MI E OF JCT US 27		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *152*	Width (assumed decimal):*129*	Connection:*Pin*
General Description:*2-SPAN 145' (2@72.5) STEEL PONY TRUSS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *possible wrought iron*	Abutments: *rough cut stone*	Piers: *rough cut stone and concrete*
Railings:	Lighting:	Estimated Remaining Life (years):*10*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *YES*		
Construction Date: *1893*	Source: *Bridge Plate*	
Designer:	Builder: *King Bridge Company, Cleveland, Ohio*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

6 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

May be wrought iron. Rare early multi-span. One of only three trusses built in Kentucky by King Bridge Company.

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-1310-C00043*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *1310*	Road Name: *BRENTSVILLE-JACKSONVILLE ROAD*	
Spanning: *TOWNSEND CREEK*		
Location Description: *.9 MI E OF JCT KY 353*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *74*	Width (assumed decimal):*158*	Connection:
General Description: *2-SPAN 74' (2@37) CONCRETE SLAB*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Poured concrete*	Piers: *Poured concrete*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*10*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/agricultural		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *rail top casting "September 19 1923"*		
Construction Date: *1923*	Source: *casting*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

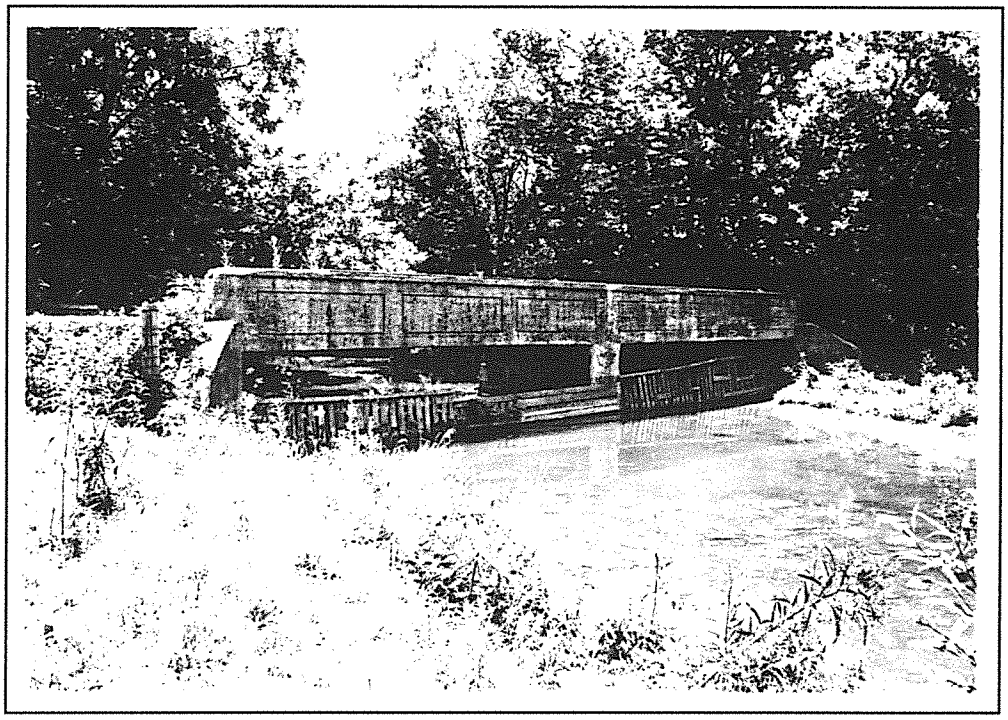
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/66-75	...



Bourbon 9-1310-C43 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-3364-B00056*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *3364*	Road Name: *STONY POINT ROAD*	
Spanning: *STRODES CREEK*		
Location Description: *2.1 MI E OF JCT KY 627*		

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *115*	Width (assumed decimal): *133*	Connection: *PIN*
General Description: *111' SPAN STEEL THRU TRUSS BUILT 1901*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Stone blocks w/concrete caps*	Piers: *None*
Railings: *Not original*	Lighting: *None*	Estimated Remaining Life (years): *10*
Other: *Stone fences tie into abutments*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural/agricultural

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *Yes Champion Bridge Co. Wilmington O.*	
Construction Date: *1901*	Source: *KYDOT Records*
Designer:	Builder: *CHAMPION BRIDGE CO. WILMINGTON O*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

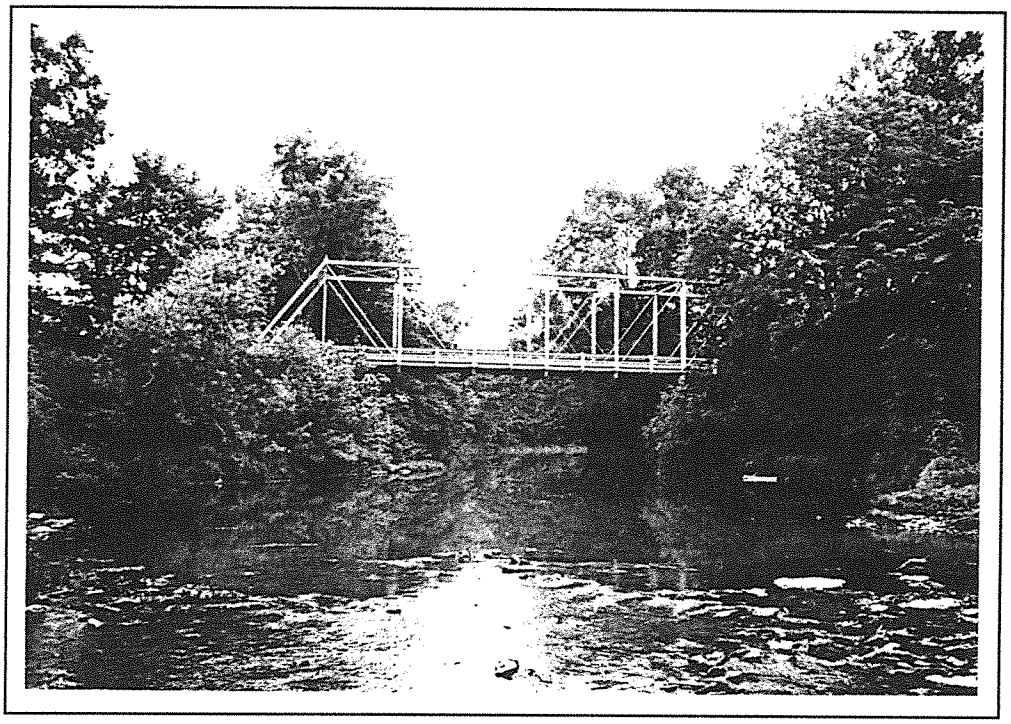
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/21-29	*13664;21935;;*



Bourbon 9-3364-B56 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-3364-B00057*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *3364*	Road Name: *STONY POINT ROAD*	
Spanning: *STONER CREEK*		
Location Description: *.2 MI SW OF JCT US 460*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *115*	Width (assumed decimal):*131*	Connection: *PIN*
General Description: *1-111 FT STEEL PIN-CONNCTD TRUS -BUILT 1881 B2A*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone blocks w/poured concrete caps*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*10*
Other: *Stone walls tie to abutment at SW corner*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural. Old water-inlet works W SW corner. Homes nearby

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Yes Champion Bridge Co. Wilmington, O.*	
Construction Date: *1881*	Source: *KYDOT Records*
Designer:	Builder: *CHAMPION BRIDGE CO. WILMINGTON, O*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

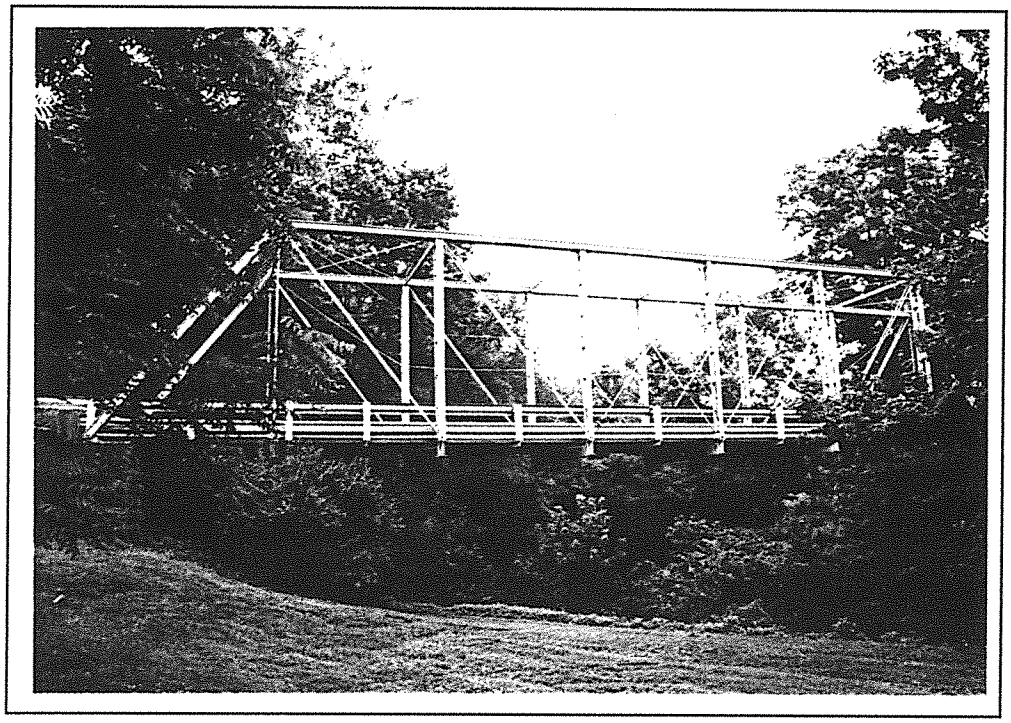
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/30-37	*13665;21935;;*



Bourbon 9-3364-B57 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *9-5016-B00050*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Bourbon*		City:
Route: *5016*	Road Name: COLVILLE RD	
Spanning: HINKSTON CREEK		
Location Description: 1 MI N OF JCT KY 1893		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Timber*	Subtype 2:
Overall Length: *128*	Width (assumed decimal):*132*	Connection:
General Description:*1- 120 FT COVERED TIMBER THRU TRUSSBUILT 1870*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *timber*	Abutments: *Concrete*	Piers: *Concrete & wood*
Railings:	Lighting:	Estimated Remaining Life (years):*5*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1870*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

4 extant bridges of this type.

2 extant bridges of this type built during this period.

extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

GENERAL HIGHWAY MAP

BOYD COUNTY

KENTUCKY

PREPARED BY THE

KENTUCKY TRANSPORTATION CABINET

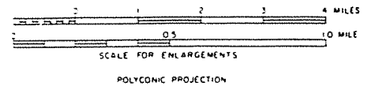
DEPARTMENT OF HIGHWAYS

DIVISION OF PLANNING

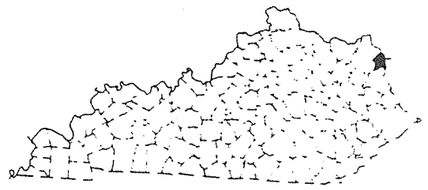
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION



POLYCONIC PROJECTION



N

■ 1996 SURVEY

● 1982/1988 SURVEY

BOYD COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
	#95	10	Boyd	235	B00040	9	Appalachian	1930	truss	2
Y		10	Boyd	0003	B00005	9	Appalachian	1923	T Beam	8
Y		10	Boyd	0003	B00007	9	Appalachian	1923	T Beam	8
Y		10	Boyd	0003	B00043	9	Appalachian	1923	T Beam	8
		10	Boyd	0060	B00018	9	Appalachian	1948	T Beam	8
		10	Boyd	0752	B00034	9	Appalachian	1930	T Beam	8
		10	Boyd	1035	C00002	9	Appalachian	1930	girder	8
		10	Boyd	1035	C00003	9	Appalachian	1940	girder	8
		10	Boyd	1141	C00006	9	Appalachian	1930	T Beam	8
		10	Boyd	1215	C00007	9	Appalachian	1930	girder	8
		10	Boyd	1232	C00009	9	Appalachian	1930	slab	8
		10	Boyd	1274	C00011	9	Appalachian	1930	girder	8
	Y	10	Boyd	1274	C00012	9	Appalachian	1930	arch-concrete	8
		10	Boyd	1288	C00018	9	Appalachian	1930	girder	8
	Y	10	Boyd	1291	C00019	9	Appalachian	1921	truss	
	Y	10	Boyd	1338	C00025	9	Appalachian	0	girder	8
	Y	10	Boyd	1355	C00024	9	Appalachian	1921	truss	7
Y		10	Boyd	3291	B00059	9	Appalachian	1923	T Beam	8
		10	Boyd	3294	B00060	9	Appalachian	1930	girder	8
		10	Boyd	9999	C00028	9	Appalachian	1930	girder	8
		20	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-0003-B00005*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *0003*	Road Name: *US 23-MAVITY-BOLTSFORK*	
Spanning: *LAUREL CREEK*		
Location Description: *.001 MI SW JCT KY 180*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1: -	Subtype 2:
Overall Length: *44*	Width (assumed decimal):*200*	Connection:
General Description: *1-40 FT R.C.D.G. SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/agricultural in bottoms, wooded hills, sparse houses, churches.		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1923*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

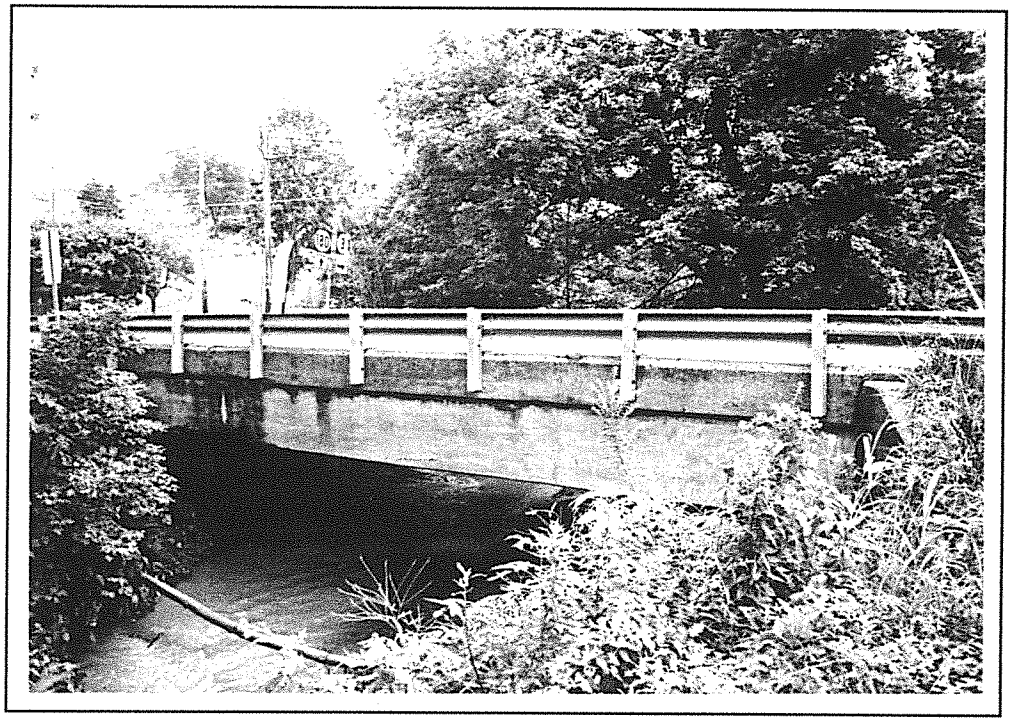
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/34-36	*1139:::*



Boyd 10-3-B5 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-0003-B00007*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *0003*	Road Name: *US 23-MAVITY-BOLTSFORK-LOUISA*	
Spanning: *BOLTS FORK*		
Location Description: *ON LAWRENCE - BOYD CL*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *43*	Width (assumed decimal):*200*	Connection:
General Description: *1-40 FT R.C.D.G. SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*4*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/agricultural with late 19th century houses.		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1923*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

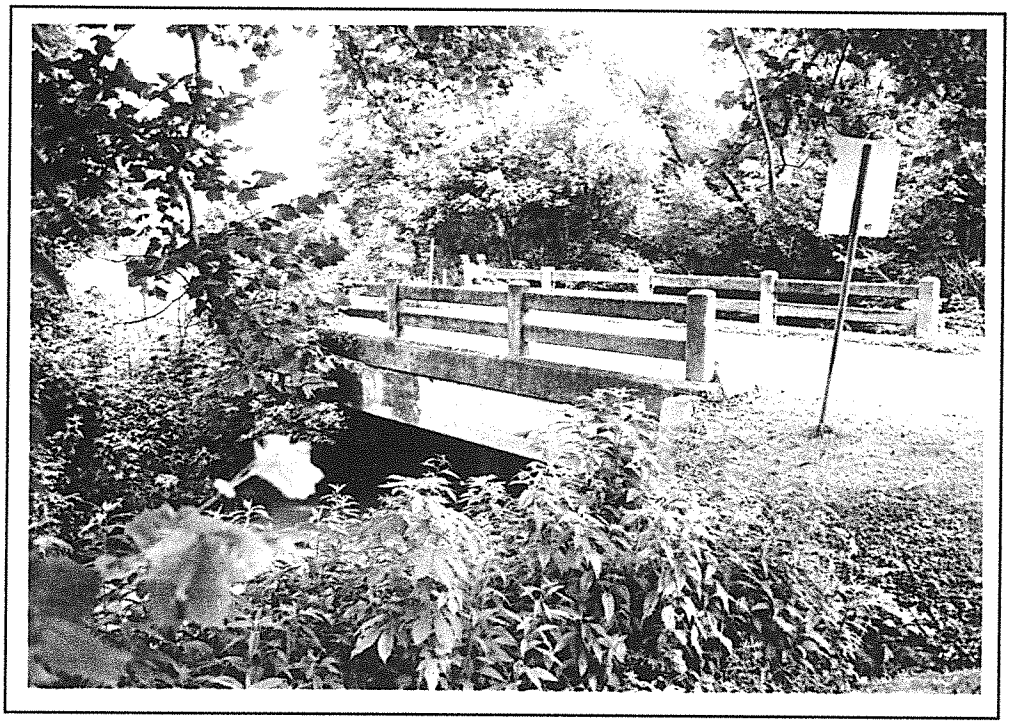
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/37-40	*1139;:;*



Boyd 10-3-B7 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-235-B00040*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City: Ashland
Route: *235*	Road Name: ASHLAND-COAL GROVE OHIO	
Spanning: OHIO RIVER CSX RR		
Location Description: OHIO RIVER BRIDGE-ASHLAND		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Cantilever*	Subtype 2: *Warren Through*
Overall Length: *2278*	Width (assumed decimal):*220*	Connection:*rivets*
General Description:*(3-31'CONT)1-72'P5 (5-31'CONT)STEEL I-BEAM SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *concrete, steel*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*43*
Other:		
IV. MODIFICATION/CONDITION		
Major rehab 1974		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge: *Ben M. Williamson, Jr. Bridge*		
Bridge Plate Inscription: *The Ben M. Williamson, Jr. Bridge. Erected and named for him in appreciation for his public service to the Commonwealth of Kentucky. 1950.*		
Construction Date: *1930*	Source: *KYDOT records*	
Designer:	Builder: *Mt. Vernon Bridge Company, Mt. Vernon, OH.*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.	99 extant bridges of this type built during this period.
137 extant bridges built in this region.	*6* extant bridges of this truss sub-type.
227 extant bridges of this type.	*4* extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

Named for Ben M. Williamson, Jr., a Kentucky governor in the 1940s.

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	09757;10391;15773;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-0003-B00043*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *0003*	Road Name: *US 23-MAVITY-BOLTSFORK*	
Spanning: *LAUREL CREEK*		
Location Description: *.65 MI N.E. OF JCT KY 180*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *24*	Width (assumed decimal):*190*	Connection:
General Description: *1-20 FT RCDG SPAN-45 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/agricultural in bottoms, wooded hills		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1923*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

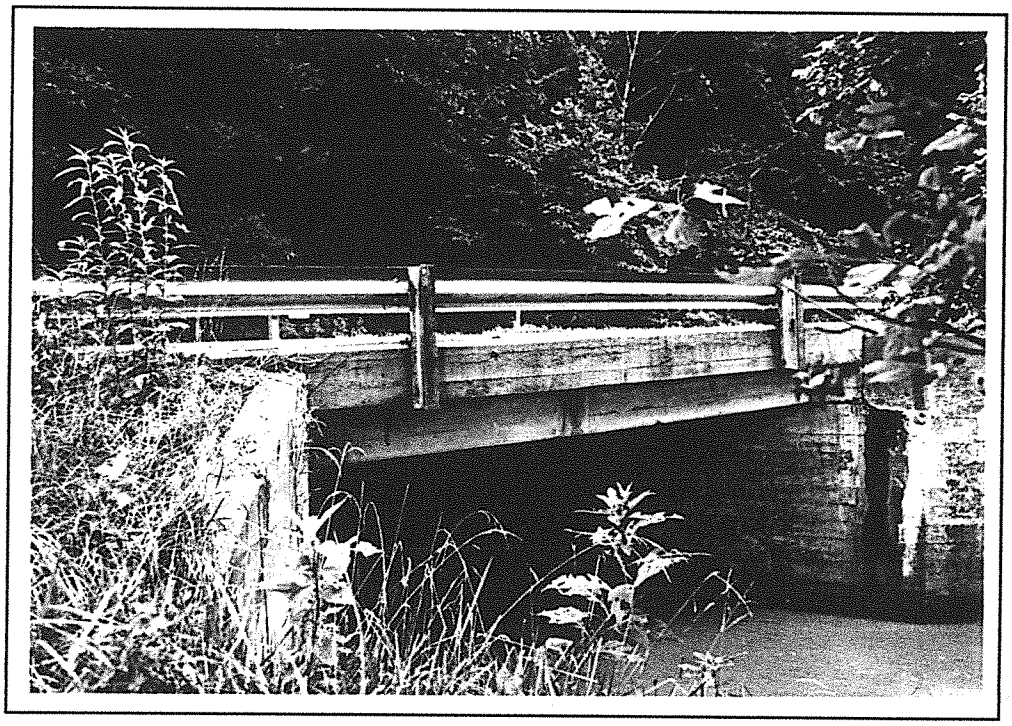
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/29-33	*G--37:::*



Boyd 10-3-B43 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-1274-C00012*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *1274*	Road Name: *CLAYS JACK FORK ROAD*	
Spanning: *E.FK.LITTLE SANDY RVR*		
Location Description: *.1 MI W OF JCT KY 3*		
II. DESIGN INFORMATION		
Main Type: *arch-concrete*	Subtype 1: *deck*	Subtype 2:
Overall Length: *48*	Width (assumed decimal):*160*	Connection:
General Description: *46' SPAN CONCRETE ARCH*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*14*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1930*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

32 extant bridges of this type.

16 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...



Boyd 10-1274-C12

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-1291-C00019*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *1291*	Road Name: *OLD WILLIAMS CRK RD @PRINCESS*	
Spanning: *WILLIAMS CREEK*		
Location Description: *.1 MI W OF JCT KY 5*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *85*	Width (assumed decimal):*188*	Connection: *Rivet*
General Description: *80.4' SPAN STEEL PONY TRUSS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: _
Railings:	Lighting:	Estimated Remaining Life (years):*0*
Other:		
IV. MODIFICATION/CONDITION		
Signed and barricaded		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1921*	Source: *KYDOT Records*	
Designer:	Builder: *Vincennes Bridge Co., Vincennes, Ind.*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-1338-C00025*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *1338*	Road Name: *OLD MEADS-ROCKDALE ROAD*	
Spanning: *SHOPE CREEK*		
Location Description: *.05 MI SW OF JCT KY 538*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *31*	Width (assumed decimal):*171*	Connection:
General Description: *27' SPAN STEEL BEAMS ENCASED IN CONCRETE*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*4*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *0*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

61 extant bridges of this type.

26 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *10-3291-B00059*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Boyd*		City:
Route: *3291*	Road Name: *OLD CANNONSBURG-ASHLAND ROAD*	
Spanning: *MARSH RUN*		
Location Description: *.1 MI N OF JCT CR 5001*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *45*	Width (assumed decimal):*202*	Connection:
General Description: *40' SPAN CONCRETE TEE BEAMS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Poured concrete*	Piers: *None*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*14*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Semi-rural-urban-industry, church - no agriculture

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1923*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

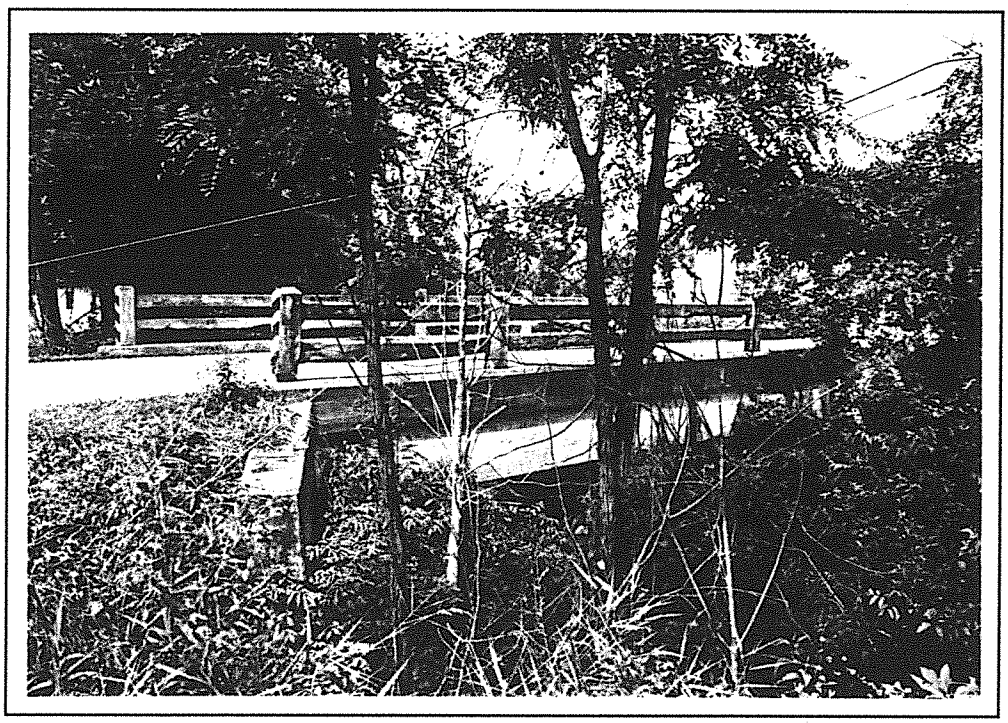
KYDOT records

X. NATIONAL REGISTER STATUS

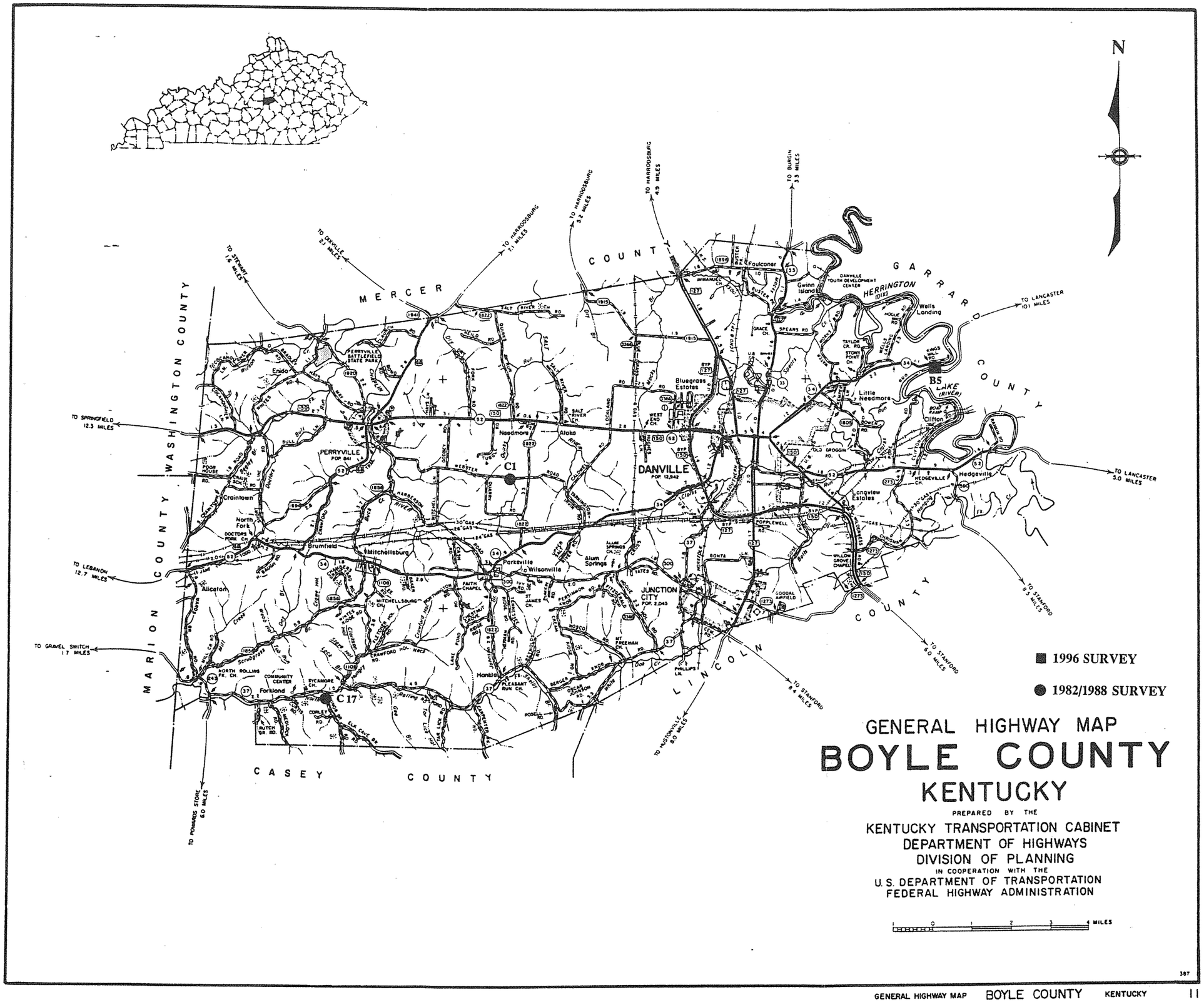
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/24-28	*01139:::*



Boyd 10-3291-B59 1996



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

1 0 1 2 3 4 MILES

387

BOYLE COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		11	Boyle	0068	B00017	7	Bluegrass	1935	girder	8
		11	Boyle	0068	B00042	7	Bluegrass	1934	T Beam	8
		11	Boyle	0150	B00012	7	Bluegrass	1926	T Beam	8
		11	Boyle	0150	B00013	7	Bluegrass	1928	T Beam	8
		11	Boyle	0150	B00014	7	Bluegrass	1926	T Beam	8
		11	Boyle	0150	B00043	7	Bluegrass	1949	girder	8
		11	Boyle	0590	B00008	7	Bluegrass	1941	T Beam	8
	Y	11	Boyle	1002	C00001	7	Bluegrass	1930	truss	8
		11	Boyle	1218	C00009	7	Bluegrass	1930	girder	8
	Y	11	Boyle	1227	C00017	7	Bluegrass	1930	truss	
		11	Boyle	1230	C00020	7	Bluegrass	1930	girder	8
		11	Boyle	1231	C00021	7	Bluegrass	1935	girder	8
		11	Boyle	1305	C00026	7	Bluegrass	1935	slab	8
		11	Boyle	1315	C00029	7	Bluegrass	1930	girder	8
		11	Boyle	1318	C00031	7	Bluegrass	1930	girder	8
		11	Boyle	1915	B00041	7	Bluegrass	1936	girder	8
Y		11	Boyle	3042	B00005	7	Bluegrass	1924	truss	8
		11	Boyle	5038	RR0601	7	Bluegrass	1935	girder	8
		11	Boyle	5205	C00060	7	Bluegrass	1930	slab	8
		11	Boyle	5303	C00034	7	Bluegrass	1937	slab	8
		11	Boyle	5318	C00038	7	Bluegrass	1930	girder	8
		21	Grand Count							

The contest is based on the efficiency of venereal clinics, health education, reporting of cases, completion of treatments and many other factors, Dr. Leavell said.

a disorderly conduct charge.

At 423 W. Broadway, Wilbur Lee Majors, 32, was arrested on a charge of setting up and operating a game of chance. Police said he operated a dice game.

pital. The others injured fatally were Clarence Whaley, 56, retired Bourbon County farmer, and Mrs. E. B. Ayres, Jr., Hillsboro, Ohio. Three other persons were reported recovering of hurts suf-

2723 S. 3d, was arrested at 3d and M on charges of drunkenness in a public place and hit-run and reckless driving after his car figured in a minor accident at 3d and Kenton.

Five Covered Bridges, Still In Use, Contrast Oddly With New Spans

Most Notable Is Cynthiana's

By ALLAN M. TROUT

The Courier-Journal Frankfort Bureau.

Frankfort, Ky., April 13.—That Kentucky is an everlasting land of contrasts has been demonstrated anew by five old covered bridges that are surviving a multi-million-dollar bridge construction program for 1941.

There may be more of these old timber spans still in use, but Chief Bridge Engineer H. R. Creal of the Highway Department can locate only five of them.

Perhaps the most notable of the old spans is across South Fork of the Licking River at Cynthiana, on U. S. 62. There is another across the main stream of Licking River at Sherburne, on State Route 11 between Sharpsburg and Flemingsburg. There is another covered bridge on Road 11 at Wedonia, between Flemingsburg and Maysville.

Most Are In Good Shape.

The fourth span is at Germantown, between Maysville and Brooksville. The last is across Eagle Creek at Sanders, on Road 47 between Ghent and New Liberty.

"We've had to prop the Eagle Creek bridge up," Creal said, "but the others are still in good shape. They seem to be serving local traffic well enough."

These old bridges of yellow poplar are truly a link between old Kentucky and new Kentucky. Many of them were built before the War Between the States. Any one of the old spans is indeed a humble contrast with the spectacular $650,000 bridge that will span the Kentucky River at Clays Ferry from bluff to bluff, 280 feet above normal water level.

Many Built By Wernwag.

Kentucky was dotted with covered bridges two decades ago. They were stoutly built of truss and arch design, with heavy oak flooring and poplar beams. They rested on piers and abutments of native stone masonry. Many of them were built by Wernwag, a noted bridge builder of the first half of the last century. Original construction costs were not more than $300 in many instances, and the upkeep was ridiculously low.

They were covered, Creal explained, to protect the timbers from alternate wetting and drying. This protection, plus the natural lightness and strength of poplar timber, was the secret behind the long lives of the bridges, he said.

Strangely enough, the engineer continued, the protective covering was the first part of the old spans that had to be sacrificed with the advent of motor traffic.

Covering Torn Off.

"Automobiles and trucks were so much heavier than horse and wagon traffic that we first had to tear down the covering to lighten the gross weight," he said. "Later on we began to replace them with concrete and iron bridges as fast as we could."

The most recent replacements were three covered spans on the Paris-Winchester Road two years ago; one at Forks of Elkhorn, and two on U. S. 60 between Frankfort and Louisville a few years ago. Only one of the U. S. 60 bridges, however, was covered. That was the one over Benson Creek at Graefensburg. The other, over Big Bullskin, five miles west of Shelbyville, was a wood-and-iron replacement of an earlier all-wooden span.

There are no immediate plans afoot, Creal said, to replace the covered bridges remaining in use. They are in fairly good shape, he said, to accommodate the light traffic that uses them.

Covered bridges were linked intimately with early Kentucky history. They often served as mustering points for soldiers during the War Between the States. Morgan's men and Union troops fought the Battle of Cynthiana on July 18, 1862, around the old bridge that still stands on the outskirts of the town. The bed of Licking River under it even now yields souvenirs of the engagement when the water runs low during hot weather.

Old-time camp meetings, barbecues, picnics and all-day gatherings often were held on campgrounds in the vicinity of covered bridges. The spans were favorite spots for posting public auction notices and advertising dodgers because all travelers were sure to see them. A circus poster nearly 100 years old was found tacked inside one of the old bridges torn down two years ago between Paris and Winchester.

Give Shelter From Rain.

The covered bridges provided welcome shelter to horse-drawn travelers caught in rainstorms. Neighborhood boys found the old bridges a constant source of delightful adventure, both in winter and summer. The waters underneath were always good for fishing, and the best swimming holes usually were not far away. The bridges were cool in summer and warm in winter.

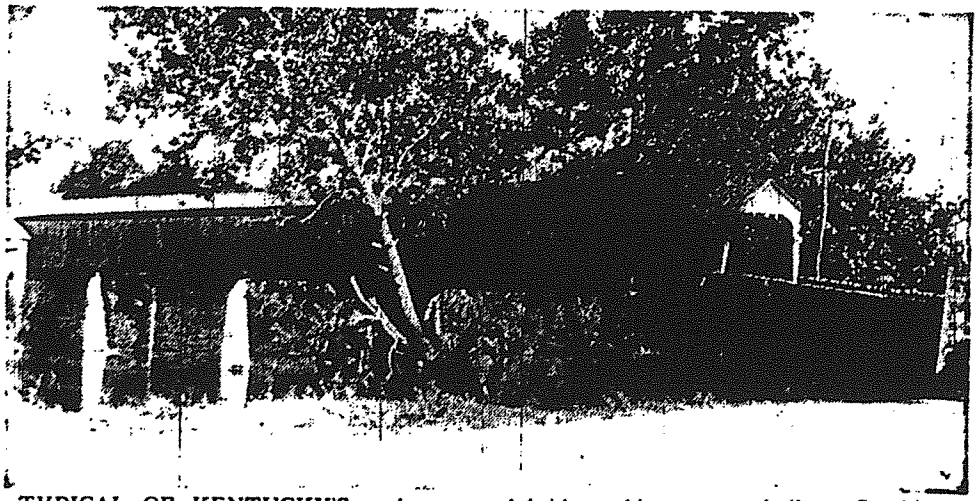
Ever an attraction for artists, most of Kentucky's famous old wooden spans have been preserved in paintings and sketches. They were a favorite subject for Paul Sawyer, the noted Kentucky landscape artist.

Concrete to Replace Boyle Covered Span

Special to The Courier-Journal.

Danville, Ky., April 13.—A new concrete bridge will be erected this year to replace the old covered bridge that spans Hanging Fork Creek on the Boyle-Lincoln County line, one of the oldest covered spans in the State, which will be torn down. Boyle County and the W.P.A. will co-operate in the project.

11-590-B8



TYPICAL OF KENTUCKY'S early covered bridges, this one was built at Cynthiana about 1834. (From an old photograph.)

Courier Journal April 14 1941 Sec. 2 Pg 1 Col 1-4

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *11-1002-C00001*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Boyle*		City:
Route: *1002*	Road Name: *WEBSTER ROAD*	
Spanning: *QUIRKS RUN*		
Location Description: *.5 MI W OF JCT KY 1822*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *71*	Width (assumed decimal): *137*	Connection: *Pin*
General Description: *SINGLE SPAN (66') TRUSS WITH CORR. METAL FLOOR*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *5*
Other:		
IV. MODIFICATION/CONDITION		
New stringers, and abutments 1990.		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge: *Quirks Run Bridge*		
Bridge Plate Inscription:		
Construction Date: *1930*	Source: *Bridge Plate*	
Designer:	Builder: *Champion Bridge Company*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

10 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *11-1227-C00017*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Boyle*		City:
Route: *1227*	Road Name: *MINORS BRANCH ROAD*	
Spanning: *N.ROLLING FK. RIVER*		
Location Description: *75' S OF JCT KY 37*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *92*	Width (assumed decimal): *115*	Connection: *Rivet*
General Description: *SINGLE SPAN (90') PONY TRUSS B2B*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *8*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1930*	Source: *1988 survey*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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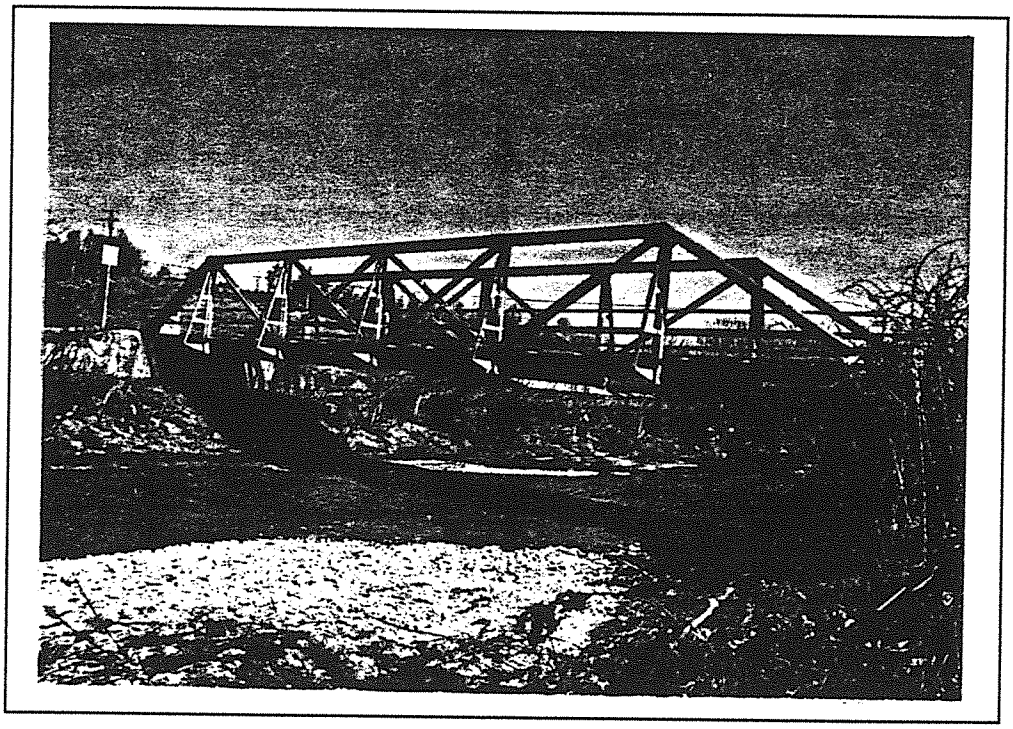


Boyle 11-1227-C17

The contest is based on the efficiency of venereal clinics, health education, reporting of cases, completion of treatments and many other factors, Dr. Leavell said.

a disorderly conduct charge.

At 423 W. Broadway, Wilbur Lee Majors, 32, was arrested on a charge of setting up and operating a game of chance. Police said he operated a dice game.

pital. The others injured fatally were Clarence Whaley, 56, retired Bourbon County farmer, and Mrs. E. B. Ayres, Jr., Hillsboro, Ohio. Three other persons were reported recovering of hurts suf-

2723 S. 3d, was arrested at 3d and M on charges of drunkenness in a public place and hit-run and reckless driving after his car figured in a minor accident at 3d and Kenton.

Five Covered Bridges, Still In Use, Contrast Oddly With New Spans

Most Notable Is Cynthiana's

By ALLAN M. TROUT

The Courier-Journal Frankfort Bureau.

Frankfort, Ky., April 13.—That Kentucky is an everlasting land of contrasts has been demonstrated anew by five old-covered bridges that are surviving a multi-million-dollar bridge construction program for 1941.

There may be more of these old timber spans still in use, but Chief Bridge Engineer H. R. Creal of the Highway Department can locate only five of them.

Perhaps the most notable of the old spans is across South Fork of the Licking River at Cynthiana, on U. S. 62. There is another across the main stream of Licking River at Sherburne, on State Route 11 between Sharpsburg and Flemingsburg. There is another covered bridge on Road 11 at Wedonia, between Flemingsburg and Maysville.

Most Are In Good Shape.

The fourth span is at Germantown, between Maysville and Brooksville. The last is across Eagle Creek at Sanders, on Road 47 between Ghent and New Liberty.

"We've had to prop the Eagle Creek bridge up," Creal said, "but the others are still in good shape. They seem to be serving local traffic well enough."

These old bridges of yellow poplar are truly a link between old Kentucky and new Kentucky. Many of them were built before the War Between the States. Any one of the old spans is indeed a humble contrast with the spectacular $650,000 bridge that will span the Kentucky River at Clays Ferry from bluff to bluff, 280 feet above normal water level.

Many Built By Wernwag.

Kentucky was dotted with covered bridges two decades ago. They were stoutly built of truss and arch design, with heavy oak flooring and poplar beams. They rested on piers and abutments of native stone masonry. Many of them were built by Wernwag, a noted bridge builder of the first half of the last century. Original construction costs were not more than $300 in many instances, and the upkeep was ridiculously low.

They were covered, Creal explained, to protect the timbers from alternate wetting and drying. This protection, plus the natural lightness and strength of poplar timber, was the secret behind the long lives of the bridges, he said.

Strangely enough, the engineer continued, the protective covering was the first part of the old spans that had to be sacrificed with the advent of motor traffic.

Covering Torn Off.

"Automobiles and trucks were so much heavier than horse and wagon traffic that we first had to tear down the covering to lighten the gross weight," he said. "Later on we began to replace them with concrete and iron bridges as fast as we could."

The most recent replacements were three covered spans on the Paris-Winchester Road two years ago; one at Forks of Elkhorn, and two on U. S. 60 between Frankfort and Louisville a few years ago. Only one of the U. S. 60 bridges, however, was covered. That was the one over Benson Creek at Graefensburg. The other, over Big Bullskin, five miles west of Shelbyville, was a wood-and-iron replacement of an earlier all-wooden span.

There are no immediate plans afoot, Creal said, to replace the covered bridges remaining in use. They are in fairly good shape, he said, to accommodate the light traffic that uses them.

Covered bridges were linked intimately with early Kentucky history. They often served as mustering points for soldiers during the War Between the States. Morgan's men and Union troops fought the Battle of Cynthiana on July 18, 1862, around the old bridge that still stands on the outskirts of the town. The bed of Licking River under it even now yields souvenirs of the engagement when the water runs low during hot weather.

Old-time camp meetings, barbecues, picnics and all-day gatherings often were held on campgrounds in the vicinity of covered bridges. The spans were favorite spots for posting public auction notices and advertising dodgers because all travelers were sure to see them. A circus poster nearly 100 years old was found tacked inside one of the old bridges torn down two years ago between Paris and Winchester.

Give Shelter From Rain.

The covered bridges provided welcome shelter to horse-drawn travelers caught in rainstorms. Neighborhood boys found the old bridges a constant source of delightful adventure, both in winter and summer. The waters underneath were always good for fishing, and the best swimming holes usually were not far away. The bridges were cool in summer and warm in winter.

Ever an attraction for artists, most of Kentucky's famous old wooden spans have been preserved in paintings and sketches. They were a favorite subject for Paul Sawyer, the noted Kentucky landscape artist.

Concrete to Replace Boyle Covered Span

Special to The Courier-Journal.

Danville, Ky., April 13.—A new concrete bridge will be erected this year to replace the old covered bridge that spans Hanging Fork Creek on the Boyle-Lincoln County line, one of the oldest covered spans in the State, which will be torn down. Boyle County and the W.P.A. will co-operate in the project.

11-590 - BB



TYPICAL OF KENTUCKY'S early covered bridges, this one was built at Cynthiana about 1834. (From an old photograph.)

Courier Journal April 14 1941 Sec. 2 Pg 1 Col 1-4

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *11-3042-B00005*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Boyle*		City:
Route: *3042*	Road Name: *DANVILLE-LANCASTER*	
Spanning: *DIX RVR-HERRINGTON LAKE*		
Location Description: *ON GARRARD - BOYLE CL*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Baltimore*	Subtype 2:
Overall Length: *547*	Width (assumed decimal):*200*	Connection: *Rivet*
General Description: *1-240 FT & 2-150 FT STEEL THRU TRUSS SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete on approach*	Lighting: *None*	Estimated Remaining Life (years):*5*
Other:		
IV. MODIFICATION/CONDITION		
Major rehab 1961.		
V. ENVIRONMENT (describe)		
Rural/residential		
VI. HISTORICAL BACKGROUND		
Name of Bridge: *CHENAULT (PLANS & ROAD)*		
Bridge Plate Inscription: *Yes FK Ketler Co. Chicago, Ill*		
Construction Date: *1924*	Source: *KYDOT Records*	
Designer:	Builder: *FK KETLER CO. CHICAGO, ILL*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

2 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

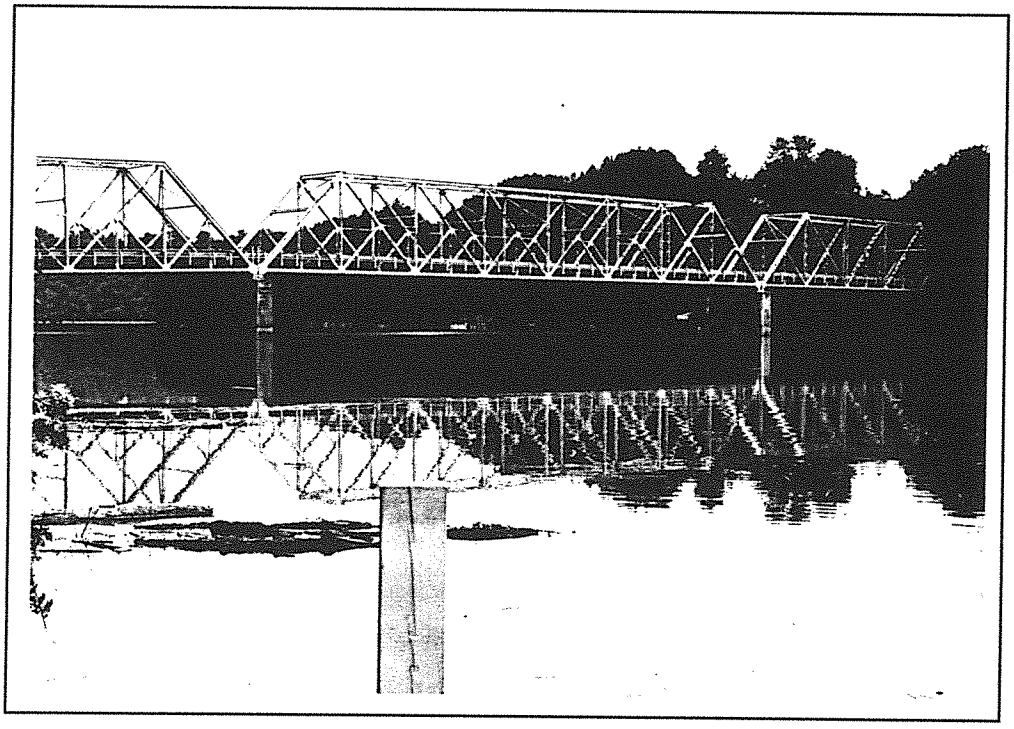
KYDOT records

X. NATIONAL REGISTER STATUS

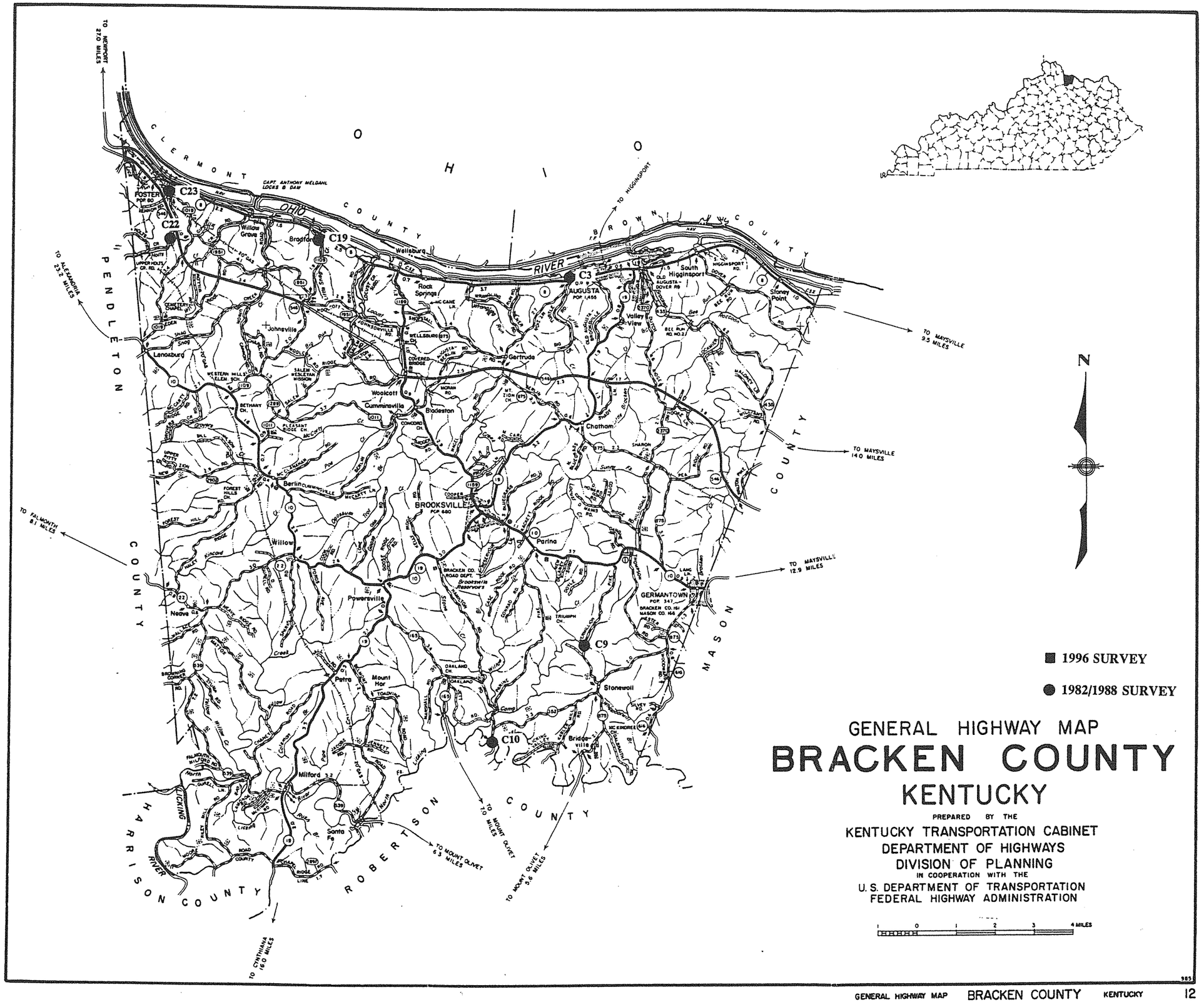
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/18-23	*09197;10705;11173;18455*



Boyle 11-3042-B5 1996



GENERAL HIGHWAY MAP
BRACKEN 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

0 1 2 3 4 MILES

985

BRACKEN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		12	Bracken	0019	B00003	6	Bluegrass	1935	T Beam	8
	#28	12	Bracken	1012	C00003	6	Bluegrass	1890	Arch	9
	Y	12	Bracken	1110	C00009	6	Bluegrass	1920	truss-thru	9
	Y	12	Bracken	1116	C00010	6	Bluegrass	1925	truss	8
	Y	12	Bracken	1307	C00019	6	Bluegrass	1920	truss	3
	Y	12	Bracken	1319	C00022	6	Bluegrass	1940	truss	8
	#86	12	Bracken	1321	C00023	6	Bluegrass	1883	truss	2
		7	Grand Count							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *12-1116-C00010*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Bracken*		City:
Route: *1116*	Road Name: *PARINE PIKE*	
Spanning: *NO. FK. LICKING RIVER*		
Location Description: *@ ROBERTSON CO. LINE*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *111*	Width (assumed decimal): *129*	Connection: *Pin*
General Description: *ONE-108.5' STEEL THRU TRUSS SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1925*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *12-1307-C00019*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Bracken*		City:
Route: *1307*	Road Name: LITTLE SNAG CREEK ROAD	
Spanning: LITTLE SNAG CREEK		
Location Description: BTWN KY 8 & KY 1109		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *44*	Width (assumed decimal):*118*	Connection:*Pin*
General Description:*39.3' STEEL PONY TRUSS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*0*
Other:		
IV. MODIFICATION/CONDITION		
Closed and barricaded since 1987.		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1920*	Source: *KYDOT Records*	
Designer:	Builder: *Champion Bridge Comapny*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

10 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *12-1319-C00022*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Bracken*		City:
Route: *1319*	Road Name: *HOLTS CREEK ROAD*	
Spanning: *HOLTS CREEK*		
Location Description: *1.4 MI S OF JCT KY 1019*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *83*	Width (assumed decimal): *128*	Connection: *Rivet*
General Description: *52.5' STEEL PONY TRUSS WITH 23' STEEL STRINGER SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1940*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *12-1321-C00023*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Bracken*		City:
Route: *1321*	Road Name: OLD CARNTOWN-FOSTER ROAD	
Spanning: HOLTS CREEK		
Location Description: .1 MI W OF JCT KY 1019		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *106*	Width (assumed decimal):*114*	Connection:*pin*
General Description:*1-102.55'STEEL THRY TRUSS-BLT 1883*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *possible wrought iron*	Abutments: *cut stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*0*
Other: decorative finials		

IV. MODIFICATION/CONDITION
Closed to all traffic

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *1883. King Iron Bridge Co., Cleveland, O.*	
Construction Date: *1883*	Source: *Bridge Plate*
Designer:	Builder: *King Iron Bridge Company, Cleveland, OH.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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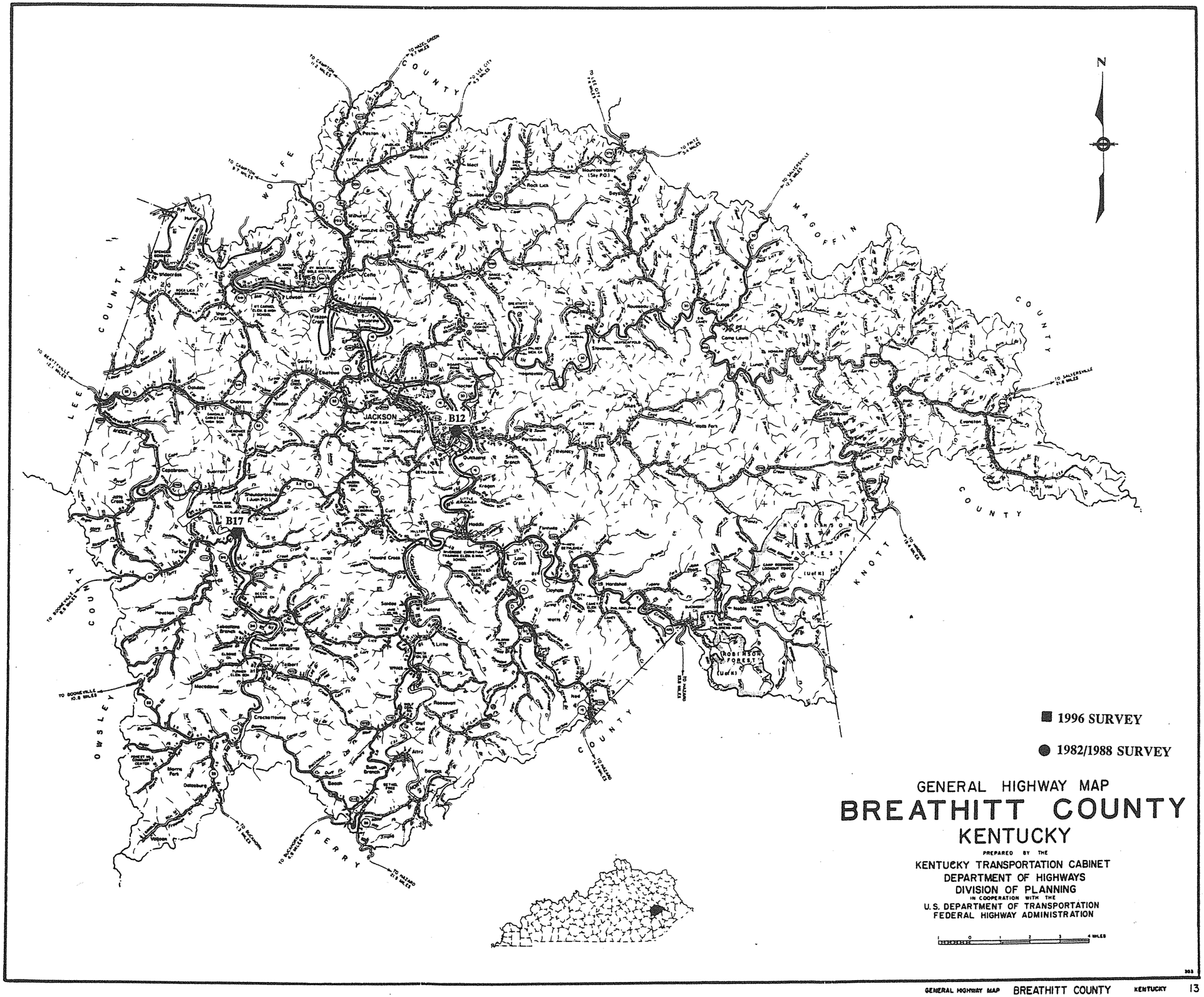


GENERAL HIGHWAY MAP

BREATHITT 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

BREATHITT COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		13	Breathitt	0030	B00010	10	Appalachian	1932	T Beam	8
		13	Breathitt	0030	B00015	10	Appalachian	1932	T Beam	8
	Y	13	Breathitt	0030	B00017	10	Appalachian	1935	truss	8
		13	Breathitt	0030	B00018	10	Appalachian	1938	T Beam	8
		13	Breathitt	0205	B00003	10	Appalachian	1925	T Beam	8
		13	Breathitt	0205	B00004	10	Appalachian	1925	T Beam	8
		13	Breathitt	0205	B00005	10	Appalachian	1925	T Beam	8
		13	Breathitt	0476	B00013	10	Appalachian	1928	T Beam	8
		13	Breathitt	1111	C00011	10	Appalachian	1948	girder	8
		13	Breathitt	1230	C00023	10	Appalachian	1930	slab	8
		13	Breathitt	1375	C00032	10	Appalachian	1935	girder	8
		13	Breathitt	1379	C00033	10	Appalachian	1940	girder	8
		13	Breathitt	1812	B00002	10	Appalachian	1925	T Beam	8
		13	Breathitt	1812	B00006	10	Appalachian	1925	T Beam	8
		13	Breathitt	1812	B00007	10	Appalachian	1925	T Beam	8
		13	Breathitt	1812	B00008	10	Appalachian	1939	girder	8
	Y	13	Breathitt	1812	B00012	10	Appalachian	1929	truss	
		13	Breathitt	2469	B00070	10	Appalachian	1935	girder	8
		18	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *13-0030-B00017*

I. LOCATION		
District: *10*	Cultural Region: *Appalachian*	
County: *Breathitt*		City:
Route: *0030*	Road Name: *JACKSON-BOONEVILLE*	
Spanning: *MIDDLE FK KENTUCKY RIVER*		
Location Description: *.10 MI EAST OF JCT KY 315*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *331*	Width (assumed decimal):*210*	Connection: *Rivet*
General Description: *1-30 FT, 1-50 FT R.C.D.G. & 2-120 FT STEEL THRU TRUSS S*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1935*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

5 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	06415;08282;;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *13-1812-B00012*

I. LOCATION		
District: *10*	Cultural Region: *Appalachian*	
County: *Breathitt*		City:
Route: *1812*	Road Name: *JACKSON-HAZARD*	
Spanning: *QUICKSAND CREEK*		
Location Description: *.1 MI W OF S-JCT KY 15*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *204*	Width (assumed decimal):*197*	Connection: *Rivet*
General Description: *2-100 FT STEEL PONY TRUSS SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings:	Lighting:	Estimated Remaining Life (years):*2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1929*	Source: *Bridge Plate*	
Designer: *Commonwealth of Kentucky*	Builder: *KDOH*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	03458:::

GENERAL HIGHWAY MAP

BRECKINRIDGE 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

0 1 2 3 4 MILES

N

C1

B50

C30

C28

■ 1996 SURVEY

● 1982/1988 SURVEY

BRECKINRIDGE COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
	Y	14	Breckinridge	060X	B00050	4	Pennyrile	1922	truss	8
		14	Breckinridge	0690	B00023	4	Pennyrile	1949	T Beam	8
		14	Breckinridge	0992	B00011	4	Pennyrile	1923	T Beam	9
	Y	14	Breckinridge	1020	C00001	4	Pennyrile	1940	truss	8
		14	Breckinridge	1072	C00006	4	Pennyrile	1920	girder	8
		14	Breckinridge	1355	C00035	4	Pennyrile	1948	girder	8
		14	Breckinridge	1411	C00039	4	Pennyrile	1925	girder	8
		14	Breckinridge	1459	C00044	4	Pennyrile	1940	girder	8
		14	Breckinridge	5312	C00019	4	Pennyrile	1930	girder	8
		14	Breckinridge	5312	C00022	4	Pennyrile	1930	girder	8
		14	Breckinridge	5312	C00023	4	Pennyrile	1930	girder	8
		14	Breckinridge	5312	C00024	4	Pennyrile	1930	girder	8
		14	Breckinridge	5312	C00025	4	Pennyrile	1930	girder	8
Y		14	Breckinridge	5312	C00028	4	Pennyrile	1940	girder	8
Y		14	Breckinridge	5312	C00030	4	Pennyrile	1940	girder	8
		14	Breckinridge	5312	C00031	4	Pennyrile	1930	girder	8
		14	Breckinridge	5312	C00032	4	Pennyrile	1930	girder	8
		14	Breckinridge	5330	C00018	4	Pennyrile	1936	girder	8
		18	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *14-060X-B00050*

I. LOCATION		
District: *4*	Cultural Region: *Pennyrile*	
County: *Breckinridge*		City: *Cloverport*
Route: *060X*	Road Name: *LOUISVILLE-PADUCAH*	
Spanning: *CLOVER CREEK*		
Location Description: *E-JCT KY105 IN CLOVERPORT*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pennsylvania Petit*	Subtype 2:
Overall Length: *253*	Width (assumed decimal):*186*	Connection: *Rivet*
General Description: *1-250 FT STEEL THROUGH SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*8*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge: *Clover Creek Bridge*		
Bridge Plate Inscription:		
Construction Date: *1922*	Source: *KYDOT Records*	
Designer: *Pan-Am*	Builder: *Pan-Am*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

99 extant bridges of this type built during this period.

90 extant bridges built in this region.

6 extant bridges of this truss sub-type.

227 extant bridges of this type.

4 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	08718:::

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *14-1020-C00001*

I. LOCATION		
District: *4*	Cultural Region: *Pennyrile*	
County: *Breckinridge*		City:
Route: *1020*	Road Name: *DENTS BRIDGE-ROSETTA RD*	
Spanning: *TRIB OF SINKING CREEK*		
Location Description: *2.1 MI SW OF JCT KY 333*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *49*	Width (assumed decimal):*118*	Connection: *Rivet*
General Description: *1-49.2 FT SPAN STEEL PONY TRUSS WITH TIMBER DECK*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		
IV. MODIFICATION/CONDITION		
New timber deck 1991.		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1940*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

90 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *14-5312-C00028*

I. LOCATION		
District: *4*	Cultural Region: *Pennyrile*	
County: *Breckinridge*		City:
Route: *5312*	Road Name: *OLD RAILROAD ROAD*	
Spanning: *HARRIS FORK*		
Location Description: *2.8 MI W OF JCT KY 629*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *120*	Width (assumed decimal):*118*	Connection:
General Description: *10-UNEQUAL SPANS TIMBER BEAM WITH TIMBER DECK*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *timber*	Abutments: *Timber*	Piers: *Wood*
Railings: *None*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Outside edge of deck has timbers clad in sheet metal*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural, pastoral, isolated, lettle traffic

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1940*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

90 extant bridges built in this region.

61 extant bridges of this type.

26 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

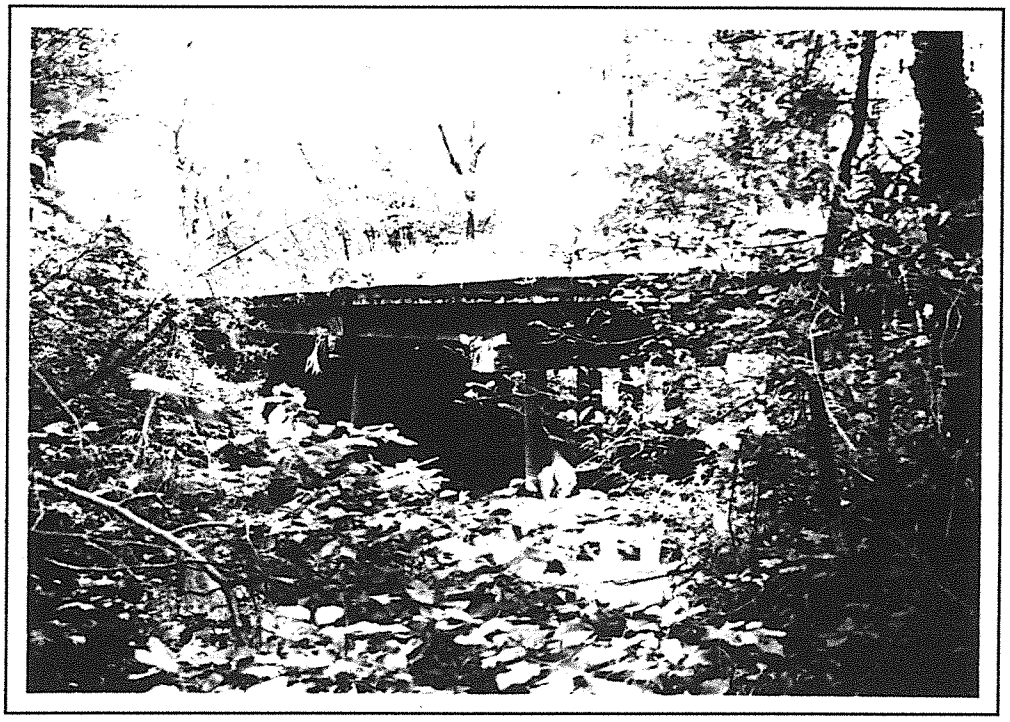
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2414/11-13	...



Breckinridge 14-5312-C28 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *14-5312-C00030*

I. LOCATION		
District: *4*	Cultural Region: *Pennyrile*	
County: *Breckinridge*		City:
Route: *5312*	Road Name: *OLD RAILROAD ROAD*	
Spanning: *TRIB OF HARRIS FORK*		
Location Description: *1.9 MI W OF JCT KY 629*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *55*	Width (assumed decimal):*113*	Connection:
General Description: *5-UNEQUAL SPANS TIMBER BEAM WITH TIMBER DECK*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *timber*	Abutments: *Timber*	Piers: *Wood*
Railings: *None*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Outside edge of deck has timbers clad in sheet metal*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural, pastoral, isolated, little traffic

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1940*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

90 extant bridges built in this region.

61 extant bridges of this type.

26 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

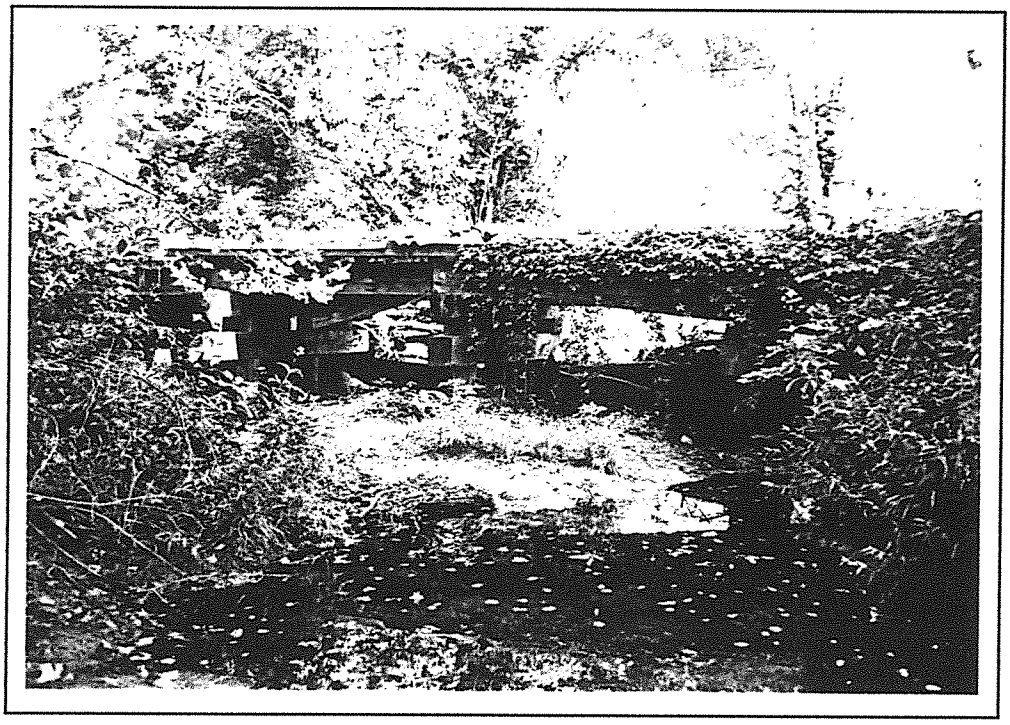
KYDOT records

X. NATIONAL REGISTER STATUS

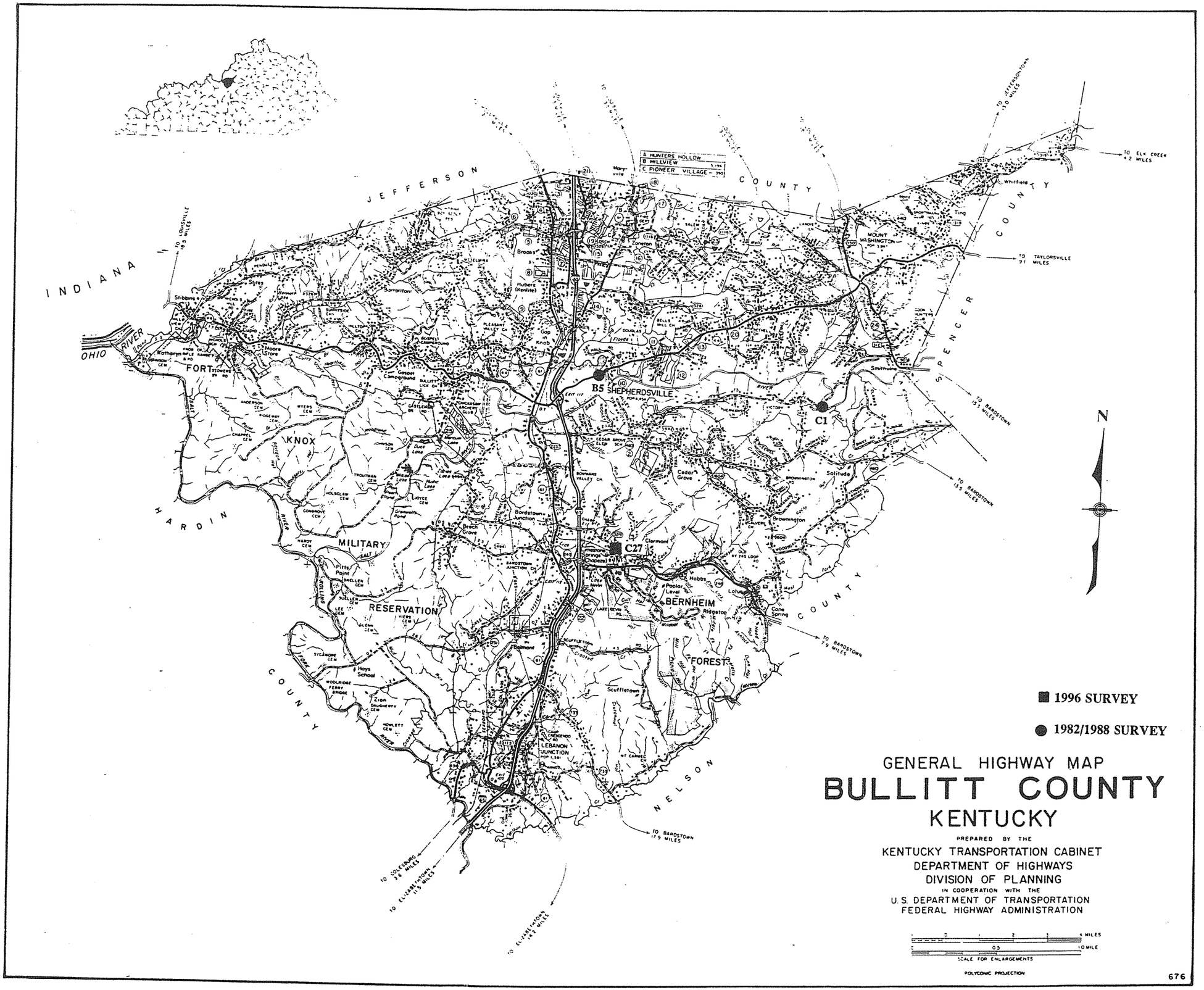
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2414/8-10	...



Breckinridge 14-5312-C30 1996



■ 1996 SURVEY

● 1982/1988 SURVEY

GENERAL HIGHWAY MAP

BULLITT 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

2 1 0 1 2 3 4 MILES
0 0.5 1.0 MILE
SCALE FOR ENLARGEMENTS

POLYCONIC PROJECTION

676

BULLITT COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
	Y	15	Bullitt	0044	B00005	5	Bluegrass	1932	truss	7
		15	Bullitt	0044	B00020	5	Bluegrass	1938	T Beam	8
		15	Bullitt	0044	B00021	5	Bluegrass	1941	T Beam	8
		15	Bullitt	0044	B00023	5	Bluegrass	1943	girder	8
		15	Bullitt	0061	B00012	5	Bluegrass	1927	T Beam	8
		15	Bullitt	0061	B00013	5	Bluegrass	1927	T Beam	8
		15	Bullitt	0061	B00015	5	Bluegrass	1927	T Beam	8
		15	Bullitt	031E	B00006	5	Bluegrass	1924	T Beam	8
		15	Bullitt	031E	B00007	5	Bluegrass	1924	T Beam	8
		15	Bullitt	0480	B00032	5	Bluegrass	1934	girder	8
	Y	15	Bullitt	1017	C00001	5	Bluegrass	1930	truss	8
		15	Bullitt	1116	B00002	5	Bluegrass	1925	slab	8
		15	Bullitt	1494	B00024	5	Bluegrass	1942	girder	8
		15	Bullitt	1526	B00058	5	Bluegrass	1937	girder	8
Y		15	Bullitt	9999	C00027	5	Bluegrass	1901	truss	3
		15	**Grand Count**							

Courier Journal July 29, 1958 Sec 2 Pt 1 Col 3-4

do a better job on developments that are considered, Walte said.

Previous commission planners have not had Poulter's educa- in economics, Walte said.

Experts Hard To Find

Hiring of Poulter, 25, of 2726 Bank, for the $4,260-a-year job, fills one of 3 planning vacancies. Two posts as community planner remain open. One was caused by resignation of Erwin Hoffman this month. The other is a newly created office.

Walte has advertised for community planners with experience and formal training qualifying them for salaries ranging from $6,300 to $6,900 a year. Such qualified experts are hard to find because of a demand for community planners caused by various urban-renewal programs in progress across the country, Walte said.

Poulter, son of Mr. and Mrs. Rayford Poulter, was born in Mercer County, but moved to Louisville in 1942 and attended Louisville Male High School. He served in the Air Force from 1951 to 1955 and was stationed in England for three years. Later, at the U. of L. he was treasurer of the university's Veterans Organization for two years.

house company.

Tarrant said David W. Karp, president of James, Inc., a rare coin supply firm at 105 W. Main —would announce his plans for the property after a contract is signed today.

The oratorical menu at the luncheon for the Young Democrats for Combs organization also included confident predictions of victory from these.

Wendell Ford, Owensboro

Catalogs Corrup

The Young D Combs applauded thought it was

The attorney g league of corrupt

15-44-B238

Pond Creek Bridge Repairs Set After 20 Years of Talk

After about 20 years of negotiations, the bridge across Pond Creek on Kathryn Station Road at the Jefferson Bullitt County line is to be repaired. Bullitt and Jefferson will share the cost equally.

The State Highway Department called for bids on the job yesterday. The bids will be opened September 19.

County Road Engineer W. Price Lane said correspondence in his office about the need for repairing the 90-foot span dates from the late 1930's. Signs have been posted since about 1954 saying the bridge is unsafe and is to be used at one's own risk.

A concrete abutment on the Bullitt side of the boundary is broken in two. In the repair work, new piling will be put in, the floor repaired, and metal trusses cleaned and painted. Cost probably will exceed $15,000. After the State repairs the bridge, Jefferson and Bullitt will be obligated to maintain it.

Kathryn Station Road, branching off Dixie Highway in Jefferson County, dead-ends against the Fort Knox Reservation in Bullitt County. The bridge is the only access to homes of several families in Bullitt County.

A commission appointed by the fiscal courts of Jefferson and Bullitt Counties some months ago agreed finally that repair of the span should be undertaken.

Youth Hurt Diving Dies

Indianapolis, Aug. 28 (AP)—Larry Scantland, 18, Anderson, who was injured last weekend in a diving accident at Lake Webster, died in Long Hospital Thursday. He was the son of Mrs. Ronald Moody, Anderson

Man Sou In Slayi Leaves (

Heeds Searcl Surrenders

Special to The Cou

Bowling Green,

A Lewisburg m a murder charge hiding in the rugg try of southern County Wednesday ers had spent t pleading with him

Oakley Cisney 4 in the shooting Pierson Saturday meekly and had to the ground from cave. He was unar

"I don't think h lasted another 48 Logan County Co Clark, who is also of Logan County

Condition Is Fa

Cisney was liste dition at the hosp He is under treatm and exposure. L Sheriff Edward P ney had apparent out food since flee

Price said searc together to lower fugitive about 30 ground from the e of a cliff.

When he was f clothes were in t had lost a shoe. He

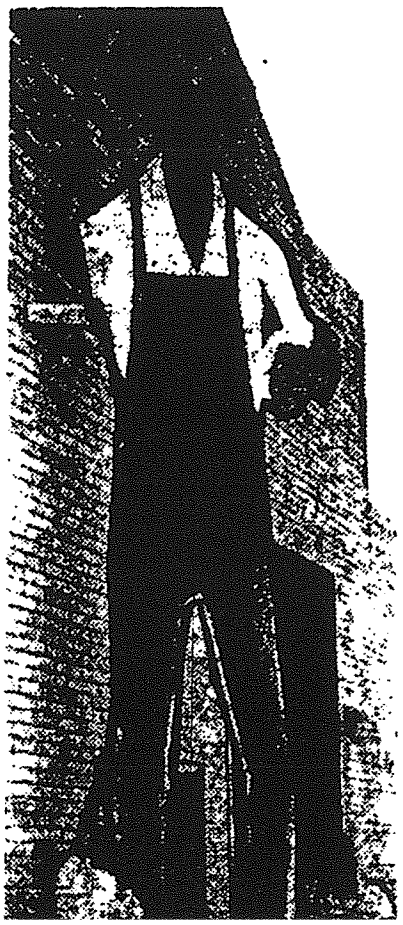
Too Weak To

The captured was instrumental i in the rough coun intersection of the Todd, and Logan C

Clark said he c able public-address two miles into t and sounded appe to surrender.

But fearing the too weak to an proved correct. Mr two sons and d





1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *15-1017-C00001*

I. LOCATION		
District: *5*	Cultural Region: *Bluegrass*	
County: *Bullitt*		City:
Route: *1017*	Road Name: *GREENWELL FORD*	
Spanning: *SALT RIVER*		
Location Description: *.9 MI E OF JCT KY 1442*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2: *Camelback*
Overall Length: *382*	Width (assumed decimal):*120*	Connection: *Pin*
General Description: *5-SPANS TRUSS (57'-148'-58'-58'-57')*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		

IV. MODIFICATION/CONDITION
Deck replaced 1992.

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

10 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...



Bullitt 15-1017-C1

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *15-9999-C00027*

I. LOCATION		
District: *5*	Cultural Region: *Bluegrass*	
County: *Bullitt*		City:
Route: *9999*	Road Name: CHAPEZE ROAD	
Spanning: LONG LICK CREEK		
Location Description: .5 MI N - KY 245		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *70*	Width (assumed decimal):*115*	Connection:
General Description:*1-70 FT PONY TRUSS CLOSED IN HISTORIC SITE*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Steel, double, X connect*	Lighting:*None*	Estimated Remaining Life (years):
Other: Old bridge blocked off. New bridge 150' to the east.		
IV. MODIFICATION/CONDITION		
Closed		
V. ENVIRONMENT (describe)		
Rurall setting, train depot, storage building, warehouse, Jim Beam plant.		
VI. HISTORICAL BACKGROUND		
Name of Bridge: *BRUCE HARNED MEMORIAL BRIDGE (PLATE)*		
Bridge Plate Inscription: *Bruce Harned Memorial Bridge So named by an act of the Bullitt Co. Fiscal Court on June 19, 1992, in memory of Bruce Harned. March 25, 1954-June 2, 1992. Having crossed over the bridge of life, may he now rest in peace.*		
Construction Date: *1901*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

7 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

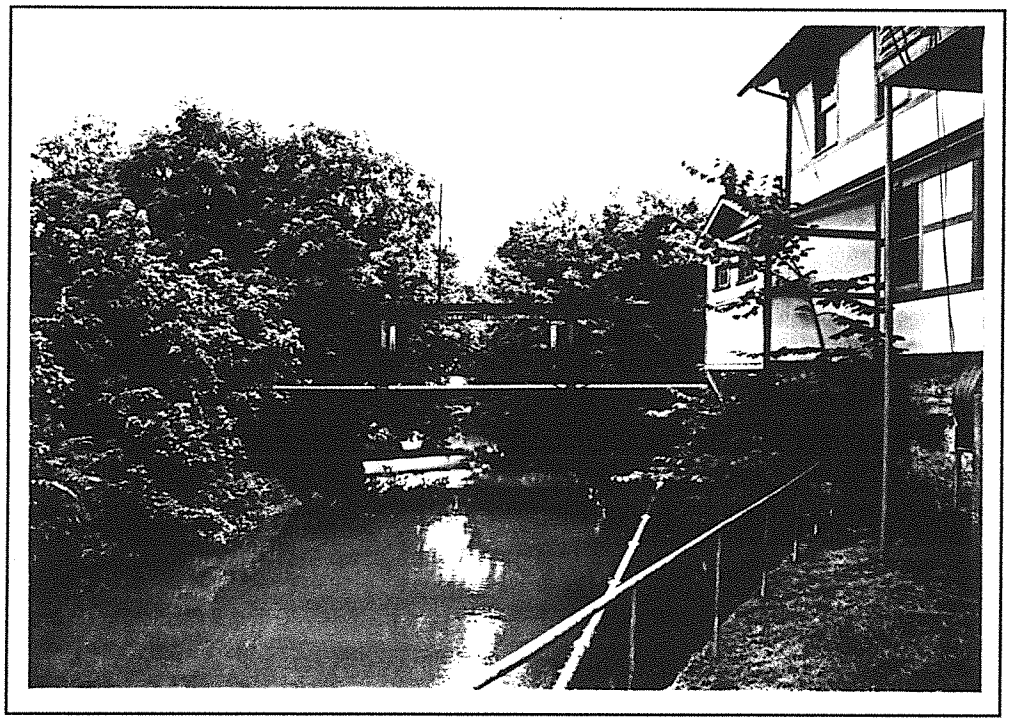
104

X. NATIONAL REGISTER STATUS

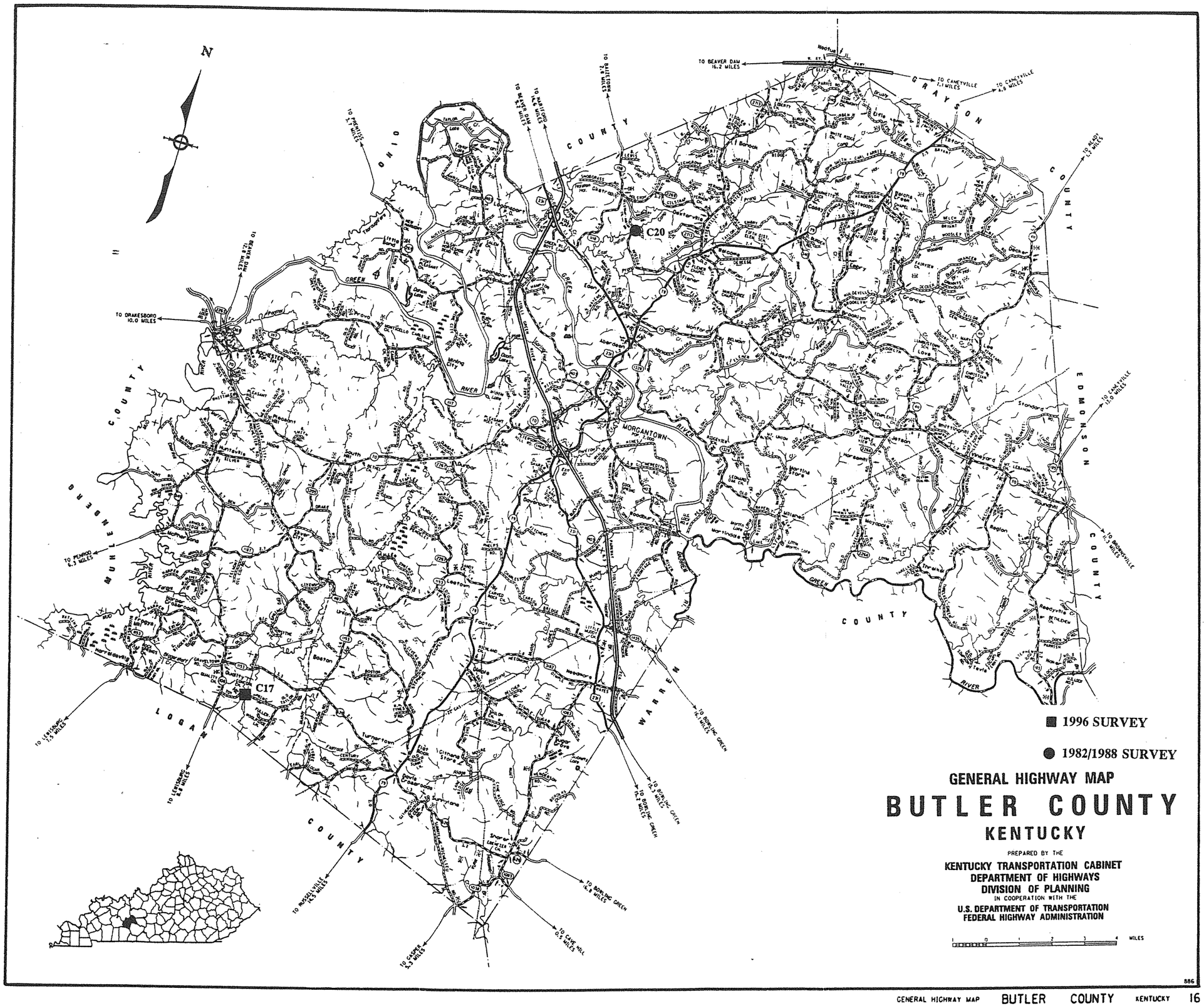
3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2828/14-22	...



Bullitt 15-9999-C27 1996


N
C20
C17
MORGANTOWN
GREEN RIVER
OHIO COUNTY
GRAYSON COUNTY
EDMONSON COUNTY
MUHLENBERG COUNTY
LOGAN COUNTY
WARREN COUNTY
TO BEAVER DAM 16.2 MILES
TO CANEYVILLE 7.1 MILES
TO CANEYVILLE 4.8 MILES
TO READY 1.2 MILES
TO CANEYVILLE 13.0 MILES
TO BROWNSVILLE 11.3 MILES
TO BOWLING GREEN 16.1 MILES
TO BOWLING GREEN 15.3 MILES
TO BOWLING GREEN 15.2 MILES
TO BOWLING GREEN 16.8 MILES
TO CAVE HILL 0.5 MILES
TO GASPER 5.3 MILES
TO RUSSELLVILLE 14.5 MILES
TO LEWISBURG 8.8 MILES
TO LEWISBURG 1.5 MILES
TO PENROD 6.3 MILES
TO DRAKESBORO 10.0 MILES
TO BEAVER DAM 12.8 MILES
TO PRENTISS 3.7 MILES
TO HARTFORD 14.6 MILES
TO BEAVER DAM 9.2 MILES
TO BAIZETOWN 2.8 MILES
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
BUTLER 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
MILES
886

BUTLER COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		16	Butler	0070	B00008	3	Pennyrile	1934	T Beam	8
		16	Butler	0070	B00009	3	Pennyrile	1935	T Beam	8
		16	Butler	0070	B00010	3	Pennyrile	1947	T Beam	8
		16	Butler	0070	B00016	3	Pennyrile	1935	T Beam	8
		16	Butler	0070	B00019	3	Pennyrile	1938	girder	8
		16	Butler	0079	B00004	3	Pennyrile	1932	T Beam	8
		16	Butler	0079	B00015	3	Pennyrile	1933	T Beam	8
		16	Butler	0231	B00001	3	Pennyrile	1940	girder	8
		16	Butler	0231	B00002	3	Pennyrile	1940	girder	8
		16	Butler	0231	B00011	3	Pennyrile	1928	T Beam	8
		16	Butler	0231	B00012	3	Pennyrile	1928	T Beam	8
		16	Butler	0231	B00013	3	Pennyrile	1929	T Beam	8
		16	Butler	0403	B00067	3	Pennyrile	1940	girder	8
		16	Butler	1042	C00002	3	Pennyrile	1935	girder	8
		16	Butler	1093	C00010	3	Pennyrile	1940	girder	8
		16	Butler	1117	B00065	3	Pennyrile	1940	girder	8
Y		16	Butler	1274	C00017	3	Pennyrile	1902	girder	8
	Y	16	Butler	1358	C00020	3	Pennyrile	1920	truss	7
		16	Butler	2267	B00069	3	Pennyrile	1936	girder	8
		16	Butler	2267	B00074	3	Pennyrile	1940	girder	8
		20	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *16-1274-C00017*

I. LOCATION

District: *3*	Cultural Region: *Pennyrile*	
County: *Butler*		City:
Route: *1274*	Road Name: *TOY SPRING SCHOOL ROAD*	
Spanning: *DALLAM CREEK*		
Location Description: *0.9 MI EAST OF JCT KY 106*		

II. DESIGN INFORMATION

Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *30*	Width (assumed decimal): *127*	Connection:
General Description: *1-27.3 FT.STEEL BEAM SPAN W/WELDED METAL DECK*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Laid stone & concrete*	Piers: *Poured concrete*
Railings: *Wooden railing w/steel support*	Lighting: *None*	Estimated Remaining Life (years): *72*
Other:		

IV. MODIFICATION/CONDITION

Rehab'd in 1988 new deck & guardrail(?)

V. ENVIRONMENT (describe)

Rural, pasture

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1902*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

90 extant bridges built in this region.

61 extant bridges of this type.

22 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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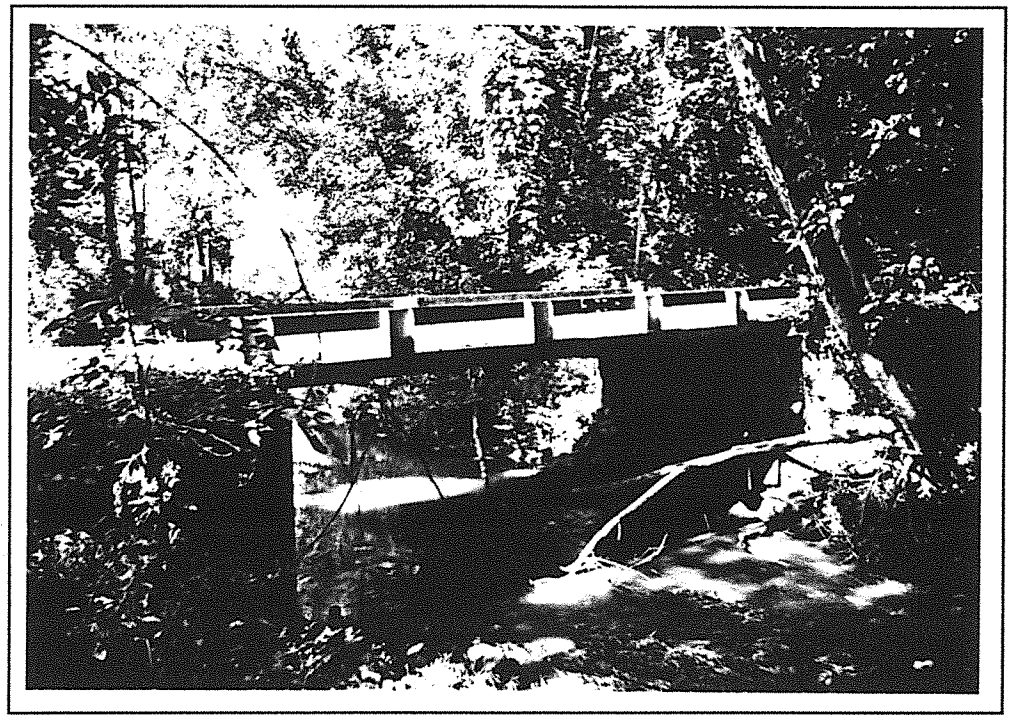
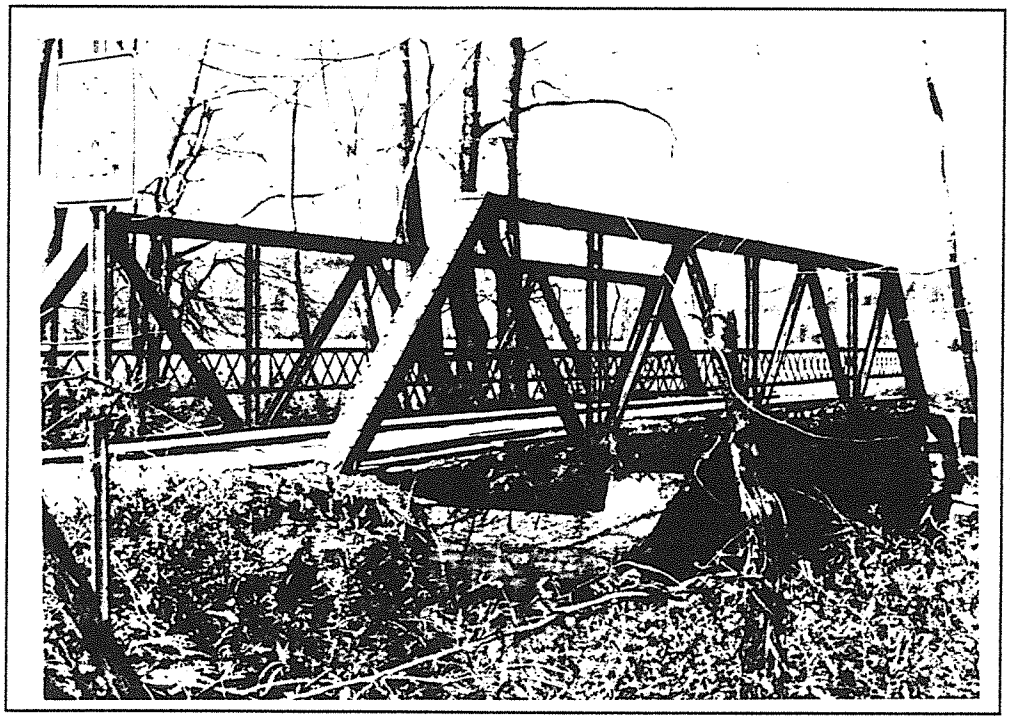


Butler 16-1274-C17 1996



Butler 16-1358-C20

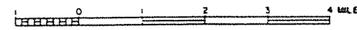
GENERAL HIGHWAY MAP

CALDWELL COUNTY

KENTUCKY

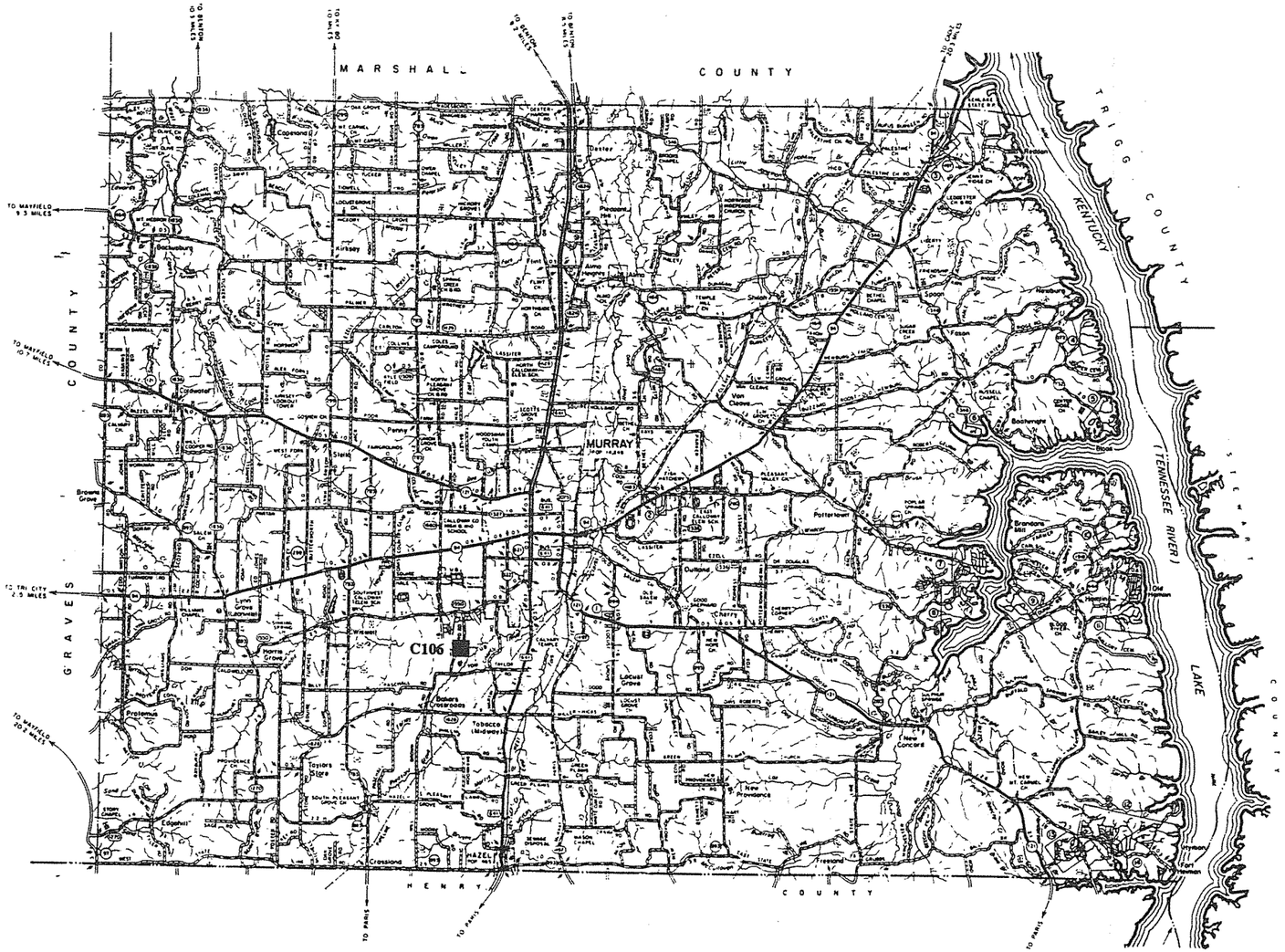
PREPARED BY THE

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



CALDWELL COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		17	Caldwell	0062	B00013	2	Pennyrile	1927	T Beam	8
		17	Caldwell	0070	B00043	2	Pennyrile	1947	T Beam	8
		17	Caldwell	0070	B00044	2	Pennyrile	1947	T Beam	8
		17	Caldwell	0070	B00045	2	Pennyrile	1947	T Beam	8
		17	Caldwell	0091	B00039	2	Pennyrile	1923	T Beam	9
		17	Caldwell	0126	B00023	2	Pennyrile	1932	T Beam	8
		17	Caldwell	0126	B00024	2	Pennyrile	1932	T Beam	8
		17	Caldwell	0126	B00026	2	Pennyrile	1933	T Beam	8
		17	Caldwell	0139	B00003	2	Pennyrile	1931	T Beam	8
		17	Caldwell	0139	B00004	2	Pennyrile	1933	girder	8
		17	Caldwell	0139	B00005	2	Pennyrile	1933	girder	8
		17	Caldwell	0139	B00006	2	Pennyrile	1933	girder	8
		17	Caldwell	0139	B00035	2	Pennyrile	1932	T Beam	8
		17	Caldwell	0293	B00036	2	Pennyrile	1927	T Beam	8
		17	Caldwell	0293	B00050	2	Pennyrile	1948	T Beam	8
		17	Caldwell	0641	B00042	2	Pennyrile	1932	T Beam	8
		17	Caldwell	1058	C00013	2	Pennyrile	1898	truss-thru	9
		17	Caldwell	5203	C00037	2	Pennyrile	1940	truss-thru	9
		18	**Grand Count**							



T E N N E S S E E

■ 1996 SURVEY

● 1982/1988 SURVEY

GENERAL HIGHWAY MAP

CALLOWAY 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

0 1 2 3 4 MILES

586

CALLOWAY COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		18	Calloway	0094	B00033	1	Purchase	1927	T Beam	8
		18	Calloway	0094	B00034	1	Purchase	1927	T Beam	8
		18	Calloway	0094	B00035	1	Purchase	1927	T Beam	8
		18	Calloway	0121	B00018	1	Purchase	1932	T Beam	8
		18	Calloway	0121	B00019	1	Purchase	1933	T Beam	8
		18	Calloway	0121	B00020	1	Purchase	1933	T Beam	8
		18	Calloway	0121	B00022	1	Purchase	1945	T Beam	8
		18	Calloway	0121	B00023	1	Purchase	1945	T Beam	8
		18	Calloway	0121	B00024	1	Purchase	1945	T Beam	8
		18	Calloway	0444	B00049	1	Purchase	1943	T Beam	8
		18	Calloway	0783	B00046	1	Purchase	1935	girder	8
		18	Calloway	1014	C00005	1	Purchase	1939	girder	8
		18	Calloway	1176	C00029	1	Purchase	1937	girder	8
		18	Calloway	1361	C00071	1	Purchase	1946	girder	8
		18	Calloway	1824	B00002	1	Purchase	1929	T Beam	8
		18	Calloway	1824	B00003	1	Purchase	1929	T Beam	8
		18	Calloway	2075	B00001	1	Purchase	1929	T Beam	8
		18	Calloway	5054	C00112	1	Purchase	1939	girder	8
Y		18	Calloway	5239	C00106	1	Purchase	1902	girder	8
		19	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *18-5239-C00106*

I. LOCATION		
District: *1*	Cultural Region: *Purchase*	
County: *Calloway*		City:
Route: *5239*	Road Name: *FORD ENGLAND CEMETARY ROAD*	
Spanning: *MIDDLE FK CLARKS RIVER*		
Location Description: *.8 MI SOU. KY 1550*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *43*	Width (assumed decimal):*205*	Connection:
General Description: *2-20 FT CONT STEEL I-BEAM SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *continuous steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal Guardrail*	Lighting: *None*	Estimated Remaining Life (years):*23*
Other:		
IV. MODIFICATION/CONDITION		
Asphalt overlay 1986.		
V. ENVIRONMENT (describe)		
Agricultural - only very few houses		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1902*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

36 extant bridges built in this region.

61 extant bridges of this type.

22 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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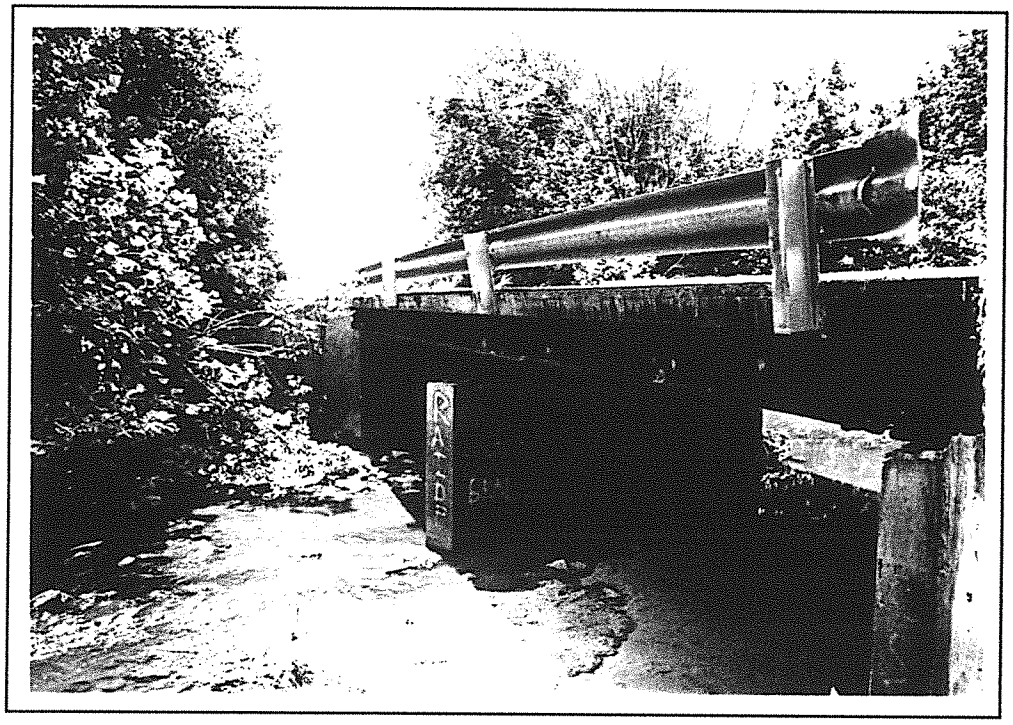

Calloway 18-5239-C106 1996

GENERAL HIGHWAY MAP

CAMPBELL COUNTY

KENTUCKY

PREPARED BY THE

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

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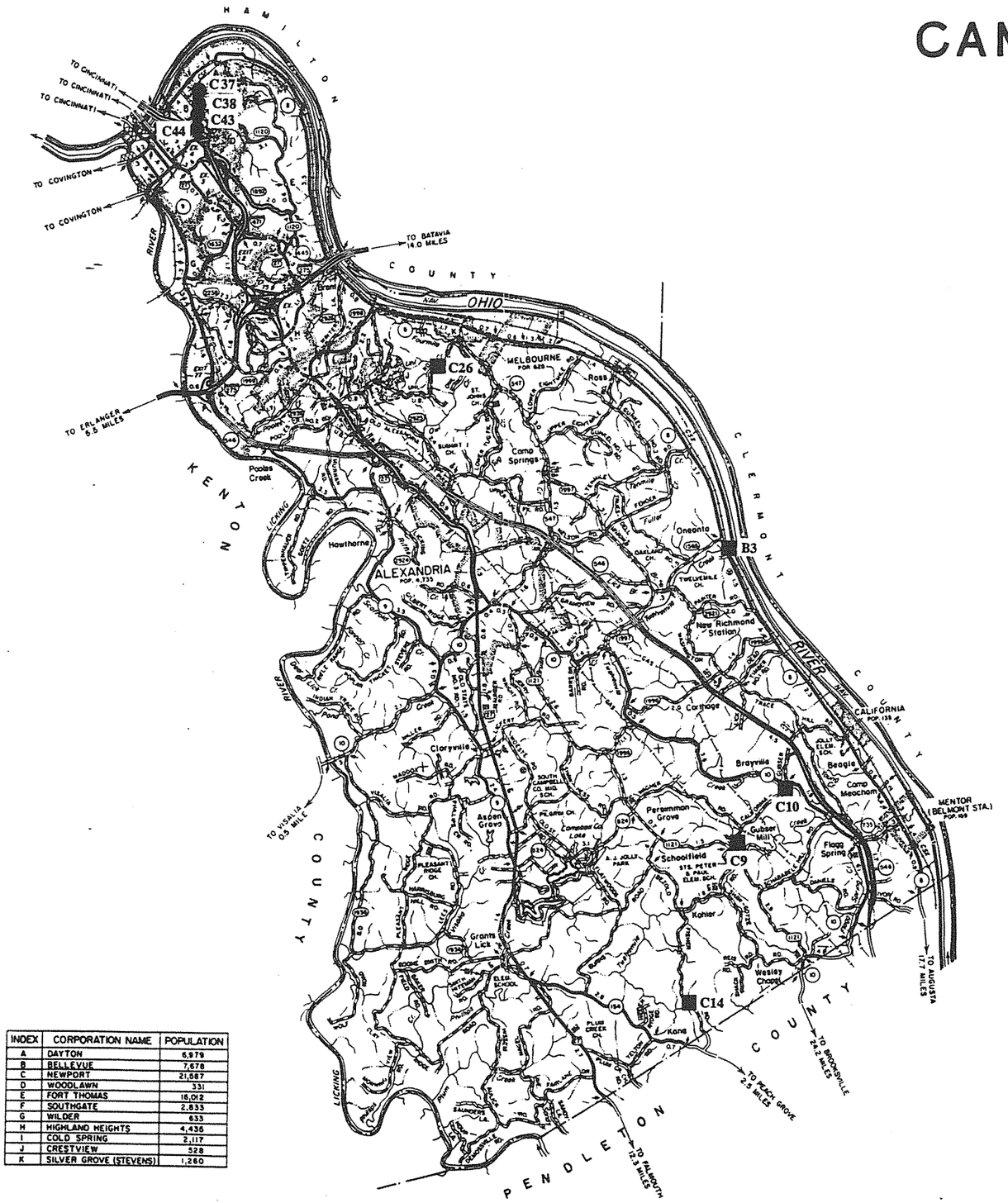



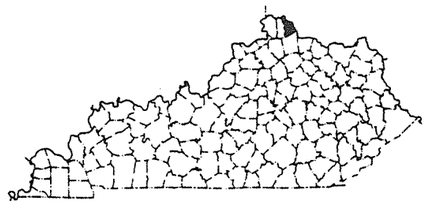

INDEX	CORPORATION NAME	POPULATION
A	DAYTON	6,979
B	BELLEVUE	7,678
C	NEWPORT	21,587
D	WOODLAWN	331
E	FORT THOMAS	16,012
F	SOUTHGATE	2,833
G	WILDER	633
H	HIGHLAND HEIGHTS	4,436
I	COLD SPRING	2,117
J	CRESTVIEW	528
K	SILVER GROVE (STEVENS)	1,260

■ 1996 SURVEY

● 1982/1988 SURVEY

CAMPBELL COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		19	Campbell	0008	B00003	6	Ohio	1946	truss	8
		19	Campbell	0010	B00006	6	Ohio	1935	T Beam	8
		19	Campbell	0010	B00007	6	Ohio	1926	T Beam	8
		19	Campbell	0010	B00008	6	Ohio	1926	T Beam	8
		19	Campbell	0547	B00024	6	Ohio	1936	T Beam	8
		19	Campbell	0547	B00025	6	Ohio	1936	T Beam	8
		19	Campbell	0547	B00026	6	Ohio	1947	T Beam	8
		19	Campbell	1023	C00007	6	Ohio	1930	girder	8
Y		19	Campbell	1103	C00009	6	Ohio	1920	girder	8
Y		19	Campbell	1103	C00010	6	Ohio	1920	girder	8
Y		19	Campbell	1120	C00014	6	Ohio	1920	girder	8
		19	Campbell	1121	B00029	6	Ohio	1930	slab	8
Y		19	Campbell	1312	C00026	6	Ohio	1920	slab	8
	Y	19	Campbell	9999	C00037	6	Ohio	1920	truss	3
	Y	19	Campbell	9999	C00038	6	Ohio	1920	truss	3
	Y	19	Campbell	9999	C00043	6	Ohio	1920	truss-thru	9
	Y	19	Campbell	9999	C00044	6	Ohio	1920	truss-thru	9
		17	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-0008-B00003*

I. LOCATION

District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City:
Route: *0008*	Road Name: *NEWPORT-MAYSVILLE*	
Spanning: *TWELVE MILE CREEK*		
Location Description: *.25 MI S OF JCT KY 1566*		

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Parker*	Subtype 2:
Overall Length: *246*	Width (assumed decimal):*220*	Connection: *RIVET*
General Description: *2-45 FT R.C.D.G. & 1-147 FT STEEL THRU TRUSS SPANS-0 DE*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*19*
Other: *Polygonal top chord*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Old Ohio River Road, residential with lots of old houses.

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1946*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

11 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

6 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	08039;12575;;



Campbell 19-8-B3 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-1103-C00009*

I. LOCATION

District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City:
Route: *1103*	Road Name: *CALIFORNIA-GUBSER MILL ROAD*	
Spanning: *TWELVEMILE CR @GUBSER ML*		
Location Description: *50' NE OF JCT KY 1121*		

II. DESIGN INFORMATION

Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *23*	Width (assumed decimal): *193*	Connection:
General Description: *SINGLE SPAN (21'11") PRESTRESSED CONC. BOX BEAM*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *prestressed concrete*	Abutments: *Stone & reinforced concrete*	Piers: *None*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years): *7*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Intersection with houses, store, rural. This bridge is about 10-15 meters N or a larger bridge that may have replaced a metal bridge.

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
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8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	PCBIC:::



Campbell 19-1103-C9 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-1103-C00010*

I. LOCATION

District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City:
Route: *1103*	Road Name: *CALIFORNIA-GUBSER MILL ROAD*	
Spanning: *BR OF TWELVEMILE CREEK*		
Location Description: *15' SE OF JCT KY 10*		

II. DESIGN INFORMATION

Main Type: *girder*	Subtype 1: _	Subtype 2:
Overall Length: *112*	Width (assumed decimal):*137*	Connection:
General Description: *4-SPANS (20'-54'-20'-16') P/C BOX, CONC. SLAB & ARCH*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *prestressed concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other: *Fancy approaches of concrete on either side, w/arches on N side*		

IV. MODIFICATION/CONDITION

Major rehab 1970

V. ENVIRONMENT (describe)

Rural intersection w/adjacent tavern and residences.

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
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XII. PHOTO #	XIII. DRAWING #
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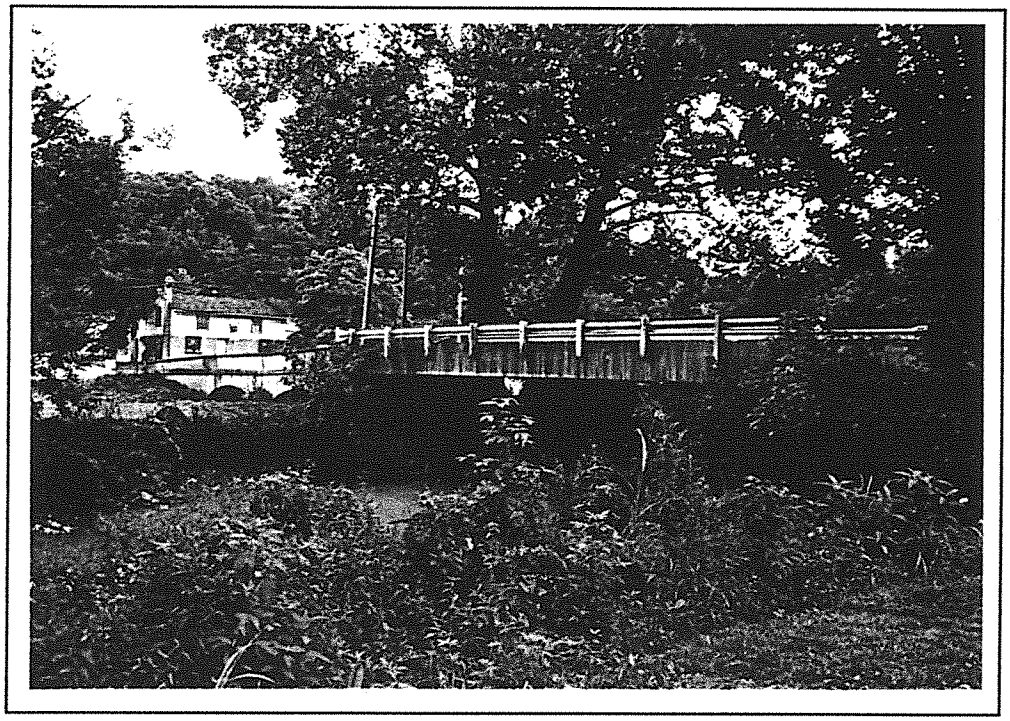

Campbell 19-1103-C10 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-1120-C00014*

I. LOCATION

District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City:
Route: *1120*	Road Name: *BEZOLD-FISHER ROAD*	
Spanning: *TWELVEMILE CREEK*		
Location Description: *.8 MI N-PENDLETON C.L.*		

II. DESIGN INFORMATION

Main Type: *girder*	Subtype 1: _	Subtype 2:
Overall Length: *34*	Width (assumed decimal):*200*	Connection:
General Description: *SINGLE SPAN (32'0") PRESTRESSED CONCRETE BOX BEAM*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *prestressed concrete*	Abutments: *Stone & reinforced concrete*	Piers: *None*
Railings: *Aluminum*	Lighting: *None*	Estimated Remaining Life (years):*5*
Other:		

IV. MODIFICATION/CONDITION

Major rehab 1970

V. ENVIRONMENT (describe)

Rural, pastoral, isolated

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

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9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	PCBIC:::



Campbell 19-1120-C14 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-1312-C00026*

I. LOCATION

District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City:
Route: *1312*	Road Name: *UHL ROAD*	
Spanning: *BR OF FOURMILE CREEK*		
Location Description: *.4 MI SW OF JCT KY 547*		

II. DESIGN INFORMATION

Main Type: *slab*	Subtype 1: _	Subtype 2:
Overall Length: *26*	Width (assumed decimal):*160*	Connection:
General Description: *SINGLE SPAN (23'4") CONC. SLAB*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Stone*	Piers: *None*
Railings: *None*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other: *1 lane concrete deck w/asphalt overlay*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Residential, just south of historic town

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

21 extant bridges of this type.

14 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

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XII. PHOTO #	XIII. DRAWING #
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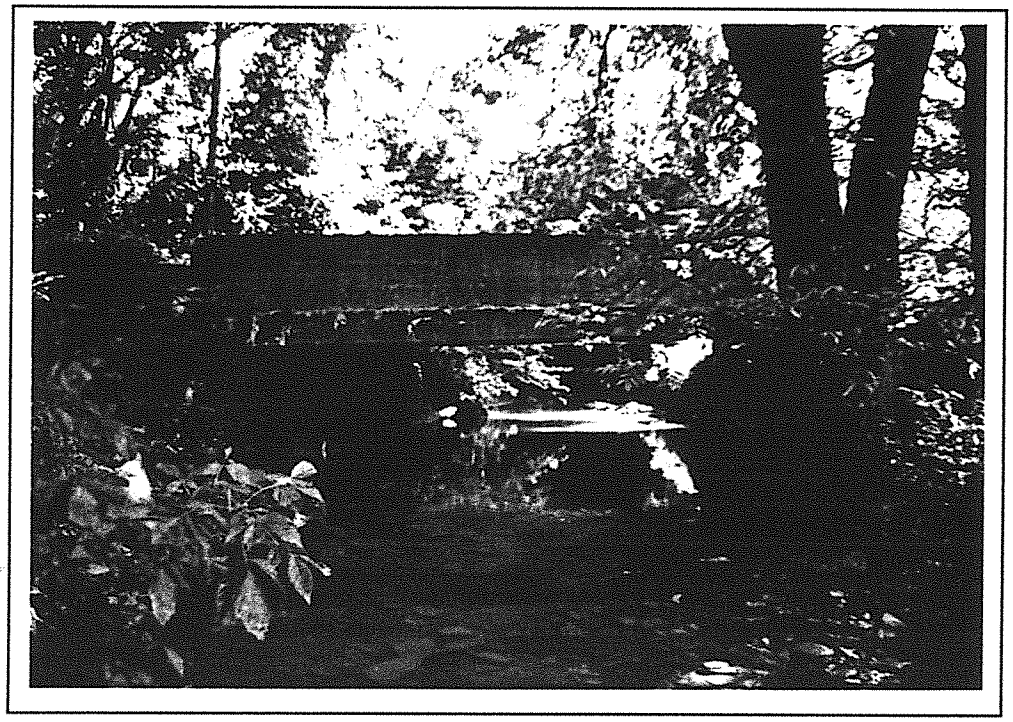


Campbell 19-1312-C26 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-9999-C00037*

I. LOCATION		
District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City: Bellevue
Route: *9999*	Road Name: CENTER ST IN BELLEVUE	
Spanning: CSX RAILROAD		
Location Description: 100 FT. EAST OF FOOTE AVE		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *47*	Width (assumed decimal):*202*	Connection:*Rivet*
General Description:*1-44 FT STEEL THRU TRUSS -BUILT 1888*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*16*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1920*	Source: *1988 survey*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

8 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *19-9999-C00038*

I. LOCATION		
District: *6*	Cultural Region: *Ohio*	
County: *Campbell*		City: Bellevue
Route: *9999*	Road Name: FOOTE AVE IN BELLEVUE	
Spanning: CSX RAILROAD		
Location Description: 100 FT S OF CENTER ST		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *49*	Width (assumed decimal):*199*	Connection:*Rivet*
General Description:*SINGLE SPAN (49') STEEL THRU TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*16*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1920*	Source: *1988 survey*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

8 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

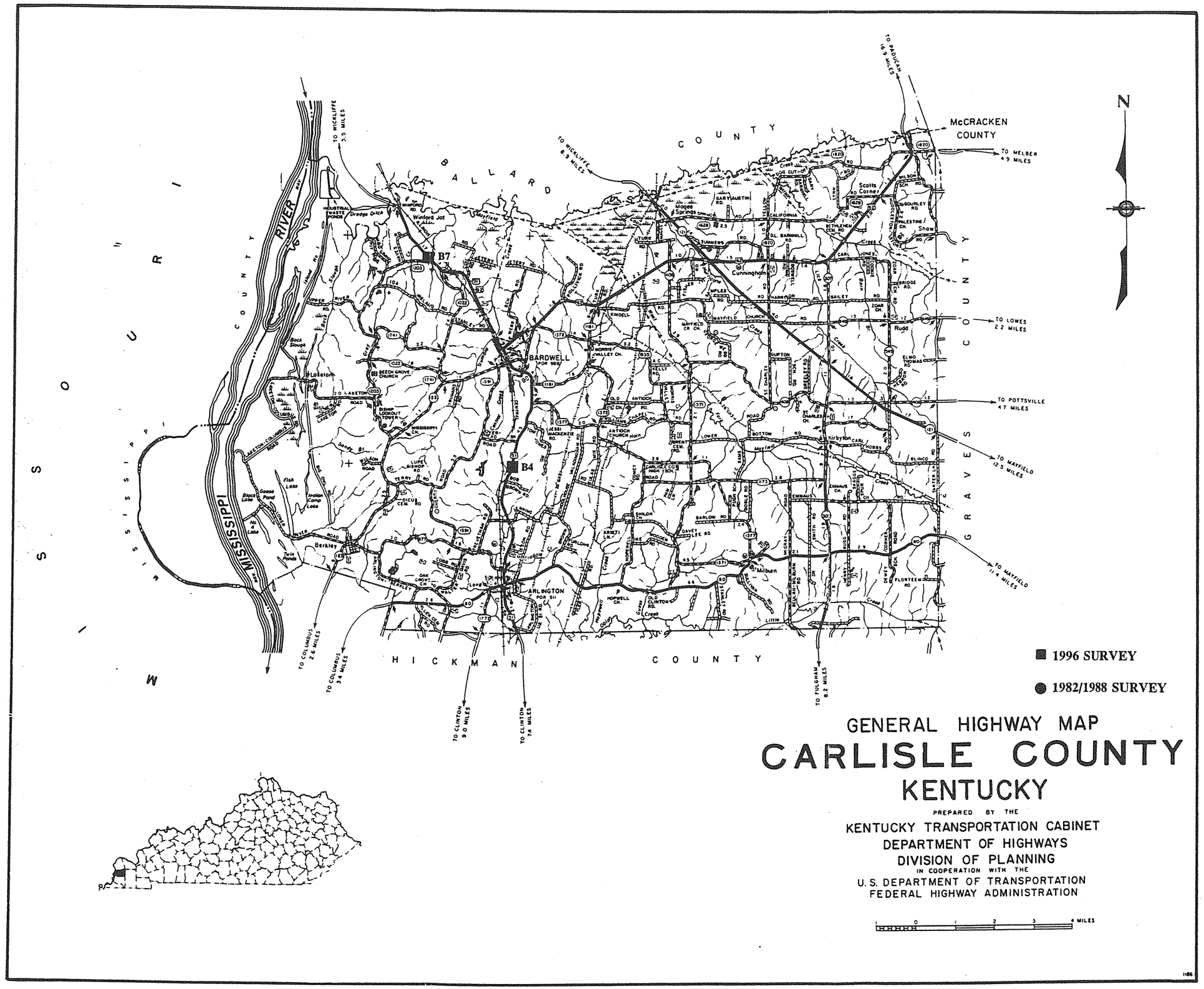
233

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...



GENERAL HIGHWAY MAP
CARLISLE 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

0 1 2 3 4 MILES

1186

CARLISLE COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		20	Carlisle	0051	B00002	1	Purchase	1926	T Beam	8
		20	Carlisle	0051	B00003	1	Purchase	1925	T Beam	8
Y		20	Carlisle	0051	B00004	1	Purchase	1920	T Beam	8
Y		20	Carlisle	0051	B00007	1	Purchase	1920	T Beam	8
		20	Carlisle	0062	B00014	1	Purchase	1929	T Beam	8
		20	Carlisle	0062	B00016	1	Purchase	1929	T Beam	8
		20	Carlisle	0062	B00017	1	Purchase	1928	T Beam	8
		20	Carlisle	0062	B00018	1	Purchase	1928	T Beam	8
		20	Carlisle	0062	B00020	1	Purchase	1949	T Beam	8
		20	Carlisle	0080	B00026	1	Purchase	1929	T Beam	8
		20	Carlisle	0080	B00027	1	Purchase	1929	T Beam	8
		20	Carlisle	0123	B00029	1	Purchase	1932	T Beam	8
		20	Carlisle	0307	B00024	1	Purchase	1948	T Beam	8
		20	Carlisle	0307	B00025	1	Purchase	1948	T Beam	8
		20	Carlisle	1018	C00006	1	Purchase	1945	girder	8
		20	Carlisle	1228	C00026	1	Purchase	1930	girder	8
		16	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *20-0051-B00004*

I. LOCATION

District: *1*	Cultural Region: *Purchase*	
County: *Carlisle*		City:
Route: *0051*	Road Name: *CLINTON-BARDWELL-WICKLIFFE*	
Spanning: *LITTLE MAYFIELD CREEK*		
Location Description: *3.3 MI NOR. OF JCT KY 80*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *23*	Width (assumed decimal):*262*	Connection:
General Description: *1-20 FT R.C.D.GWIDENED W/ PREST BEAMS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal Guardrail*	Lighting: *None*	Estimated Remaining Life (years):*10*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural agricultural & trees

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

36 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

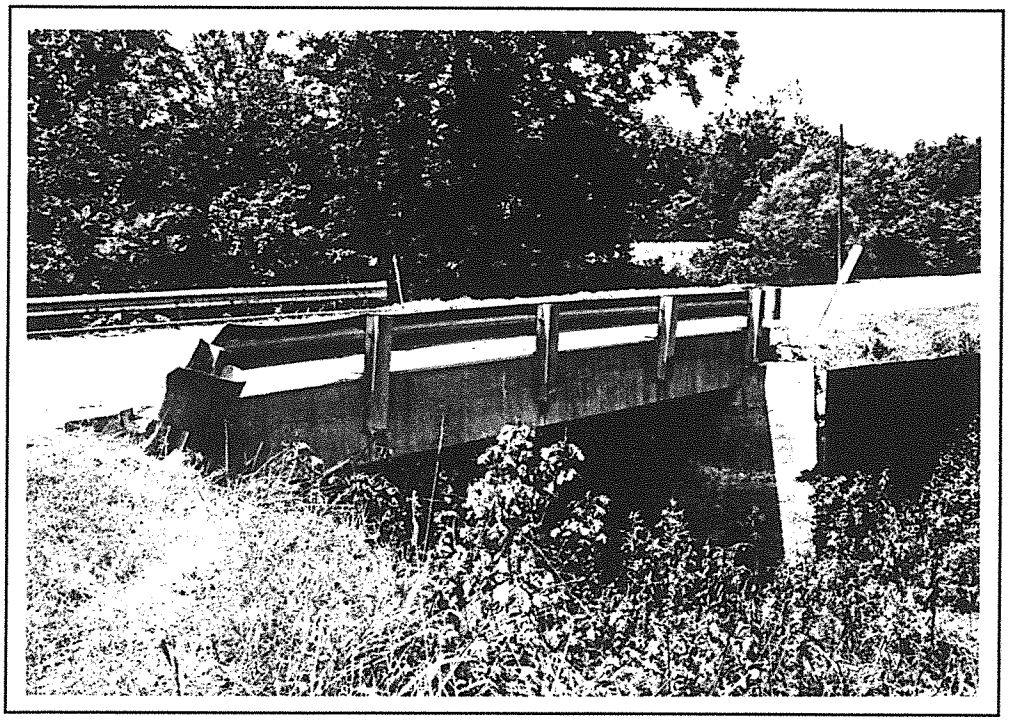
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/90-92	*G--20;:;*



Carlisle 20-51-B4 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *20-0051-B00007*

I. LOCATION

District: *1*	Cultural Region: *Purchase*	
County: *Carlisle*		City:
Route: *0051*	Road Name: *CLINTON-BARDWELL-WICKLIFFE*	
Spanning: *FORK OF MAYFIELD CREEK*		
Location Description: *IMMEDTLY NW OF JCT KY 120*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *24*	Width (assumed decimal):*262*	Connection:
General Description: *1-20 FT R.C.D.GWIDND W/PREST BMS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal Guardrail*	Lighting: *None*	Estimated Remaining Life (years):*11*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural agricultrual & woods

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

36 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

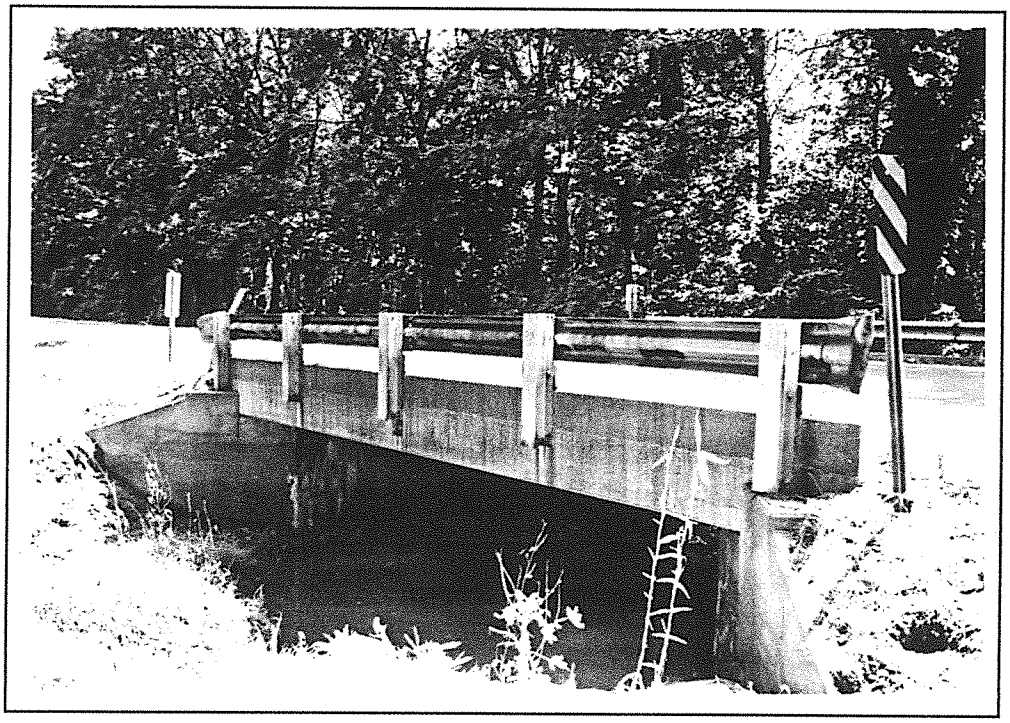
KYDOT records

X. NATIONAL REGISTER STATUS

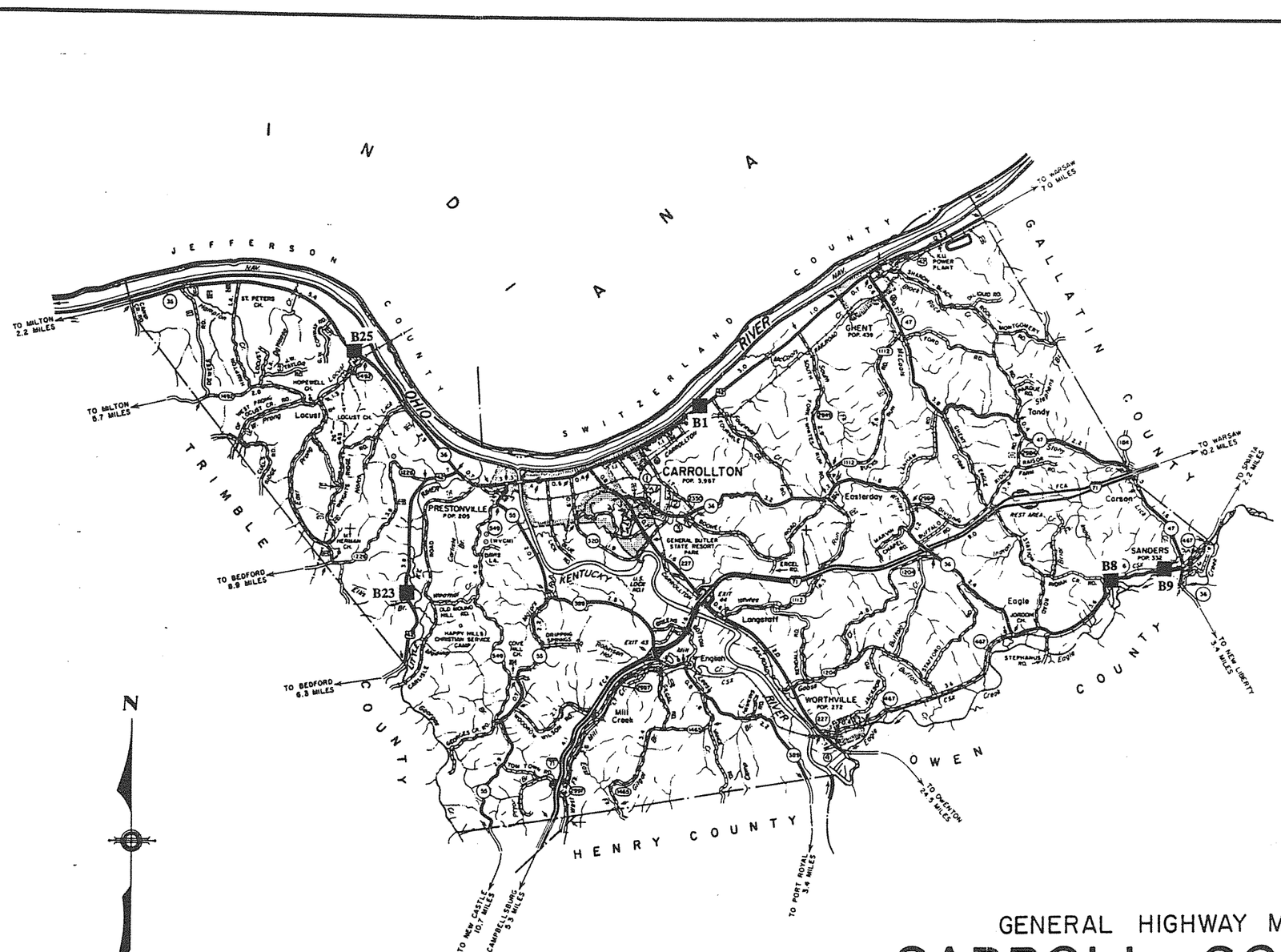
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0453/47-49	*G--20;:;*



Carlisle 20-51-B7 1996



GENERAL HIGHWAY MAP
CARROLL 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 0 1 2 3 4 MILES

■ 1996 SURVEY

● 1982/1988 SURVEY

CARROLL COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		21	Carroll	0036	B00008	6	Bluegrass	1933	T Beam	8
Y		21	Carroll	0036	B00009	6	Bluegrass	1933	T Beam	8
Y		21	Carroll	0036	B00025	6	Bluegrass	1933	T Beam	8
Y		21	Carroll	0042	B00001	6	Bluegrass	1932	T Beam	8
Y		21	Carroll	0042	B00023	6	Bluegrass	1930	T Beam	8
		21	Carroll	0055	B00019	6	Bluegrass	1924	T Beam	8
		21	Carroll	0055	B00020	6	Bluegrass	1924	T Beam	8
		21	Carroll	0389	B00015	6	Bluegrass	1932	T Beam	8
		21	Carroll	1009	C00003	6	Bluegrass	1940	girder	8
		21	Carroll	1306	C00017	6	Bluegrass	1940	girder	8
		10	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *21-0042-B00001*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Carroll*		City:
Route: *0042*	Road Name: *CARROLLTON-WARSAW*	
Spanning: *FOUR MILE CREEK*		
Location Description: *2.5 MI N.E. OF JCT KY 36*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *159*	Width (assumed decimal):*230*	Connection:
General Description: *3-50 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Guard rail*	Lighting: *None*	Estimated Remaining Life (years):*3*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural/on Ohio River

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1932*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2415/65-68	*04792;G--97;;*



Carroll 21-42-B1 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *21-0036-B00008*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Carroll*		City:
Route: *0036*	Road Name: *CARROLLTON-SANDERS*	
Spanning: *INDIAN CREEK*		
Location Description: *1.5 MI WEST OF JCT KY 47*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *48*	Width (assumed decimal):*230*	Connection:
General Description: *1-45 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*5*
Other:		

IV. MODIFICATION/CONDITION
New PCC overlay 1979

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2415/11-15	*05450:::*



Carroll 21-36-B8 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *21-0036-B00009*

I. LOCATION

District: *6*	Cultural Region: *Bluegrass*	
County: *Carroll*		City:
Route: *0036*	Road Name: *CARROLLTON-SANDERS*	
Spanning: *LICK CREEK*		
Location Description: *.40 MI WEST OF JCT KY 47*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *192*	Width (assumed decimal): *190*	Connection:
General Description: *4-45 FT R.C.D.G. SPANS-30 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years): *3*
Other: *Deck pieces are not aligned anymore, separation @ expansion joints*		

IV. MODIFICATION/CONDITION

NEW LATEX CONC OVERLAY 1981

V. ENVIRONMENT (describe)

Rural/agricultural near railroad

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2415/1-10	*05451:::*



Carroll 21-36-B9 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *21-0042-B00023*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Carroll*		City:
Route: *0042*	Road Name: *CARROLLTON-BEDFORD*	
Spanning: *ELLIS CREEK*		
Location Description: *1.2 MI NE OF TRIMBLE C.L.*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *34*	Width (assumed decimal):*230*	Connection:
General Description: *1-32 FT R.C.D.G. SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Guard rail*	Lighting: *None*	Estimated Remaining Life (years):*8*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural/ 1 newer home in sight

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

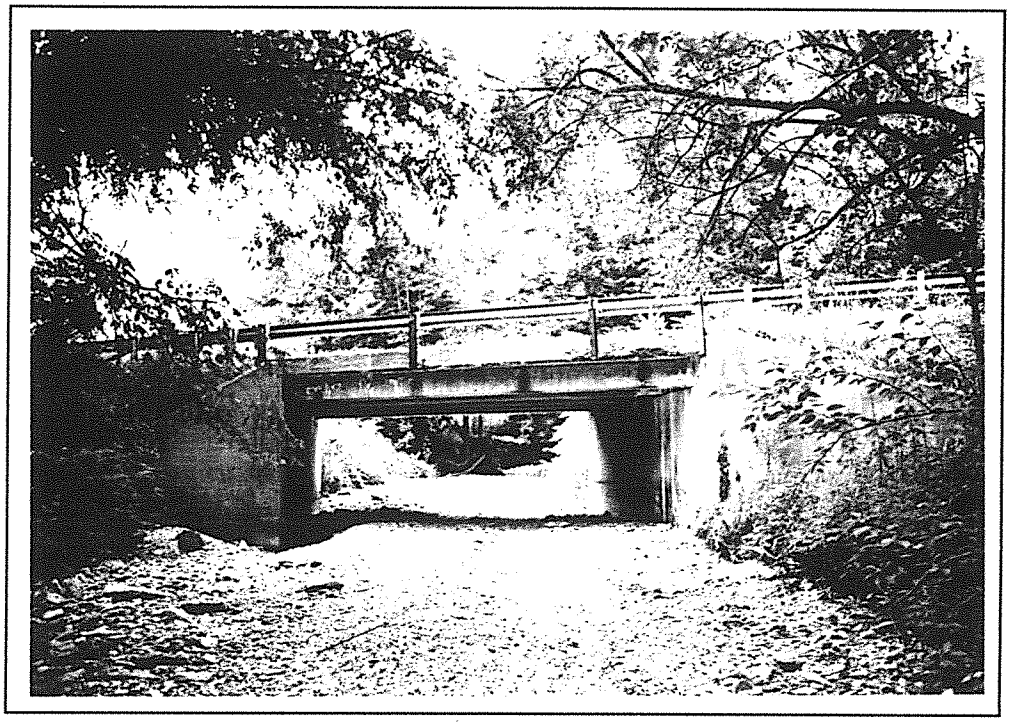
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2415/61-64	*04380:G--68:;*



Carroll 21-42-B23 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *21-0036-B00025*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Carroll*		City:
Route: *0036*	Road Name: *CARROLLTON-MILTON*	
Spanning: *LOCUST CREEK*		
Location Description: *.3 MI NW OF JCT KY 1492*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *212*	Width (assumed decimal):*200*	Connection:
General Description: *4-50 FT R.C.D.G. SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal guard rail*	Lighting: *None*	Estimated Remaining Life (years):*3*
Other:		
IV. MODIFICATION/CONDITION		
NEW OVERLAY 1982		
V. ENVIRONMENT (describe)		
Rural/farming/on Ohio River		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

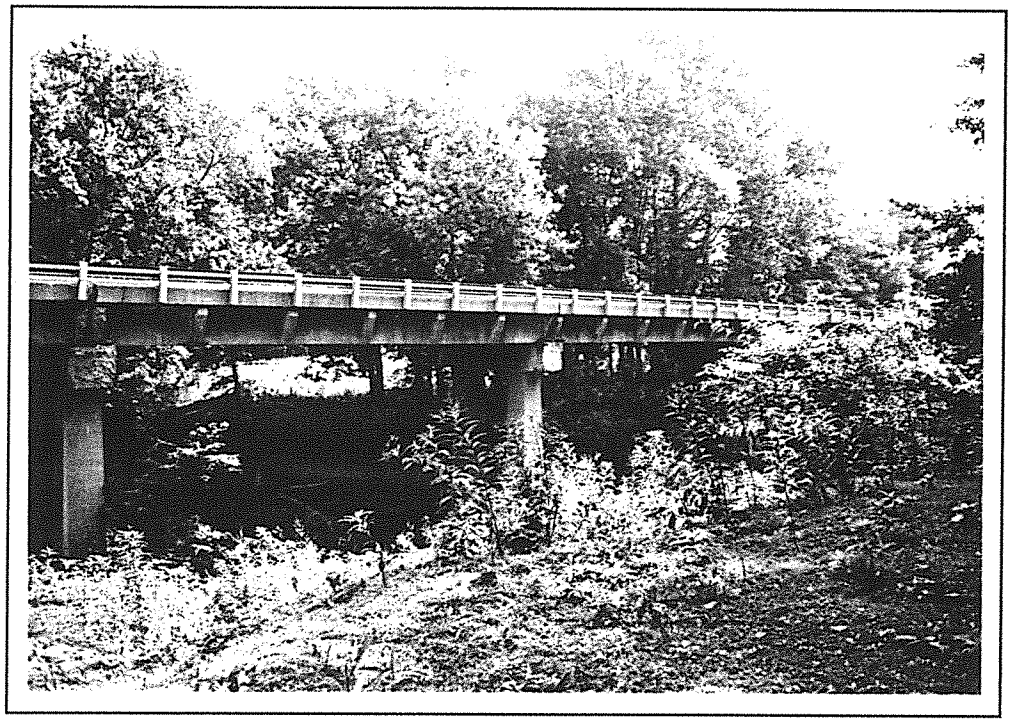
KYDOT records

X. NATIONAL REGISTER STATUS

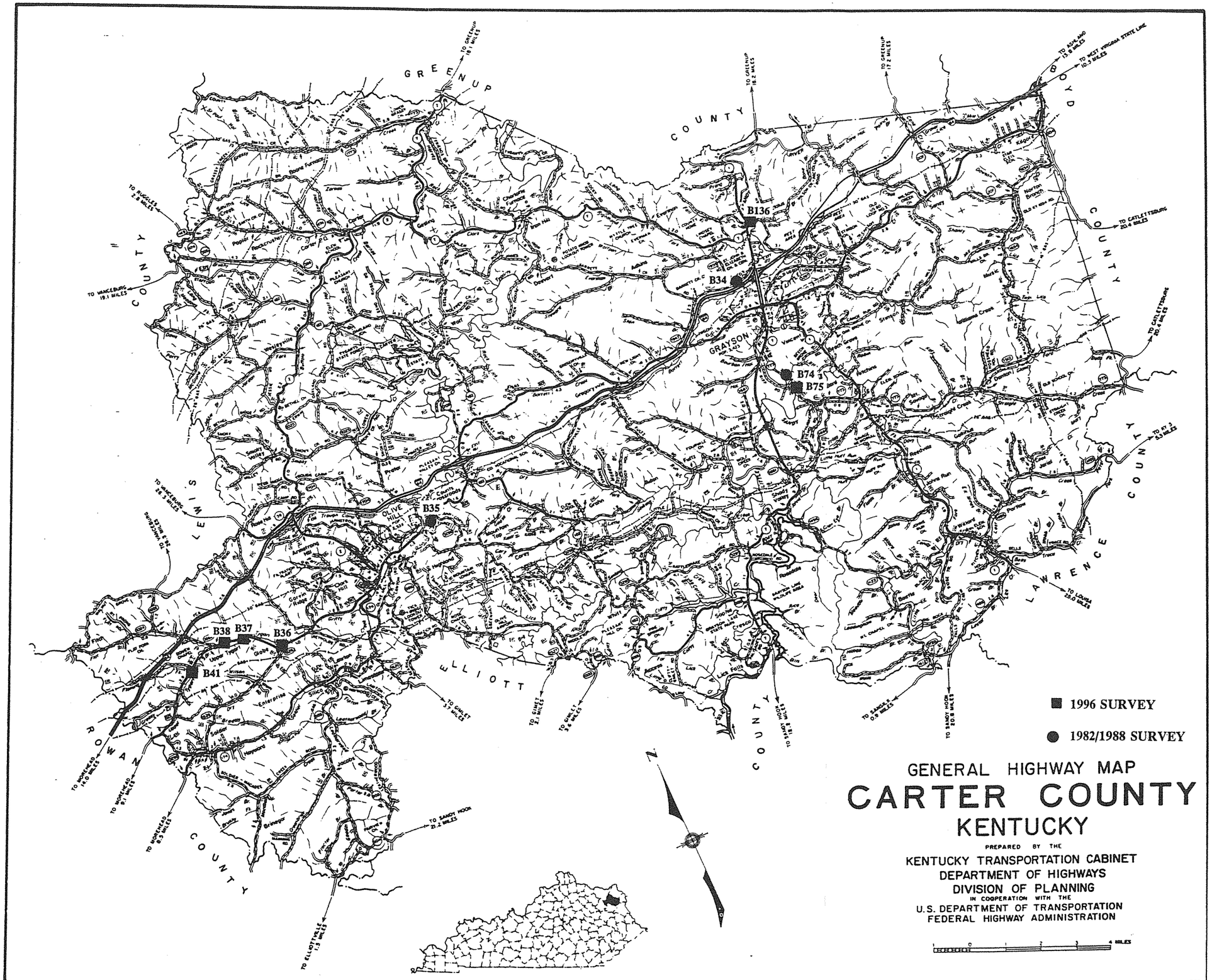
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2415/56-60	*05497:::*



Carroll 21-36-B25 1996


GREENUP COUNTY
BOYD COUNTY
LAWRENCE COUNTY
ELLIOTT COUNTY
ROWAN COUNTY
MORGAN COUNTY
GRAYSON
B136
B34
B74
B75
B35
B38
B37
B36
B41
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
CARTER 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

CARTER COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		22	Carter	0002	B00060	9	Appalachian	1940	T Beam	8
		22	Carter	0002	B00062	9	Appalachian	1941	T Beam	8
		22	Carter	0002	B00072	9	Appalachian	1935	T Beam	8
		22	Carter	0007	B00050	9	Appalachian	1934	T Beam	8
	#46	22	Carter	0060	B00035	9	Appalachian	1927	arch-concrete	1
Y		22	Carter	0060	B00036	9	Appalachian	1923	T Beam	8
Y		22	Carter	0060	B00037	9	Appalachian	1923	T Beam	8
Y		22	Carter	0060	B00038	9	Appalachian	1923	T Beam	8
		22	Carter	0060	B00041	9	Appalachian	1923	T Beam	9
		22	Carter	0060	B00063	9	Appalachian	1949	T Beam	8
		22	Carter	0060	B00064	9	Appalachian	1949	T Beam	8
		22	Carter	0174	B00027	9	Appalachian	1932	T Beam	8
		22	Carter	0174	B00028	9	Appalachian	1932	T Beam	8
	Y	22	Carter	0773	B00074	9	Appalachian	1913	truss	8
Y		22	Carter	0773	B00075	9	Appalachian	1913	truss	8
Y		22	Carter	1910	B00136	9	Appalachian	1899	truss	4
	#96	22	Carter	1947	B00034	9	Appalachian	1922	truss	2
		17	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-1947-B00034*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *1947*	Road Name: GRAYSON-OLIVE HILL-MOREHEAD	
Spanning: BARRETT'S CREEK		
Location Description: .1 MI E OF JCT KY 1959		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Parker*	Subtype 2:
Overall Length: *102*	Width (assumed decimal):*190*	Connection:*rivets*
General Description:*1-100 FT STEEL TRUSS SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*9*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *Commonwealth of Kentucky, Department of State Roads and Highways, Frankfort, Capacity 2-15 ton tractors (and concrete floor), Built by the Brookville Bridge Co., Brookville, Ohio, 1922.*		
Construction Date: *1922*	Source: *Bridge Plate*	
Designer: *Commonwealth of Kentucky*	Builder: *Brookville Bridge Company, Brookville, OH*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	01551;12646;;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0060-B00035*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City: Olive Hill
Route: *0060*	Road Name: GRAYSON-OLIVE HILL-MOREHEAD	
Spanning: TYGARTS CREEK		
Location Description: .2 MI E OF JCT KY 1025		
II. DESIGN INFORMATION		
Main Type: arch-concrete	Subtype 1: *deck*	Subtype 2: *open*
Overall Length: *392*	Width (assumed decimal): *200*	Connection:
General Description: *2-30 FT R.C.D.G. 2-100 & 1-102 FT R.C. ARCH SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *continuous concrete*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1927*	Source: *KYDOT records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.	16 extant bridges of this type built during this period.
137 extant bridges built in this region.	extant bridges of this truss sub-type.
32 extant bridges of this type.	extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

Longest open spandral concrete arch span in Kentucky. One of only five open spandral concrete arches in Kentucky.

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	08270;18971;;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0060-B00036*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *0060*	Road Name: *GRAYSON-OLIVE HILL-MOREHEAD*	
Spanning: *DRY BRANCH*		
Location Description: *.05 MI W OF JCT KY 1626*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *27*	Width (assumed decimal):*200*	Connection:
General Description: *1-24 FT R.C.D.G. (STONE MAS. SUB.)*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Cut stone/concrete seat*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other:		
IV. MODIFICATION/CONDITION		
5 concrete I beams, 2 steel I beams may have been added to widen?		
V. ENVIRONMENT (describe)		
Rural-lumber yard, churches, homes, woods & pasture		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1923*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

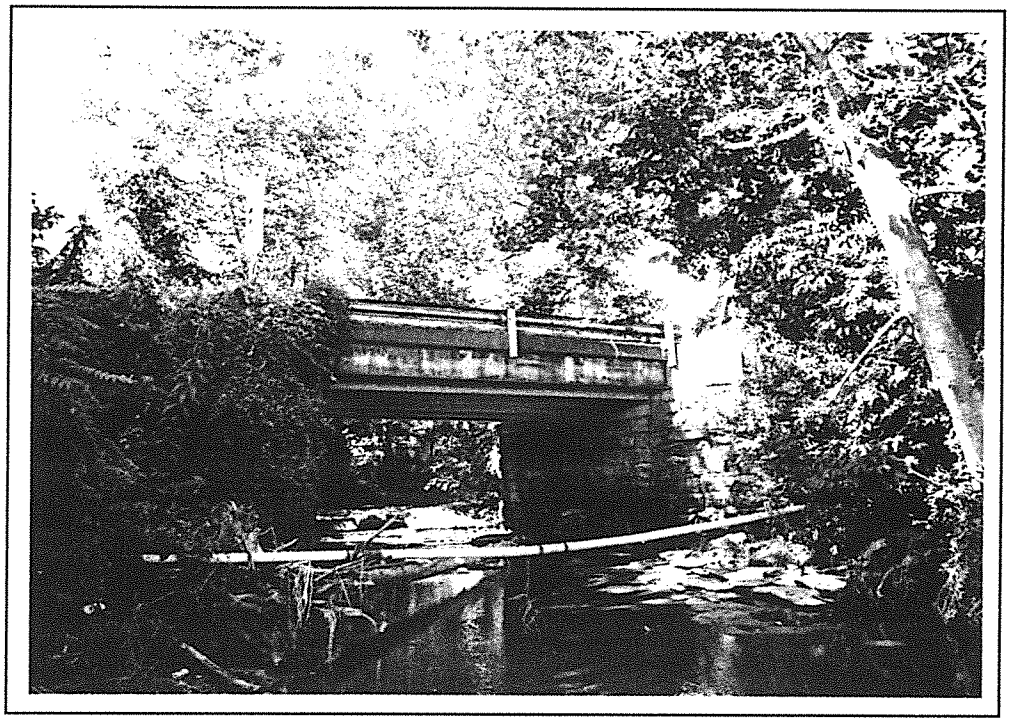
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	01593;;;



Carter 22-60-B36 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0060-B00037*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *0060*	Road Name: *GRAYSON-OLIVE HILL-MOREHEAD*	
Spanning: *TYGARTS CREEK*		
Location Description: *.75 MI E OF JCT KY 1662*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *54*	Width (assumed decimal):*200*	Connection:
General Description: *2-24 FT R.C.D.G. (STONE MAS. SUB.)*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Cut stone/concrete seat*	Piers: *Stone w/concrete cap*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Outer beams are I steel*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural-residential-agricultureal		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1923*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

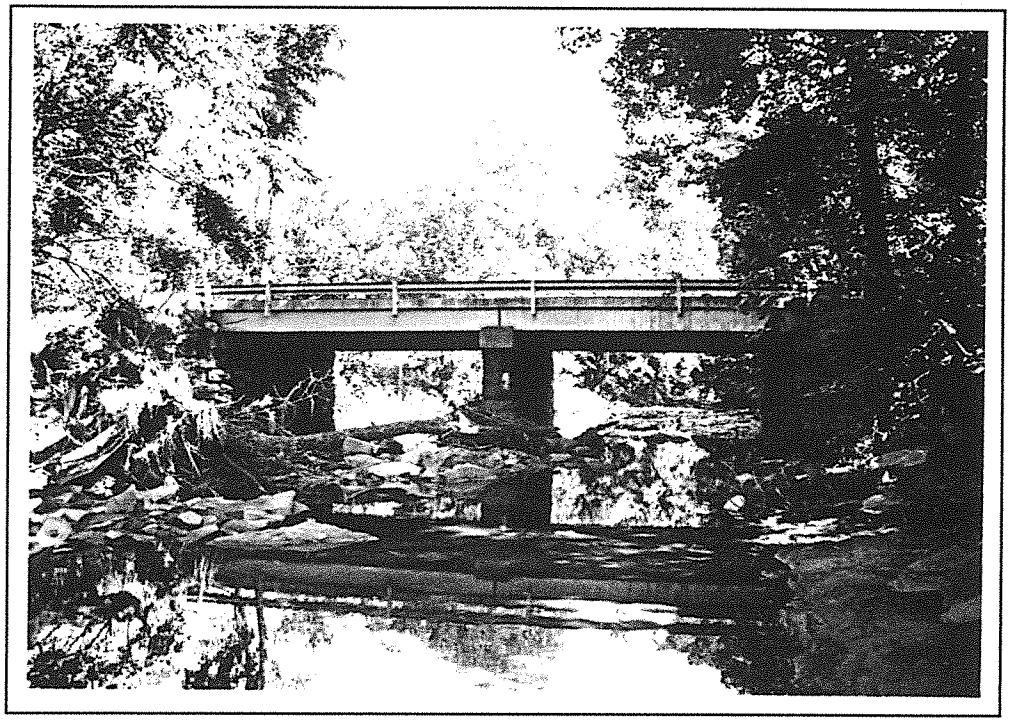
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	01592;G1104;:



Carter 22-60-B37 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0060-B00038*

I. LOCATION

District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *0060*	Road Name: *GRAYSON-OLIVE HILL-MOREHEAD*	
Spanning: *REEVES BRANCH*		
Location Description: *.35 MI E OF JCT KY 1662*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *27*	Width (assumed decimal):*200*	Connection:
General Description: *1-24 FT R.C.D.G.,STONE MAS. SUB*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other:		

IV. MODIFICATION/CONDITION

Abutments have been reworked. Original stone abutments may have been poured over.

V. ENVIRONMENT (describe)

Lumber yard-tobacco-homes-churches-rural

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1923*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	01104;;;



Carter 22-60-B38 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0773-B00074*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *0773*	Road Name: *GRAYSON-HITCHINS*	
Spanning: *LITTLE SANDY RIVER*		
Location Description: *1.0 MI S.E. OF JCT KY 7*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *198*	Width (assumed decimal):*110*	Connection: *Pin*
General Description: *3-15 FT I BEAMS & 1-150 FT THRU TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Stone*
Railings:	Lighting:	Estimated Remaining Life (years):*11*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1964

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1913*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	15922:::

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-0773-B00075*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *0773*	Road Name: *GRAYSON-HITCHINS*	
Spanning: *LITTLE SANDY RIVER*		
Location Description: *1.2 MI S.E. OF JCT KY 7*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *185*	Width (assumed decimal):*110*	Connection: *PIN,RIVET*
General Description: *1-22 FT & 2-15 FT I BEAM SPANS & 1-127.75 THRU SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Cut stone*	Piers: *Stone w/concrete cap?*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1964

V. ENVIRONMENT (describe)
Rural-residential

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1913*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	12710;;;



Carter 22-773-B75 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *22-1910-B00136*

I. LOCATION		
District: *9*	Cultural Region: *Appalachian*	
County: *Carter*		City:
Route: *1910*	Road Name: PACTOLAS- KY 1-7	
Spanning: LITTLE SANDY RIVER		
Location Description: .1 MI. E.OF KY 1&7		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Through*	Subtype 2: *Pratt Pony*
Overall Length: *428*	Width (assumed decimal):*125*	Connection:*PIN*
General Description:*2-71 FT PONY & 3-95 FT STEEL THRU TRUSS SPANS BLT 1900*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone w/concrete added*	Piers: *Steel cylinders w/concrete footers*
Railings: *2 Round hand rails*	Lighting:*None*	Estimated Remaining Life (years):*1*
Other:		

IV. MODIFICATION/CONDITION
Jones & Laughlin on I-beams - has had structural bracing added

V. ENVIRONMENT (describe)
Possible old mill site, rural w/houses, farm bottoms, wooded hills

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *1899 Lafayette Bridge Co. Builders Lafayette, Ind. & Bridge Commissioner Frank Prater County Judge J.G. Morris*	
Construction Date: *1899*	Source: *Bridge Plate*
Designer: *Commonwealth of Kentucky*	Builder: *LAFAYETTE BRIDGE CO. BUILDERS LAFAYETTE, IND.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

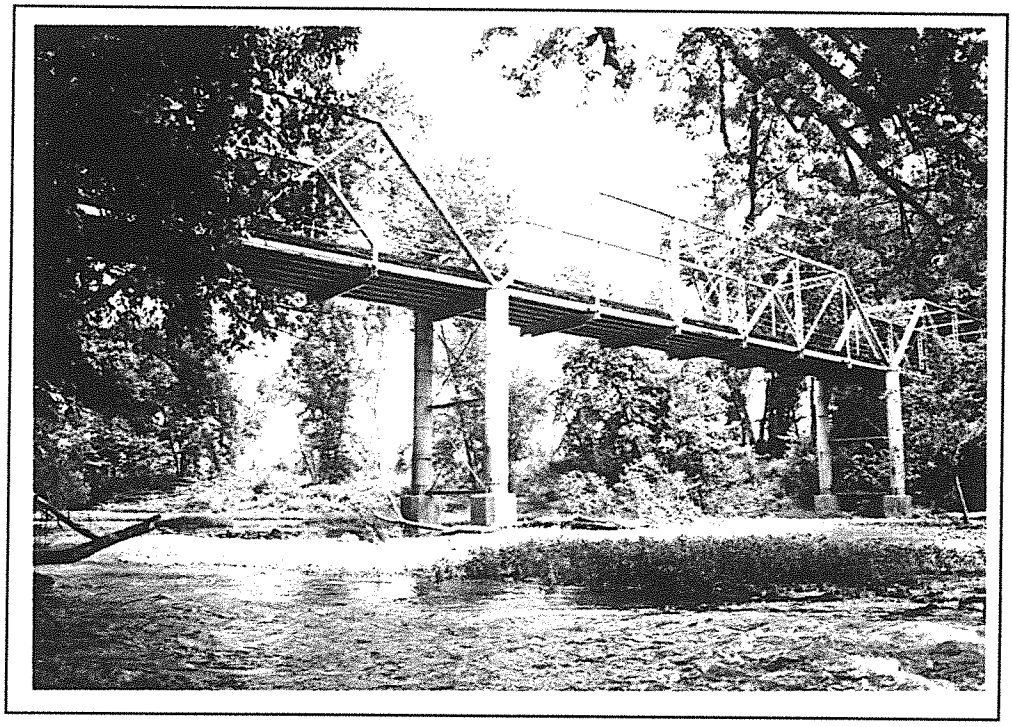
104

X. NATIONAL REGISTER STATUS

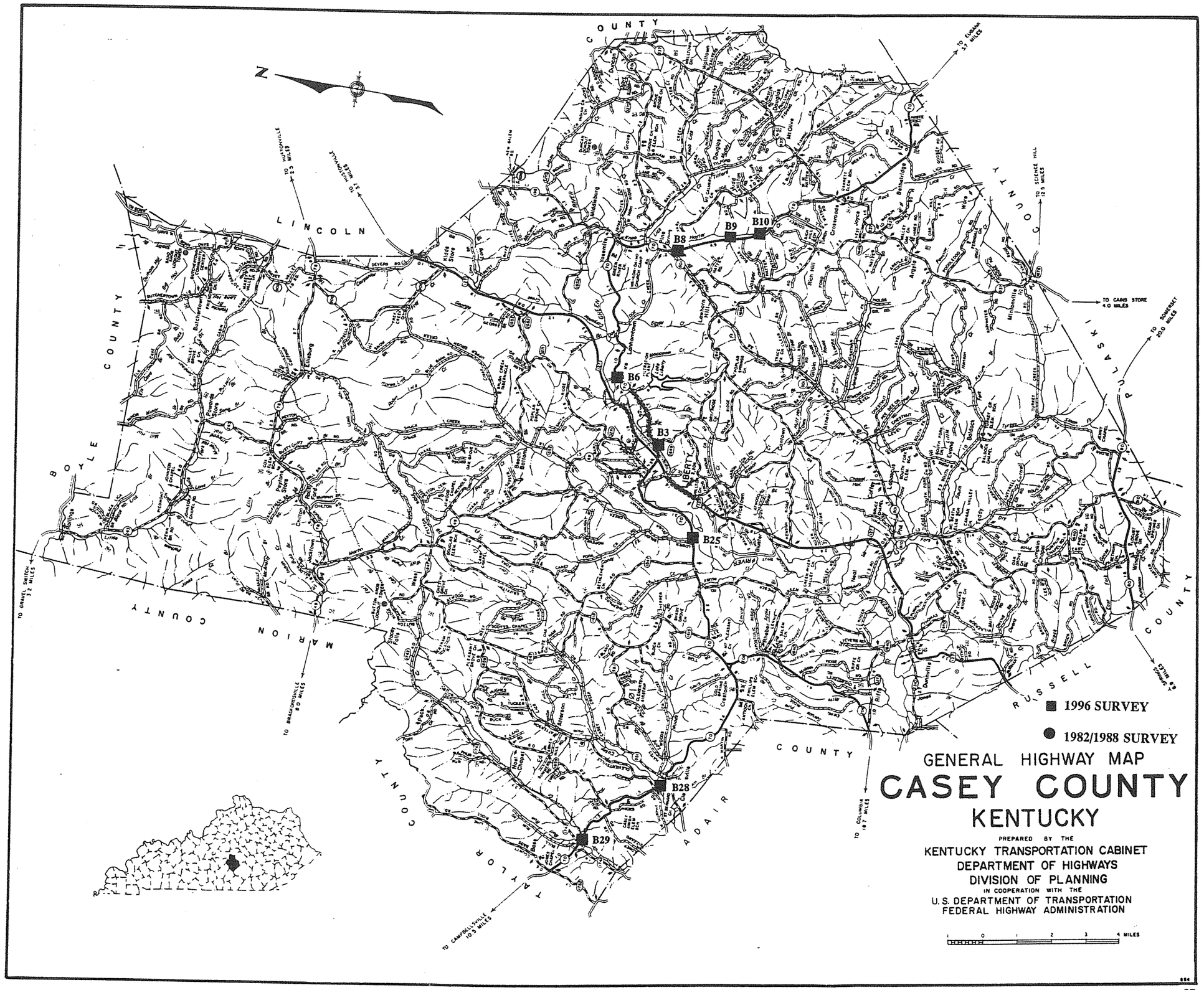
4

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
1316/43-64	...



Carter 22-1910-B136 1996


N
COUNTY
LINCOLN
BOYLE
COUNTY
MARION
COUNTY
TAYLOR
COUNTY
ADAIR
COUNTY
RUSSELL
COUNTY
PULASKI
COUNTY
TO HUSTONVILLE 25 MILES
TO STANFORD 37 MILES
TO EUBANK 37 MILES
TO SCIENCE HILL 12.5 MILES
TO CANE STORE 40 MILES
TO SOMERSET 20.0 MILES
TO GRAVEL SWITCH 32 MILES
TO BRADFORDSVILLE 80 MILES
TO CAMPBELLSVILLE 10.5 MILES
TO COLUMBIA 18.7 MILES
B3
B6
B8
B9
B10
B25
B28
B29
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
CASEY 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 0 1 2 3 4 MILES

CASEY COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		23	Casey	0049	B00030	8	Pennyrile	1930	T Beam	8
		23	Casey	0070	B00003	8	Pennyrile	1930	T Beam	9
Y		23	Casey	0070	B00006	8	Pennyrile	1930	T Beam	8
		23	Casey	0070	B00008	8	Pennyrile	1930	T Beam	9
		23	Casey	0070	B00009	8	Pennyrile	1930	T Beam	9
		23	Casey	0070	B00010	8	Pennyrile	1930	T Beam	9
		23	Casey	0070	B00025	8	Pennyrile	1930	T Beam	9
		23	Casey	0070	B00028	8	Pennyrile	1932	T Beam	9
		23	Casey	0070	B00029	8	Pennyrile	1932	T Beam	9
		23	Casey	0206	B00023	8	Pennyrile	1936	T Beam	8
		23	Casey	0243	B00040	8	Pennyrile	1935	T Beam	8
		23	Casey	0501	B00054	8	Pennyrile	1936	girder	8
		23	Casey	0910	B00049	8	Pennyrile	1938	girder	8
		23	Casey	1547	B00045	8	Pennyrile	1949	T Beam	8
		23	Casey	1552	B00024	8	Pennyrile	1925	T Beam	8
		23	Casey	1742	B00060	8	Pennyrile	1935	girder	8
		23	Casey	2310	B00066	8	Pennyrile	1935	girder	8
		23	Casey	9999	C00052	8	Pennyrile	1925	T Beam	8
		18	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *23-0070-B00006*

I. LOCATION

District: *8*	Cultural Region: *Pennyrile*	
County: *Casey*		City:
Route: *0070*	Road Name: *LIBERTY-SOMERSET*	
Spanning: *MOCCASIN CREEK*		
Location Description: *2 MI NE OF JCT KY 1649*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *33*	Width (assumed decimal): *190*	Connection:
General Description: *1-30 FT R.C.D.G. SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years): *2*
Other: *Deck deteriorated*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural, houses close-by on farily buisy road w/frequent traffic

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

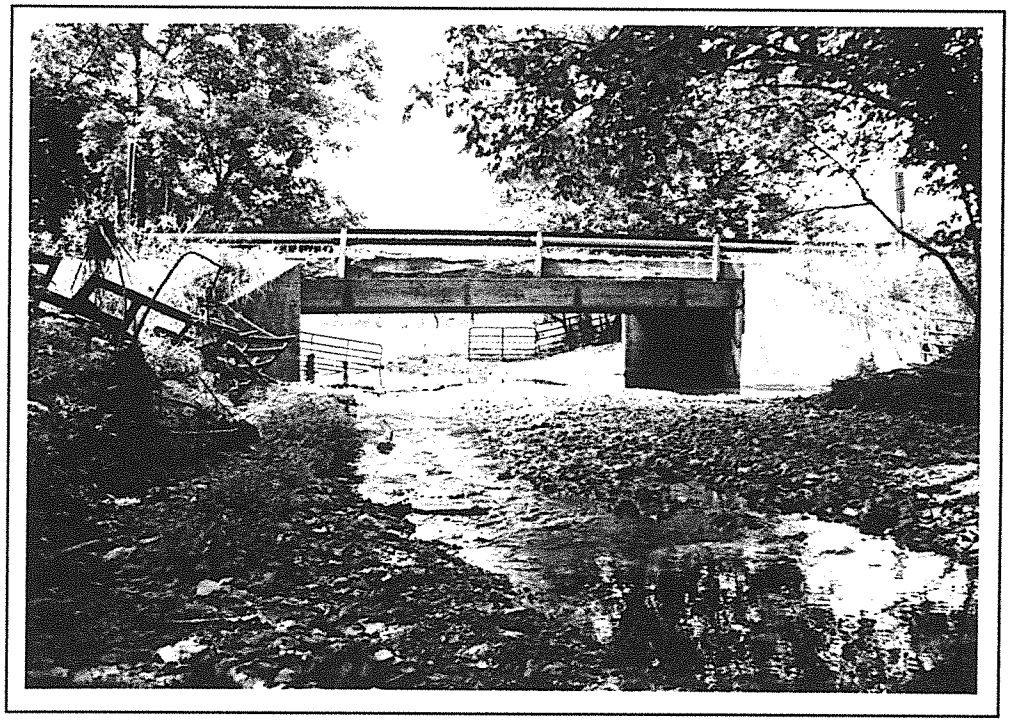
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0475/43-45	*04476:::*



Casey 23-70-B6 1996

■ 1996 SURVEY

● 1982/1988 SURVEY

C19 C18

MUHLENBERG COUNTY

HOPKINS COUNTY

CALDWELL COUNTY

TODD COUNTY

TRIGG COUNTY

MONTGOMERY COUNTY

STEWART COUNTY

CLARKSVILLE

HOPKINSVILLE

PENNYRILE FOREST STATE RESORT PARK

LAKE BESHEAR

FORT CAMPBELL MILITARY RESERVATION

N

GENERAL HIGHWAY MAP

CHRISTIAN 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

0 1 2 3 4 MILES

687

CHRISTIAN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		24	Christian	0041	B00002	2	Pennyrile	1940	T Beam	8
		24	Christian	0041	B00021	2	Pennyrile	1927	T Beam	8
		24	Christian	0041	B00023	2	Pennyrile	1927	T Beam	8
		24	Christian	0041	B00111	2	Pennyrile	1934	T Beam	8
		24	Christian	0068	B00115	2	Pennyrile	1936	T Beam	8
		24	Christian	0091	B00047	2	Pennyrile	1932	T Beam	8
		24	Christian	0091	B00049	2	Pennyrile	1932	T Beam	8
		24	Christian	0091	B00051	2	Pennyrile	1931	T Beam	8
		24	Christian	0091	B00052	2	Pennyrile	1931	T Beam	8
		24	Christian	0107	B00015	2	Pennyrile	1933	T Beam	8
		24	Christian	0107	B00016	2	Pennyrile	1933	T Beam	8
		24	Christian	0107	B00036	2	Pennyrile	1931	T Beam	8
		24	Christian	0107	B00041	2	Pennyrile	1932	T Beam	8
		24	Christian	0107	B00042	2	Pennyrile	1932	T Beam	8
		24	Christian	0109	B00057	2	Pennyrile	1932	T Beam	8
		24	Christian	0109	B00058	2	Pennyrile	1932	T Beam	8
		24	Christian	0115	B00026	2	Pennyrile	1935	T Beam	8
		24	Christian	0115	B00060	2	Pennyrile	1941	T Beam	8
		24	Christian	0189	B00011	2	Pennyrile	1937	T Beam	8
		24	Christian	0272	B00043	2	Pennyrile	1944	T Beam	8
		24	Christian	0407	B00065	2	Pennyrile	1925	T Beam	8
		24	Christian	041A	B00112	2	Pennyrile	1935	girder	8
		24	Christian	0507	B00074	2	Pennyrile	1935	girder	8
		24	Christian	0507	B00075	2	Pennyrile	1935	girder	8
		24	Christian	0508	B00077	2	Pennyrile	1935	girder	8
		24	Christian	0508	B00078	2	Pennyrile	1935	girder	8
		24	Christian	0508	B00080	2	Pennyrile	1925	girder	8
		24	Christian	1044	C00008	2	Pennyrile	1940	girder	8
Y		24	Christian	1078	C00018	2	Pennyrile	1894	truss	3
Y		24	Christian	1078	C00019	2	Pennyrile	1894	truss	3
		24	Christian	1093	C00022	2	Pennyrile	1935	slab	8
		24	Christian	1116	C00034	2	Pennyrile	1935	girder	8
		24	Christian	1350	C00054	2	Pennyrile	1935	girder	8
		24	Christian	1415	C00063	2	Pennyrile	1935	girder	8
		24	Christian	8002	B00142	2	Pennyrile	1945	girder	8
		35	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *24-1078-C00018*

I. LOCATION		
District: *2*	Cultural Region: *Pennyrile*	
County: *Christian*		City:
Route: *1078*	Road Name: J.P.GRACE RD	
Spanning: WEST FORK POND RIVER		
Location Description: 200" S. OF JCT. 1075		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *76*	Width (assumed decimal):*120*	Connection:*Pin*
General Description:*1-74.0" SIMPLE SPAN STEEL THRU TRUSS BLT 1894*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Laid stone*	Piers: *None*
Railings: *Steel - double*	Lighting:*None*	Estimated Remaining Life (years):*1*
Other: Wooden deck		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural setting, wooded, remote location

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Yes Champion Bridge Co. Wilmington, OH*	
Construction Date: *1894*	Source: *KYDOT Records*
Designer:	Builder: *Champion*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

90 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

6 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

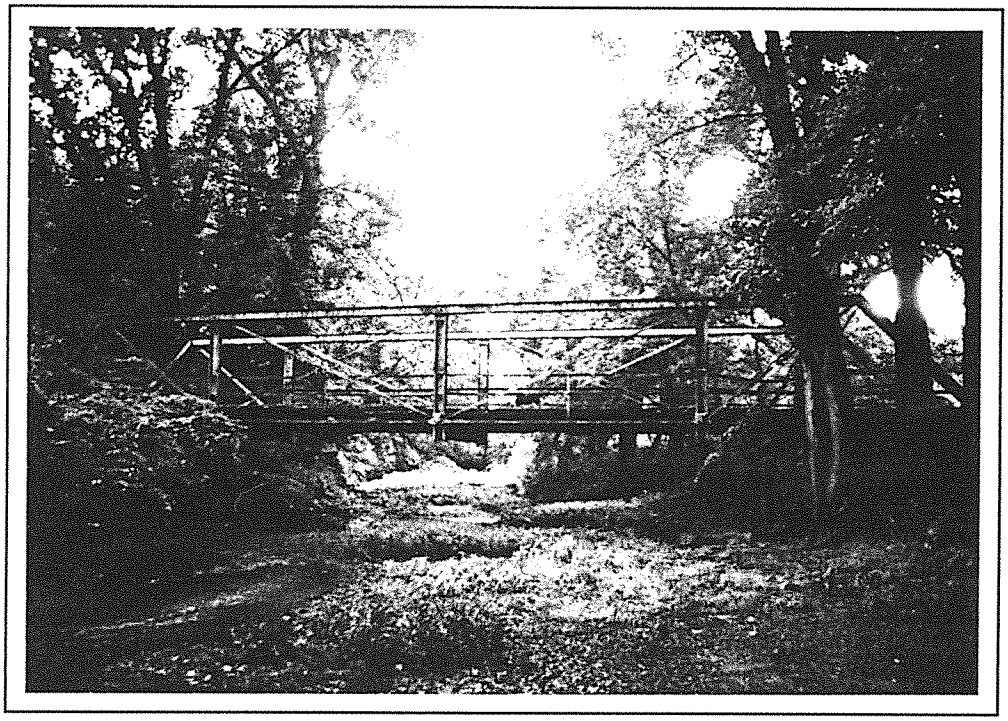
29

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0455/86-92	...



Christian 24-1078-C18 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *24-1078-C00019*

I. LOCATION		
District: *2*	Cultural Region: *Pennyrile*	
County: *Christian*		City:
Route: *1078*	Road Name: J.P.GRACE RD	
Spanning: WEST FORK POND RIVER		
Location Description: 1.0 M. N. OF JCT. 1075		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *75*	Width (assumed decimal):*125*	Connection:*Pin & Rivet*
General Description:*1-73.0" SIMPLE SPAN STEEL THRU TRUSS BLT 1894*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *None*
Railings: *None*	Lighting:*None*	Estimated Remaining Life (years):*0*
Other: Wooden deck. Road to bridge blocked with dirt mounds.		

IV. MODIFICATION/CONDITION
POSTED & BARRICADED

V. ENVIRONMENT (describe)
Rural setting, wooded, very remote.

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1894*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

90 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

6 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

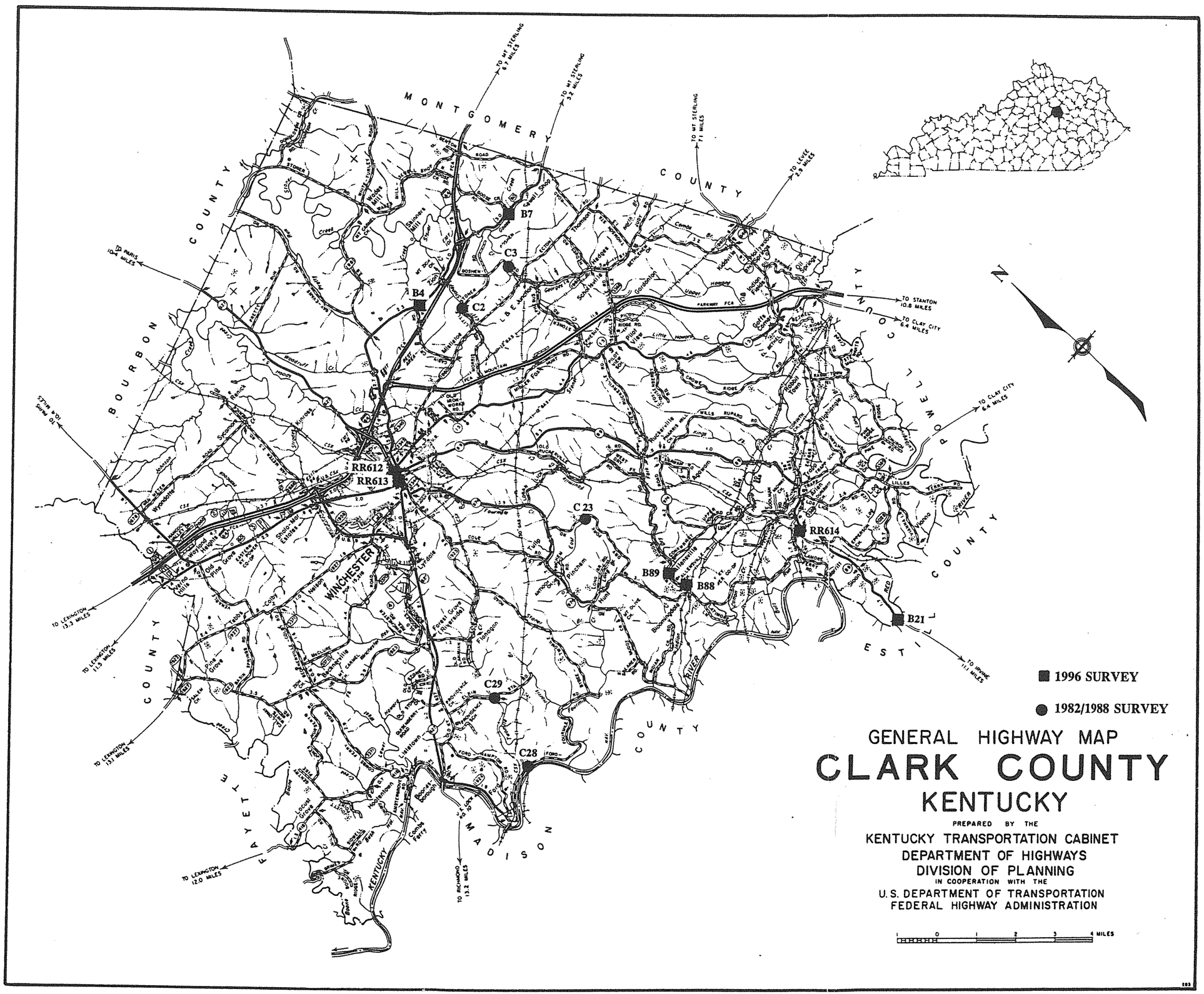
3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0455/52-57	...



Christian 24-1078-C19 1996


MONTGOMERY COUNTY
BOURBON COUNTY
POWELL COUNTY
CLARK COUNTY
FAYETTE COUNTY
MADISON COUNTY
WINCHESTER
KENTUCKY RIVER
B4
B7
C2
C3
C23
C28
C29
B88
B89
B21
RR612
RR613
RR614
TO MT STERLING 9.7 MILES
TO MT STERLING 3.2 MILES
TO MT STERLING 7.1 MILES
TO LEXINGTON 13.3 MILES
TO LEXINGTON 11.3 MILES
TO LEXINGTON 13.1 MILES
TO LEXINGTON 12.0 MILES
TO RICHMOND 13.2 MILES
TO IRVINE 11.1 MILES
TO STANTON 10.8 MILES
TO CLAY CITY 6.4 MILES
TO CLAY CITY 6.4 MILES
TO LEVEE 2.9 MILES
TO PARIS 10.4 MILES
TO PARIS MILES
N
1996 SURVEY
1982/1988 SURVEY
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
1 0 1 2 3 4 MILES

CLARK COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		25	Clark	0060	B00004	7	Bluegrass	1921	T Beam	9
		25	Clark	0060	B00006	7	Bluegrass	1921	T Beam	9
Y		25	Clark	0060	B00007	7	Bluegrass	1921	slab	8
		25	Clark	0089	B00014	7	Bluegrass	1937	T Beam	8
		25	Clark	0089	B00017	7	Bluegrass	1930	T Beam	8
		25	Clark	0089	B00018	7	Bluegrass	1930	T Beam	8
		25	Clark	0089	B00019	7	Bluegrass	1930	T Beam	8
Y		25	Clark	0089	B00021	7	Bluegrass	1932	truss	8
Y		25	Clark	0974	B00088	7	Bluegrass	1945	truss	3
Y		25	Clark	0974	B00089	7	Bluegrass	1945	truss	8
	Y	25	Clark	1015	C00002	7	Bluegrass	1940	truss	8
	Y	25	Clark	1016	C00003	7	Bluegrass	1930	truss	
		25	Clark	1018	C00004	7	Bluegrass	1935	slab	8
	Y	25	Clark	1130	C00023	7	Bluegrass	1935	truss	8
		25	Clark	1203	C00025	7	Bluegrass	1945	girder	8
		25	Clark	1203	C00026	7	Bluegrass	1930	girder	8
	Y	25	Clark	1205	C00028	7	Bluegrass	1940	truss	8
	Y	25	Clark	1210	C00029	7	Bluegrass	1945	truss	8
Y		25	Clark	5123	RR0614	7	Bluegrass	1919	girder	8
		25	Clark	9999	C00031	7	Bluegrass	1930	T Beam	8
		25	Clark	9999	C00032	7	Bluegrass	1930	slab	8
		25	Clark	9999	RR0612	7	Bluegrass	1920	truss-thru	9
Y		25	Clark	9999	RR0613	7	Bluegrass	1915	girder	8
		23	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-0060-B00007*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *0060*	Road Name: *WINCHESTER-MT. STERLING*	
Spanning: *GOOSE CREEK*		
Location Description: *1.3 MI EAST OF I-64 NTRCH*		

II. DESIGN INFORMATION		
Main Type: *slab*	Subtype 1:	Subtype 2:
Overall Length: *50*	Width (assumed decimal):*200*	Connection:
General Description: *3-14 FT R.C. SLAB SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*5*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *GONE*	
Construction Date: *1921*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

21 extant bridges of this type.

14 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

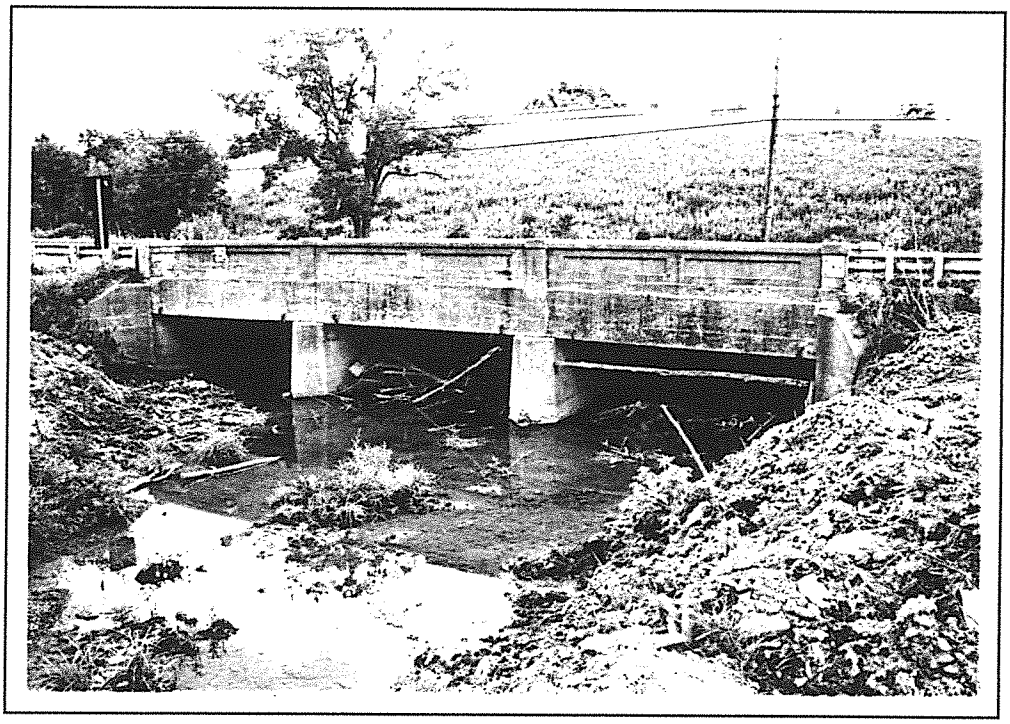
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/61-65	*00000:::*



Clark 25-60-B7 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-0089-B00021*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *0089*	Road Name: *WINCHESTER-IRVINE*	
Spanning: *RED RIVER*		
Location Description: *ON ESTILL - CLARK CL*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Parker*	Subtype 2: *Pratt Through*
Overall Length: *312*	Width (assumed decimal):*198*	Connection: *RIVET*
General Description: *1-130 FT & 1-180 FT STEEL THRU TRUSS SPAN B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Poured concrete*	Piers: *Poured concrete*
Railings: *Steel*	Lighting: *None*	Estimated Remaining Life (years):*18*
Other: *Web stamped "Jones & Laughlin" "Carnegie C USA" BM in NE abutment "Used Cincinnati District"*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge: *Red River Bridge*	
Bridge Plate Inscription: *NO*	
Construction Date: *1932*	Source: *KYDOT Records*
Designer:	Builder: *JONES & LAUGHLIN?*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

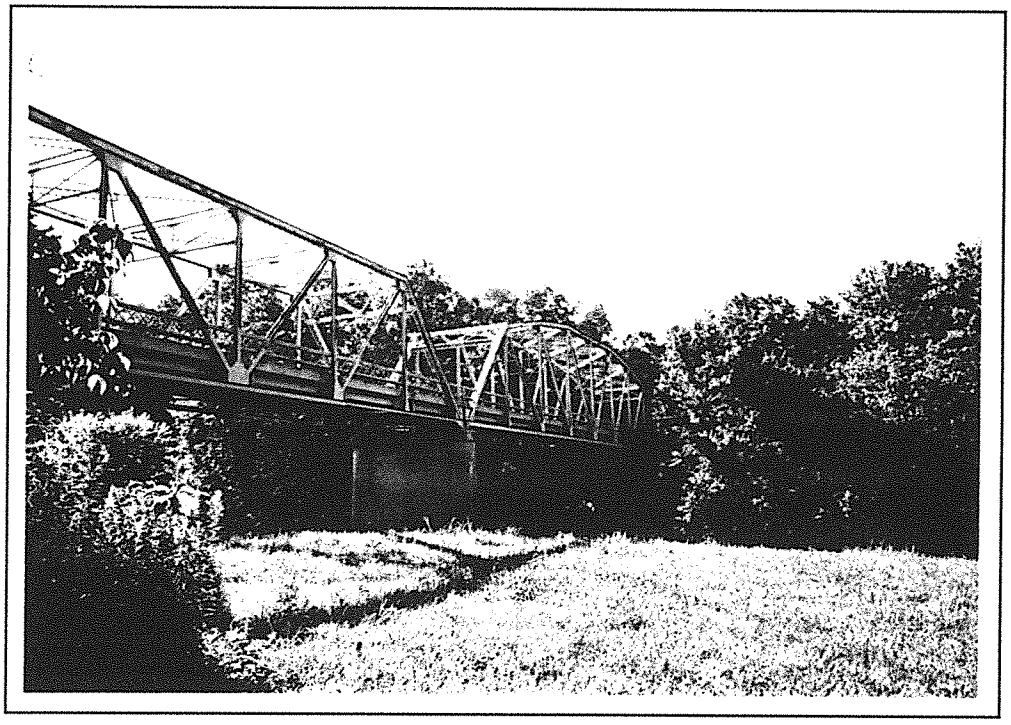
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/38-42	*05274;09107;19017;*



Clark 25-89-B21 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-0974-B00088*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *0974*	Road Name: WHITE-CONKWRIGHT ROAD	
Spanning: UPPER HOWARD CREEK		
Location Description: .2 MI N-CR 5123 @BLMNGDLE		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Camelback*	Subtype 2:
Overall Length: *75*	Width (assumed decimal):*136*	Connection:*RIVET*
General Description:*74' SPAN STEEL PONY TRUSS B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone w/concrete caps*	Piers: *None*
Railings: *Steel channel*	Lighting:*None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Yes Champion Bridge Co. Wilmington, Ohio*	
Construction Date: *1945*	Source: *KYDOT Records*
Designer:	Builder: *CHAMPION BRIDGE CO. WILMINGTON, OHIO*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

11 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

6 extant bridges of this type built during this period.

12 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

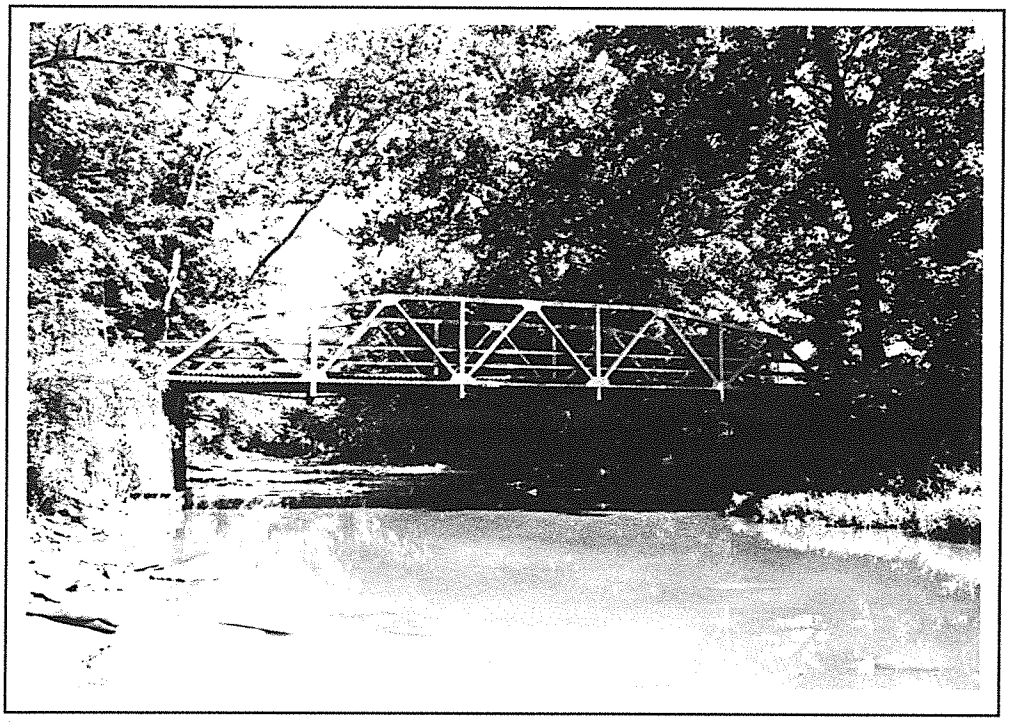
11

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/47-53	*PLANS: IN FILE.*



Clark 25-974-B88 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-0974-B00089*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*
County: *Clark*	City:
Route: *0974*	Road Name: *WHITE-CONKWRIGHT ROAD*
Spanning: *UPPER HOWARD CREEK*	
Location Description: *.6 MI N-CR 5123 @BLMNGDLE*	

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Camelback*	Subtype 2:
Overall Length: *83*	Width (assumed decimal): *137*	Connection: *RIVET*
General Description: *80' SPAN STEEL PONY TRUSS B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Stone w/concrete caps*	Piers: *None*
Railings: *Channel steel*	Lighting: *None*	Estimated Remaining Life (years): *14*
Other:		

IV. MODIFICATION/CONDITION

Major rehab 1960.

V. ENVIRONMENT (describe)

Rural/agricultural

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1945*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

11 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

6 extant bridges of this type built during this period.

12 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

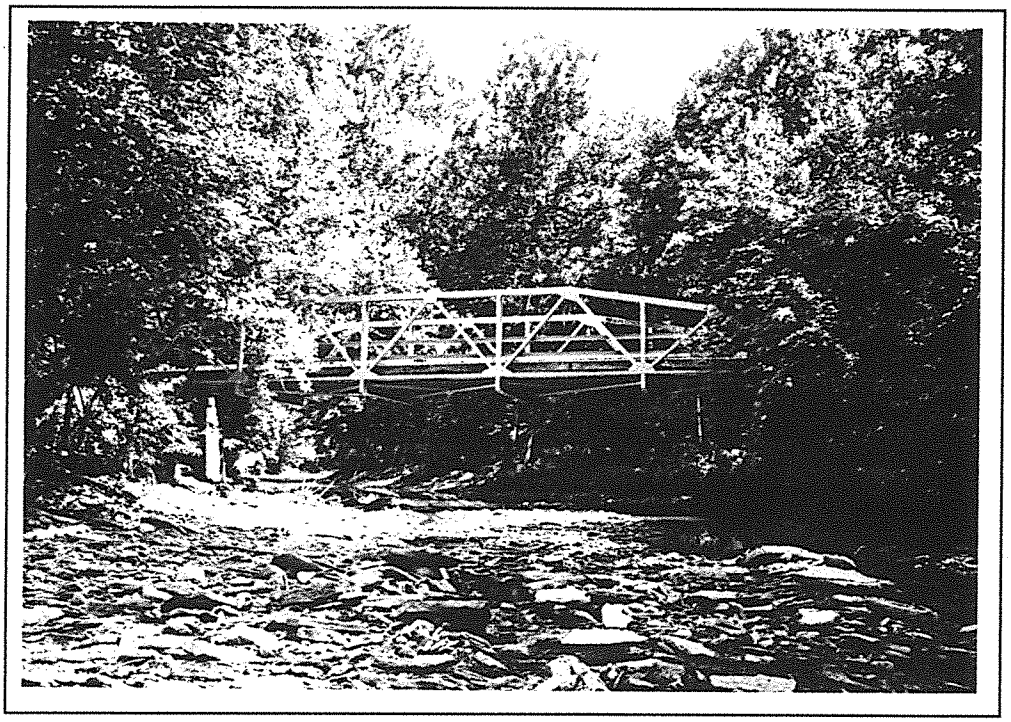
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/54-60	*PLANS: IN FILE:*



Clark 25-974-B89 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-1015-C00002*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*
County: *Clark*	City:
Route: *1015*	Road Name: *LITTLE STONER ROAD*
Spanning: *LITTLE STONER CREEK*	
Location Description: *.5 MI N OF JCT KY 1960*	

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Pratt 1/2 Hip Pony*	Subtype 2:
Overall Length: *75*	Width (assumed decimal):*117*	Connection: *Pin*
General Description: *74.8' SPAN STEEL PONY TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other: *Note on 1992 inspection report states "Pratt truss moved to this site was incorrectly reassembled."*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1940*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

24 extant bridges of this truss sub-type.

4 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-1016-C00003*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *1016*	Road Name: *GOSHEN ROAD*	
Spanning: *STONER CREEK*		
Location Description: *.5 MI N OF JCT KY 1960*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *77*	Width (assumed decimal):*116*	Connection: *rivet*
General Description: *75' SPAN STEEL PONY TRUSS PRATT-B2B*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		
IV. MODIFICATION/CONDITION		
Repairs to seat and abutments 1994		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1930*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-1130-C00023*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *1130*	Road Name: *DRY FORK ROAD*	
Spanning: *E. FORK FOURMILE CR.*		
Location Description: *.9 MI SE OF JCT KY 974*		

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *60*	Width (assumed decimal): *114*	Connection: *rivet*
General Description: *59' SPAN STEEL PONY TRUSS WARREN-B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *19*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1935*	Source: *KYDOT Records*
Designer:	Builder: *Champion Bridge Comapny*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-1205-C00028*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *1205*	Road Name: *FORD-FOURMILE ROAD*	
Spanning: *TWO MILE CREEK*		
Location Description: *1.9 MI NE OF JCT KY 1924*		
II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *65*	Width (assumed decimal):*139*	Connection: *rivet*
General Description: *63' SPAN STEEL PONY TRUSS WARREN-B2B*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*20*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1940*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...



Clark 25-1205-C28

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-1210-C00029*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *1210*	Road Name: *ELKIN STATION ROAD*	
Spanning: *TWOMILE CREEK*		
Location Description: *1.4 MI E OF JCT KY 1924*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *59*	Width (assumed decimal): *116*	Connection: *rivet*
General Description: *59' SPAN STEEL PONY TRUSS WARREN-B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *10*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1945*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

11 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

6 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

1 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-9999-RR0613*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City: *Winchester*
Route: *9999*	Road Name: *MUTUAL RD IN WINCHESTER*	
Spanning: *CSX RAILROAD @ MUTUAL RO*		
Location Description: *400' N-WINN AVE-KY 15*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1: _	Subtype 2:
Overall Length: *145*	Width (assumed decimal):*201*	Connection:
General Description: *18-19-20-26-20-19-18' TIMBER SPANS - 15 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *timber*	Abutments: *Poured concrete*	Piers: *Timber*
Railings: *Timber*	Lighting: *Mpme*	Estimated Remaining Life (years):*5*
Other: *Timber deck - bridge is closed*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Residential/industrial

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1915*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

22 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/16-20	...



Clark 25-9999-RR613 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *25-5123-RR0614*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Clark*		City:
Route: *5123*	Road Name: *BLOOMINGDALE-LAMORE FERRY RD*	
Spanning: *CSX RAILROAD*		
Location Description: *.20 MI WEST OF JCT KY 89*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1: _	Subtype 2:
Overall Length: *83*	Width (assumed decimal):*160*	Connection:
General Description: *1-80 FT STEEL GIRDER SPAN WITH TIMBER FLOOR*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *None*
Railings: *Timber*	Lighting: *None*	Estimated Remaining Life (years):*10*
Other: *Steel girders w/timber deck & asphalt pavement*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural/residential/agricultural		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1919*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

22 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2520/43-46	...



Clark 25-5123-RR614 1996

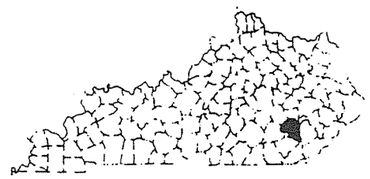
GENERAL HIGHWAY MAP

CLAY 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

0 1 2 3 MILES



CLAY COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		26	Clay	0011	B00007	11	Appalachian	1937	T Beam	8
		26	Clay	0011	B00089	11	Appalachian	1946	T Beam	8
		26	Clay	0011	B00090	11	Appalachian	1946	T Beam	8
Y		26	Clay	0421	B00001	11	Appalachian	1925	T Beam	8
Y		26	Clay	0421	B00002	11	Appalachian	1925	T Beam	8
Y		26	Clay	0421	B00004	11	Appalachian	1927	T Beam	8
Y		26	Clay	0421	B00009	11	Appalachian	1933	T Beam	8
		26	Clay	1057	C00013	11	Appalachian	1930	girder	8
		26	Clay	1114	C00016	11	Appalachian	1935	girder	8
		26	Clay	1117	C00018	11	Appalachian	1935	girder	8
		26	Clay	1117	C00019	11	Appalachian	1935	girder	8
		26	Clay	1154	C00025	11	Appalachian	1936	girder	8
		26	Clay	1154	C00027	11	Appalachian	1935	girder	8
		26	Clay	1160	C00031	11	Appalachian	1936	girder	8
		26	Clay	1160	C00032	11	Appalachian	1936	girder	8
		26	Clay	1246	C00039	11	Appalachian	1945	girder	8
		26	Clay	3469	B00099	11	Appalachian	1945	girder	8
		26	Clay	5217	C00077	11	Appalachian	1940	girder	8
		26	Clay	5286	C00071	11	Appalachian	1940	girder	8
		26	Clay	9999	C00073	11	Appalachian	1940	girder	8
		26	Clay	9999	C00074	11	Appalachian	1940	girder	8
		26	Clay	9999	C00075	11	Appalachian	1940	slab	8
		26	Clay	9999	C00080	11	Appalachian	1940	girder	8
		26	Clay	9999	C00084	11	Appalachian	1940	girder	8
		26	Clay	9999	C00085	11	Appalachian	1940	girder	8
		26	Clay	9999	C00086	11	Appalachian	1940	girder	8
		26	Clay	9999	C00087	11	Appalachian	1940	girder	8
		26	Clay	9999	C00088	11	Appalachian	1940	girder	8
		26	Clay	9999	C00089	11	Appalachian	1940	girder	8
		26	Clay	9999	C00091	11	Appalachian	1940	girder	8
		26	Clay	9999	C00092	11	Appalachian	1940	girder	8
		31	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *26-0421-B00001*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Clay*		City:
Route: *0421*	Road Name: *MANCHESTER-MCKEE*	
Spanning: *ISLAND CREEK*		
Location Description: *1.5 MI NOR. OF JCT KY 638*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *43*	Width (assumed decimal):*200*	Connection:
General Description: *1-40 FT R.C.D.G. SPAN*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Stone*	Piers: *None*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Asphalt-coated deck, bridge in good shape*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Semi-urban, on edge of county seat, on very busy road, houses & commercial buildings nearby		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1925*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

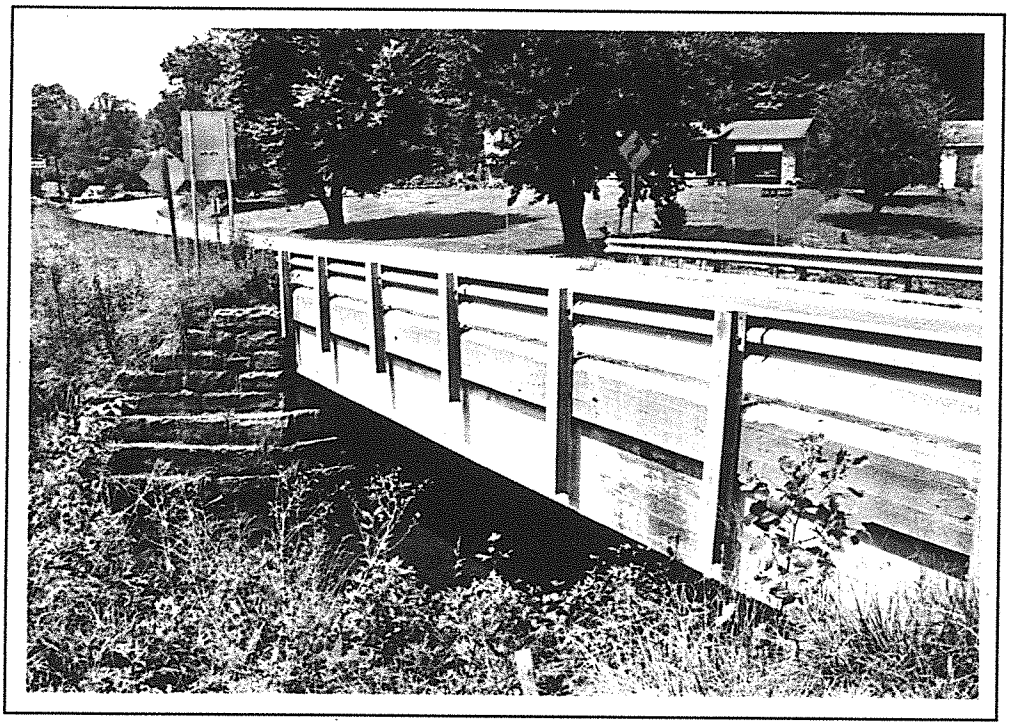
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0475/81-83	*G-14:::*



Clay 26-421-B1 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *26-0421-B00002*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Clay*		City:
Route: *0421*	Road Name: *MANCHESTER-MCKEE*	
Spanning: *BRANCH OF ISLAND CREEK*		
Location Description: *2.2 MI NOR. OF JCT KY 638*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *27*	Width (assumed decimal):*192*	Connection:
General Description: *1-24 FT R.C.D.G. SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Stone*	Piers: *None*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Asphalt-paved deck*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Semi-rural, outside of county seat, on very busy road, houses & commercial buildings in immediate proximity

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

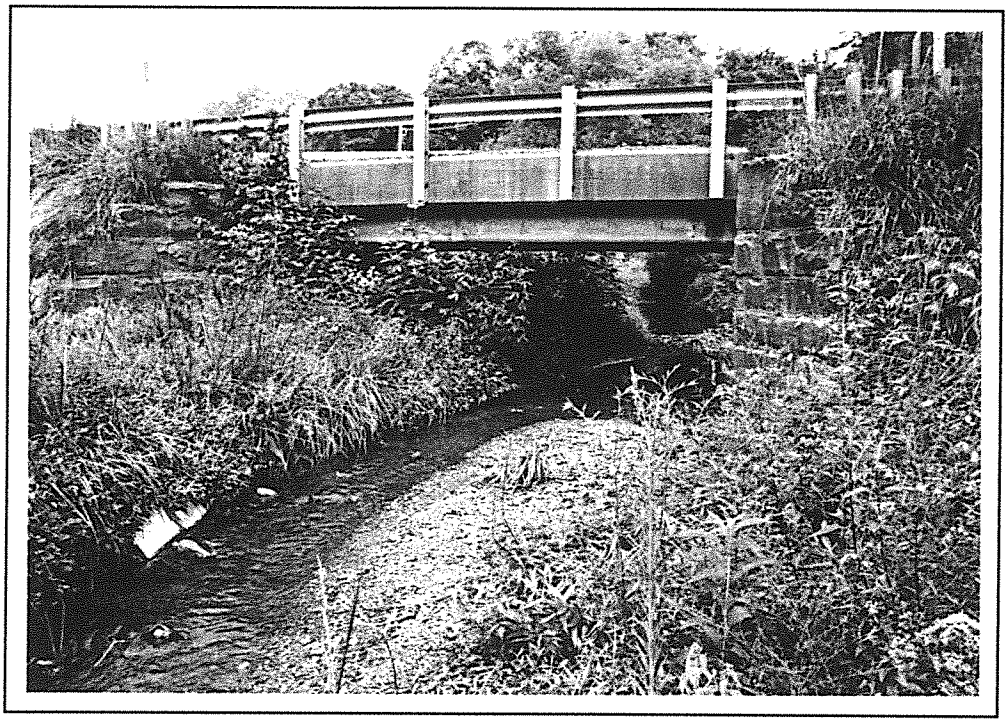
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0475/84-86	*G-24:::*



Clay 26-421-B2 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *26-0421-B00004*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Clay*		City:
Route: *0421*	Road Name: *MANCHESTER-MCKEE*	
Spanning: *SEXTON CREEK*		
Location Description: *.10 MI SO OF JCT KY 1350*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *105*	Width (assumed decimal):*191*	Connection:
General Description: *3-32 FT R.C.D.G. SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Asphalt-paved deck - deck may not be original*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural, on fairly busy road, houses close by		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1927*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

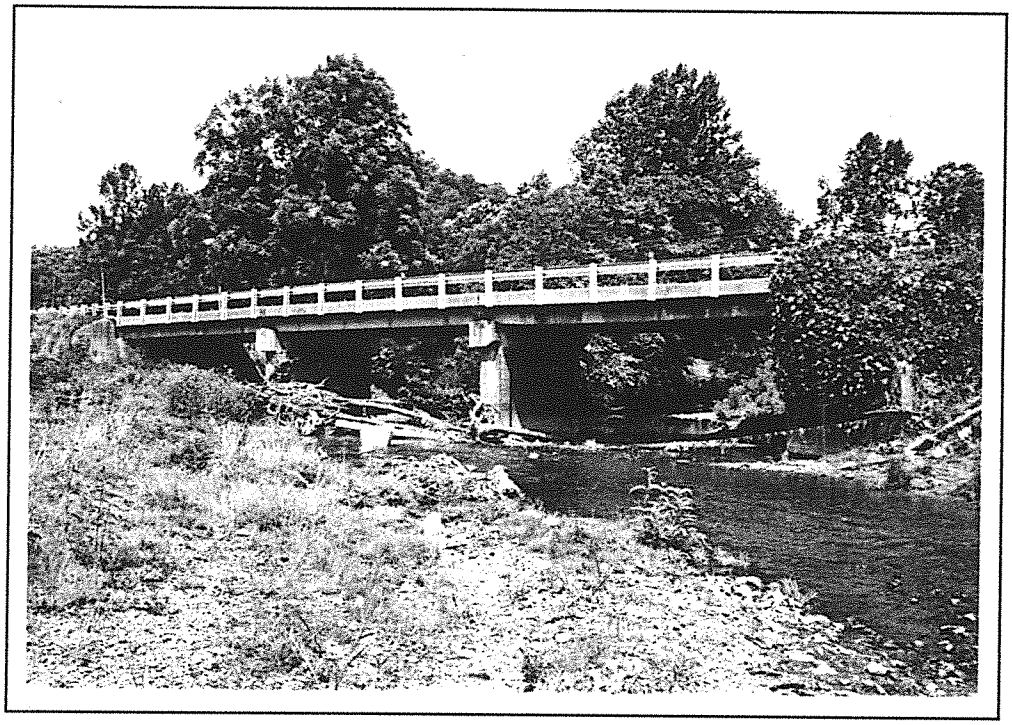
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0475/87-89	*G-36:::*



Clay 26-421-B4 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *26-0421-B00009*

I. LOCATION		
District: *11*	Cultural Region: *Appalachian*	
County: *Clay*		City:
Route: *0421*	Road Name: *MANCHESTER-HYDEN*	
Spanning: *HORSE CREEK*		
Location Description: *.30 MI E OF W-JCT KY 80*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *66*	Width (assumed decimal):*240*	Connection:
General Description: *2-30 FT R.C.D.G. SPANS - 30 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Stone*	Piers: *Stone*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other: *Asphalt-paved deck*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Semi-urban, on edge of county seat, on very busy road, commercial buildings in immediate vicinity		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

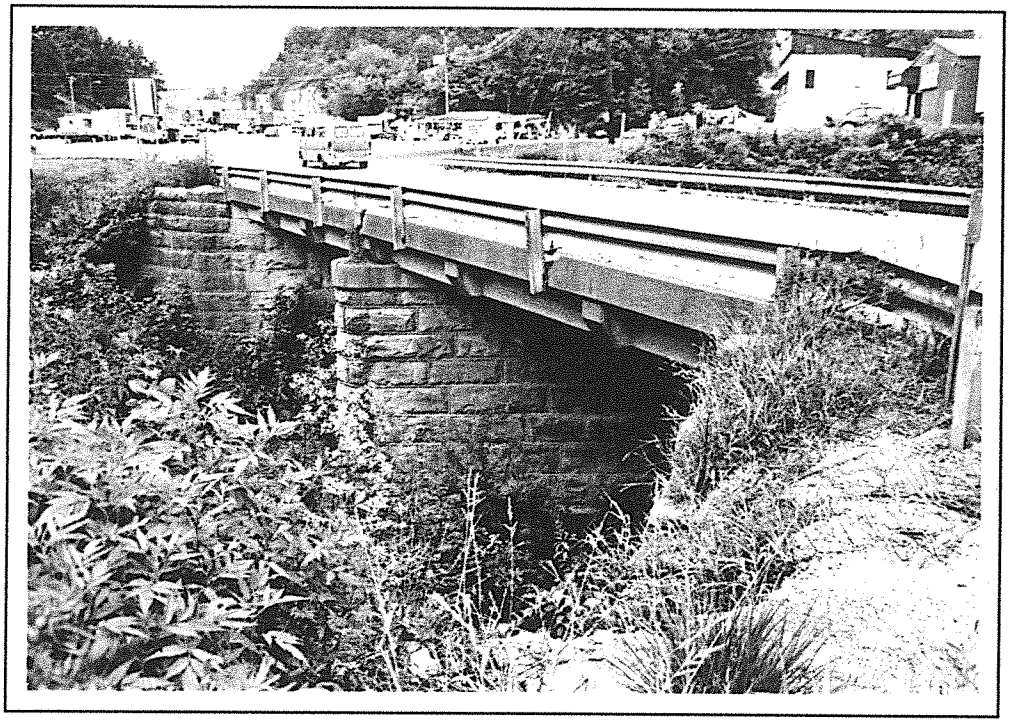
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0475/78-80	*05753;G-108;:*



Clay 26-421-B9 1996

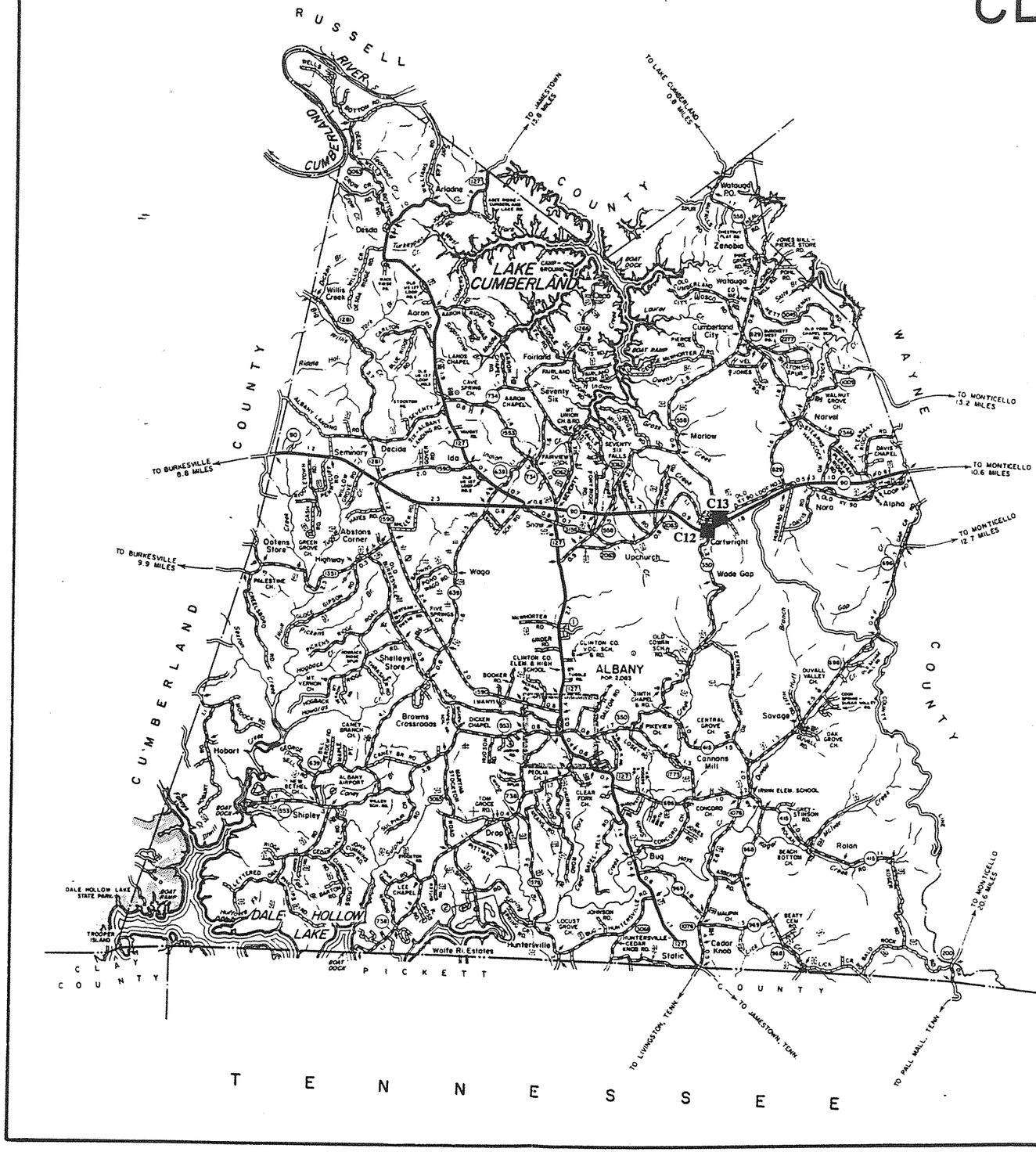
GENERAL HIGHWAY MAP

CLINTON COUNTY

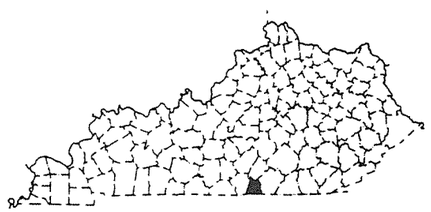
KENTUCKY

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 0 1 2 3 4 MILES



N



■ 1996 SURVEY

● 1982/1988 SURVEY

CLINTON COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		27	Clinton	0127	B00008	8	Pennyrile	1928	T Beam	8
		27	Clinton	0696	B00012	8	Pennyrile	1935	girder	8
		27	Clinton	1076	B00017	8	Pennyrile	1935	girder	8
Y		27	Clinton	5999	C00012	8	Pennyrile	1922	slab	8
Y		27	Clinton	5999	C00013	8	Pennyrile	1922	slab	8
		5	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *27-5999-C00012*

I. LOCATION		
District: *8*	Cultural Region: *Pennyrile*	
County: *Clinton*		City:
Route: *5999*	Road Name: *CARTWRIGHT-WADE GAP*	
Spanning: *BR OF WILLIAMS CREEK*		
Location Description: *.05 MI NOR. OF JCT KY 90*		
II. DESIGN INFORMATION		
Main Type: *slab*	Subtype 1:	Subtype 2:
Overall Length: *48*	Width (assumed decimal):*200*	Connection:
General Description: *2-21 FT. R.C. SLAB*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Stone*	Piers: *Stone*
Railings: *Metal*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural on small road with light to moderate traffice. Church, houses, & busy road nearby.		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1922*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

21 extant bridges of this type.

14 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

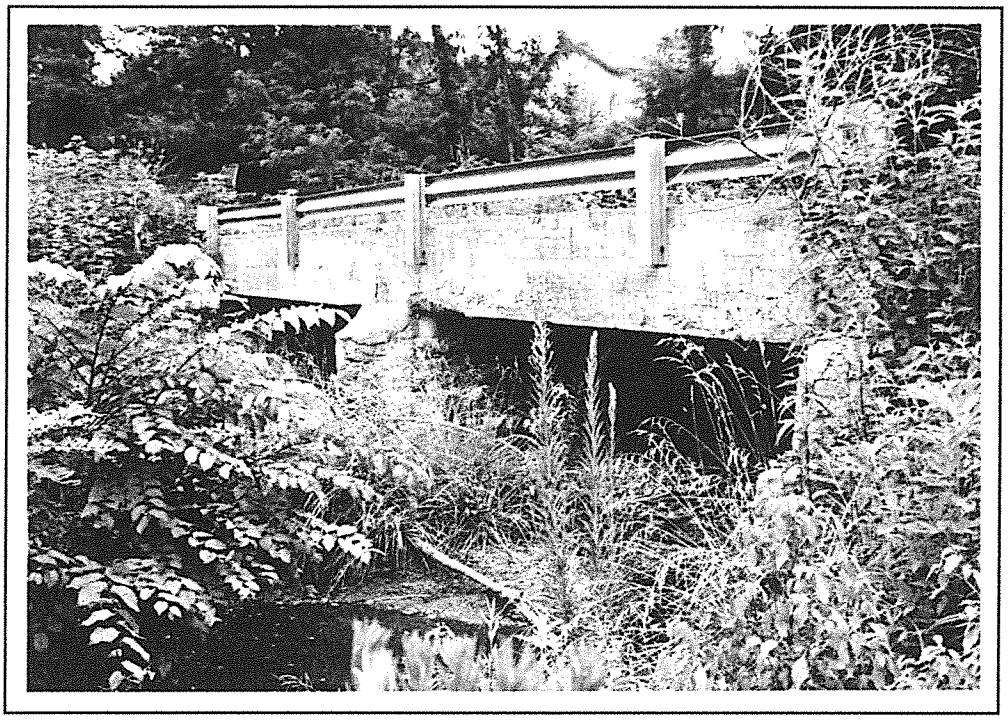
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2414/23-25	*00000;:;*



Clinton 27-5999-C12 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *27-5999-C00013*

I. LOCATION

District: *8*	Cultural Region: *Pennyrile*	
County: *Clinton*		City:
Route: *5999*	Road Name: *CARTWRIGHT-MARLOW*	
Spanning: *WILLIAMS CREEK*		
Location Description: *.25 MI NE OF JCT KY 90*		

II. DESIGN INFORMATION

Main Type: *slab*	Subtype 1: _	Subtype 2:
Overall Length: *39*	Width (assumed decimal):*200*	Connection:
General Description: *2-17 FT R.C. SLAB*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Stone*	Piers: *Stone*
Railings: *Concrete & metal*	Lighting: *None*	Estimated Remaining Life (years):*28*
Other: *Asphalt deck*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural residential, nearby church, houses, trailers, moderate traffic.

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1922*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

14 extant bridges of this type built during this period.

90 extant bridges built in this region.

_extant bridges of this truss sub-type.

21 extant bridges of this type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

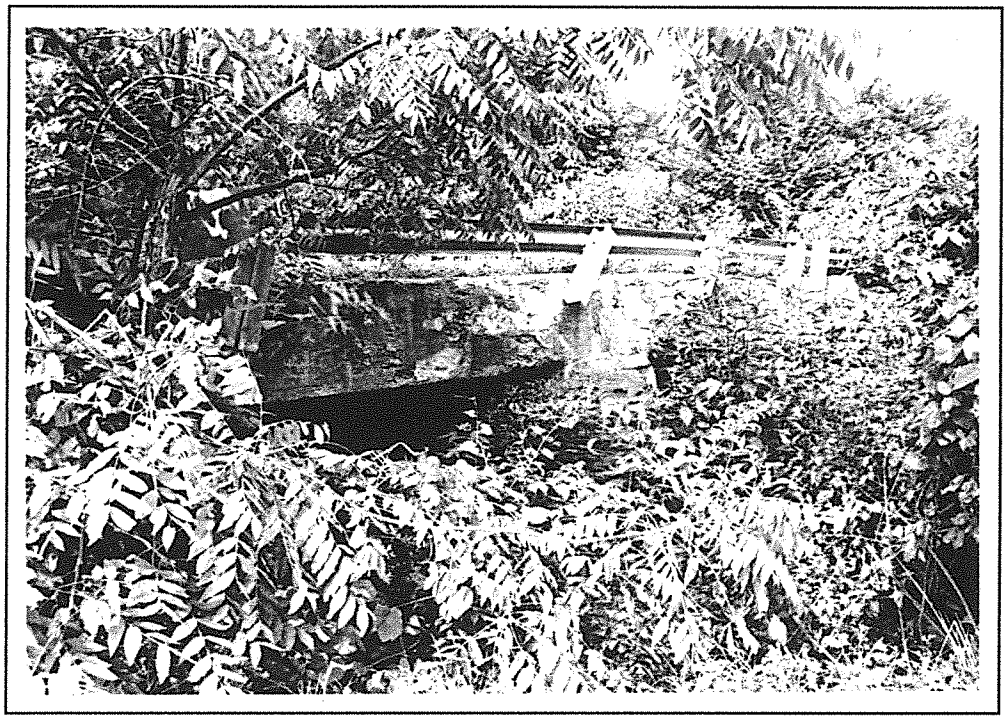
KYDOT records

X. NATIONAL REGISTER STATUS

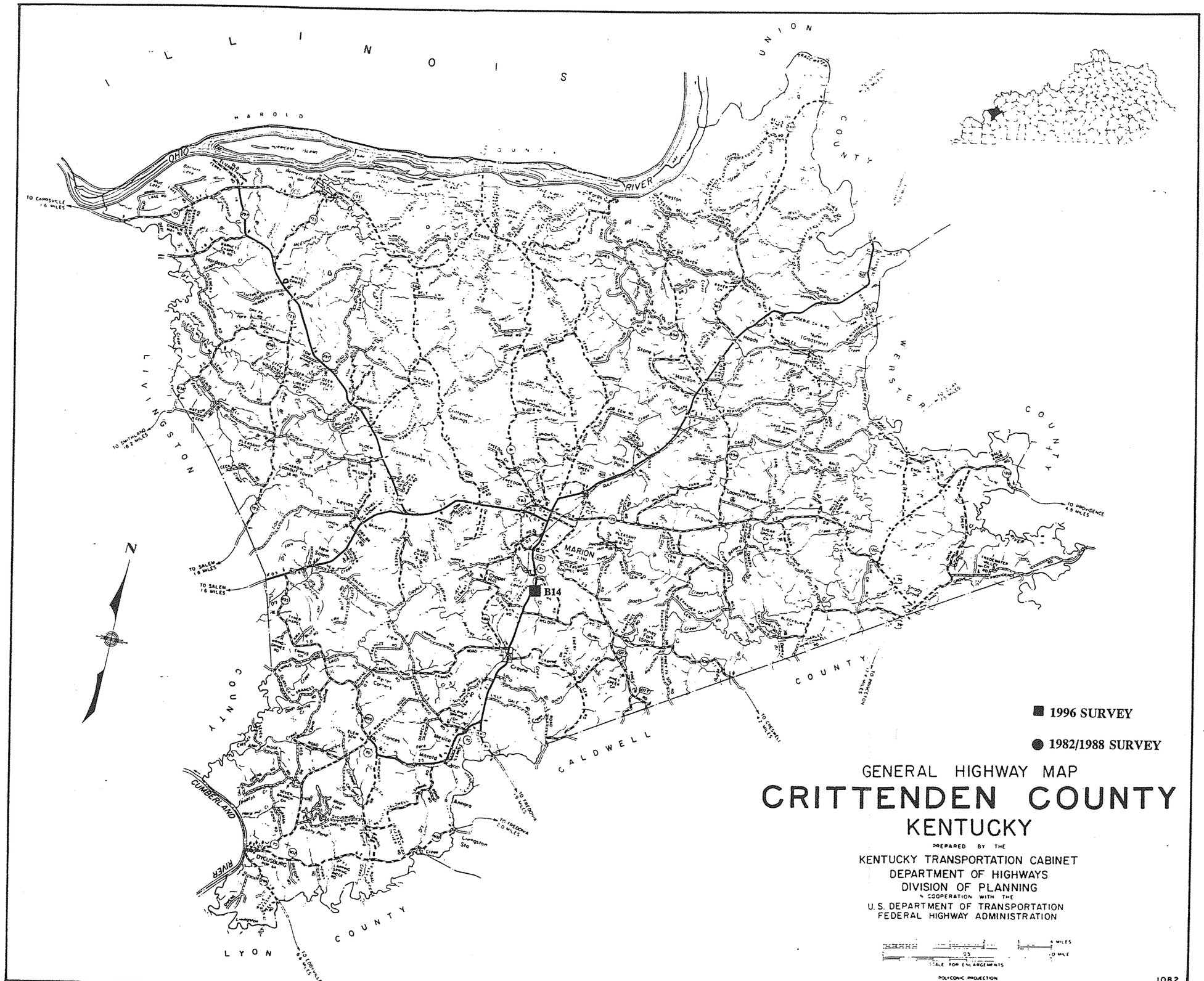
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2414/51-53	*00000;;;*



Clinton 27-5999-C13 1996



ILLINOIS
UNION COUNTY
HAROLD COUNTY
OHIO RIVER
LIVINGSTON COUNTY
WEBSTER COUNTY
CALDWELL COUNTY
LYON COUNTY
CUMBERLAND RIVER
MARION
B14
N
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
CRITTENDEN COUNTY
KENTUCKY
PREPARED BY THE
KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE FOR ENLARGEMENTS
POLYCONIC PROJECTION
1082

CRITTENDEN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		28	Crittenden	0070	B00016	1	Pennyrile	1937	T Beam	8
		28	Crittenden	0091	B00021	1	Pennyrile	1929	T Beam	8
		28	Crittenden	0091	B00022	1	Pennyrile	1929	T Beam	8
		28	Crittenden	0120	B00011	1	Pennyrile	1931	T Beam	8
		28	Crittenden	0120	B00012	1	Pennyrile	1933	T Beam	8
		28	Crittenden	0120	B00013	1	Pennyrile	1933	T Beam	8
		28	Crittenden	0135	B00024	1	Pennyrile	1948	T Beam	8
		28	Crittenden	0641	B00014	1	Pennyrile	1922	T Beam	9
		8	**Grand Count**							

GENERAL HIGHWAY MAP

CUMBERLAND 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 0 1 2 3 4 MILES

N

■ 1996 SURVEY

● 1982/1988 SURVEY

483

CUMBERLAND COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		29	Cumberland	0061	B00001	8	Pennyrile	1928	T Beam	8
		29	Cumberland	0061	B00002	8	Pennyrile	1928	T Beam	8
		29	Cumberland	0090	B00019	8	Pennyrile	1942	T Beam	8
		29	Cumberland	0090	B00020	8	Pennyrile	1942	T Beam	8
		29	Cumberland	0090	B00022	8	Pennyrile	1942	T Beam	8
	Y	29	Cumberland	0100	B00023	8	Pennyrile	1938	truss	8
		29	Cumberland	0379	B00005	8	Pennyrile	1948	girder	8
		29	Cumberland	0379	B00059	8	Pennyrile	1936	slab	8
		29	Cumberland	0691	B00013	8	Pennyrile	1934	T Beam	8
		9	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *29-0100-B00023*

I. LOCATION		
District: *8*	Cultural Region: *Pennyrile*	
County: *Cumberland*		City:
Route: *0100*	Road Name: *WATERVIEW-TOMPKINSVILLE*	
Spanning: *MARROWBONE CREEK*		
Location Description: *.30 MI S.W. OF JCT KY 90*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *252*	Width (assumed decimal):*200*	Connection: *Rivet*
General Description: *3-84 FT. STEEL PONY TRUSS SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge: *Marrowbone Iron Bridge*	
Bridge Plate Inscription:	
Construction Date: *1938*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

90 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

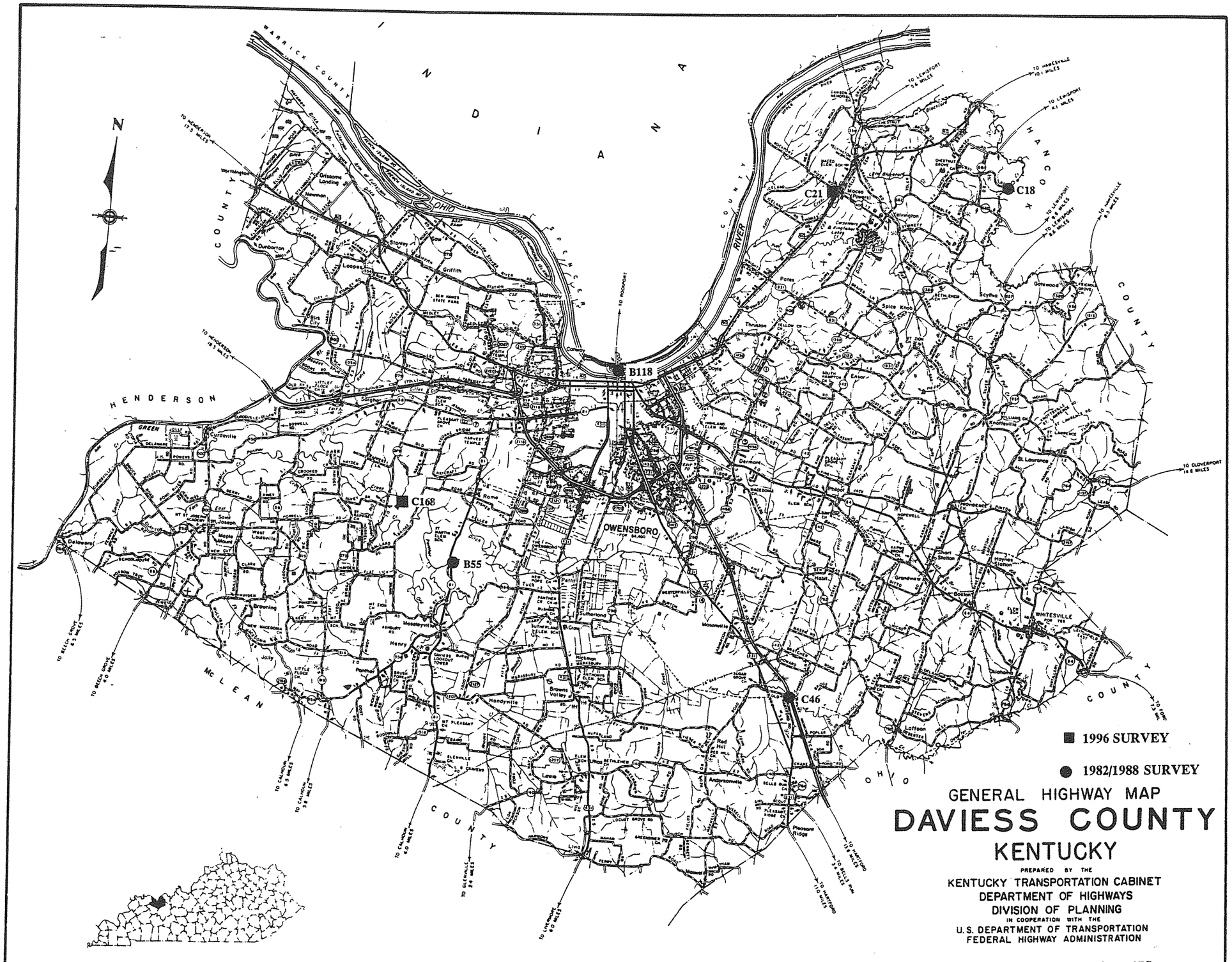
KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	06923;12839;;


N
WARRICK COUNTY
INDIANA
OHIO
SPENCER COUNTY
OHIO RIVER
HENDERSON
McLEAN COUNTY
OHIO COUNTY
OWENSBORO
B118
B55
C168
C21
C18
C46
TO NEWBURGH 17.5 MILES
TO HENDERSON 18.5 MILES
TO ROCKPORT
TO CLOVERPORT 14.8 MILES
TO HARTFORD 15.4 MILES
TO BELLS MINES 3.4 MILES
TO HARTFORD 11.0 MILES
TO LIVERMORE 40 MILES
TO CALHOUN 9.5 MILES
TO CALHOUN 5.8 MILES
TO BEECH GROVE 6.5 MILES
TO BEECH GROVE 8.0 MILES
TO SLEEPY HOLLOW 2.4 MILES
TO CALHOUN 40 MILES
Griffin
Curdsville
Rome
Sutherland
Petrie
Handyville
Andersonville
Pleasant Ridge
Lafloon Cemetery
Red Hill
Ensor
Cyrilla
Dermont
St. Lawrence
Whitesville
Griffin Landing
Newman
Dunbarton
Loop
Stanley
Bon Harbor
Bird City
Mattingly
Mosleyrun
Browning
Jolly
Little Flock Ch.
Mt. Joseph
Mt. Zion
Mt. Pleasant
Mt. Hebron
Mt. Olivet
Mt. Moriah
Mt. Carmel
Mt. Gilead
Mt. Vernon
Mt. Tabor
Mt. Union
Mt. Hope
Mt. Calvary

DAVIESS COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		30	Daviess	0054	B00015	2	Ohio	1927	T Beam	8
		30	Daviess	0054	B00016	2	Ohio	1927	T Beam	8
		30	Daviess	0056	B00064	2	Ohio	1926	T Beam	8
		30	Daviess	0056	B00065	2	Ohio	1926	T Beam	8
	Y	30	Daviess	0081	B00055	2	Ohio	1934	truss	8
		30	Daviess	0081	B00056	2	Ohio	1934	T Beam	8
		30	Daviess	0231	B00030	2	Ohio	1939	T Beam	8
		30	Daviess	0231	B00031	2	Ohio	1939	T Beam	8
		30	Daviess	0231	B00032	2	Ohio	1939	T Beam	8
		30	Daviess	0231	B00033	2	Ohio	1939	T Beam	8
		30	Daviess	0231	B00034	2	Ohio	1939	T Beam	8
		30	Daviess	0231	B00036	2	Ohio	1947	T Beam	8
		30	Daviess	0231	B00037	2	Ohio	1947	T Beam	8
		30	Daviess	0231	B00038	2	Ohio	1947	T Beam	8
	Y	30	Daviess	0231	B00118	2	Ohio	1940	truss	3
		30	Daviess	0334	B00002	2	Ohio	1924	T Beam	8
		30	Daviess	0431	B00049	2	Ohio	1942	girder	8
		30	Daviess	1053	C00016	2	Ohio	1940	slab	8
	#5	30	Daviess	1060	C00018	2	Ohio	1884	truss-thru	9
Y		30	Daviess	1068	C00021	2	Ohio	1920	T Beam	8
		30	Daviess	1129	C00029	2	Ohio	1935	slab	8
		30	Daviess	1129	C00034	2	Ohio	1935	slab	8
	#6	30	Daviess	1159	C00046	2	Ohio	1923	truss	1
Y		30	Daviess	9999	C00168	2	Ohio	1920	truss	
		24	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *30-0081-B00055*

I. LOCATION		
District: *2*	Cultural Region: *Ohio*	
County: *Daviess*		City:
Route: *0081*	Road Name: *OWENSBORO-CALHOUN*	
Spanning: *PANTHER CREEK*		
Location Description: *1.8 MI NOR. OF JCT KY 554*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *246*	Width (assumed decimal):*238*	Connection: *Rivet*
General Description: *4-30 FT RCDG & 1-110 FT STEEL THRU TRUSS SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*14*
Other:		

IV. MODIFICATION/CONDITION
4 R.C.D.G. added 1988

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1934*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	05924;11762;;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *30-0231-B00118*

I. LOCATION		
District: *2*	Cultural Region: *Ohio*	
County: *Daviess*		City: Owensboro
Route: *0231*	Road Name: OHIO RIVER AT OWENSBORO	
Spanning: OHIO RIVER, US 60		
Location Description: OHIO RIVER BRIDGE		
II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Cantilever*	Subtype 2:
Overall Length: *4624*	Width (assumed decimal):*220*	Connection:
General Description:*342'-629'-750'-278'THRU TRUSS(5-168'DK TRUSS)*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*35*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1940*	Source: *KYDOT Records*	
Designer:	Builder: *WPA*	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

6 extant bridges of this truss sub-type.

2 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

83

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	16239;12793;:

Louisville Courier Journal July 9 1933 Sec 1 Pg 9 Col 1-2.

Bridge Builders Busy In Depression Years

Another Ohio River Span, At Owensboro, Planned With Federal Aid; Dozen Major Crossings Provided Recently In State.

30-231-B11B 73-45-B1 112-421-B1

By WILL KALTENBACHER.

Another bridge across the Ohio River at Owensboro is in prospect as a part of the emergency public works programme in Kentucky to be aided by Federal funds. The construction of the span would further facilitate highway travel between the North and South.

During recent years a number of Ohio River highway spans have been built, in spite of the depression. One at Louisville was financed by bondholders under city auspices. The State built the spans at Ashland and Maysville. The bridge at Henderson was constructed jointly by Kentucky and Indiana with Federal aid. Private enterprise was behind the construction of the spans at Paducah and Milton. In all cases the Ohio River bridges along the Kentucky shore line are under the jurisdiction of and, where liable, are taxed by this State.

Carrollton has never given up the hope of a bridge to cross the Ohio River at that point, where a span long has been proposed. Carrollton made a fight to get a bridge when the State built the spans at Ashland and Maysville, but was not successful in having the Carrollton project included. The building of the nearby Milton-Madison span may have had something to do with the failure of Carrollton to acnieve the distinction of becoming an Ohio River bridgehead.

Bridge-building has been the outstanding public work in Kentucky in the last few years, during which more than a dozen major highway spans have been constructed to afford highway crossings over the Ohio, Kentucky, Tennessee, Cumberland and Green Rivers. Among recent proposals are spans at Cumberland Falls and across Green River at Rockport. In nearly every case the new bridges, built or projected, were designed to replace ferries, some of which had become historic landmarks.

* * *

Zollicoffer Park.

Located in a section of Kentucky long remote and isolated is the grave of Gen. Felix Zollicoffer, a gallant Confederate commander who was killed in action during the War Between the States. He was buried near where he fell in Pulaski County, and the spot is marked by a monument that was erected about a quarter of a century ago.

Known as Zollicoffer Park, the site soon may be reached by a modern highway, which upon its completion sometime in August will be made the occasion of an observance under the auspices of the Daughters of the Confederacy. The occasion is to be featured by the presence of three daughters of General Zollicoffer, who also came to Kentucky to witness the unveiling of the monument erected to the memory of their soldier father.

It is understood that the Federal Government plans to make some improvements in a National Cemetery in the same locality, which has been made readily accessible over a modern highway. Until road-building extended to the region but little was known in a general way about either the National Cemetery or the Zollicoffer burial plot nearby. As war shrines they are expected under the more favorable conditions to attract many more visitors.

A single grave in which more than 100 unidentified Confederate soldiers were buried following a bloody engagement is another noteworthy war shrine in Pulaski County. The place is marked by a modest stone which recounts the valor of the nameless dead. It has been proposed that the modest marker, which has crumbled with age, be replaced by a shaft more in keeping with the tragic occurrence.

* * *

White Oak and Hickory.

Owners of Kentucky white oak are coming into their own with the growing demand for that type of timber by the cooperage industry. Among the large deals recently concluded was the purchase of 4,000 white oak trees in McCreary County.

Buyers are combing Pulaski, Wayne, Whitley, Knox, McCreary and other counties in that section for white oak timber, and the milling operations are reflected in the revival of the stave and heading plants. The activity in the white oak timber regions is due to the shortage in certain types of cooperage for which the Kentucky wood is best suited. That accounts

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ALVEY'S

NU-SHEEN

Dry Cleaning That Makes Clothes Like New!

NU-SHEEN CLEANING

Men's Suits or Overcoats 75c
2 for $1.25

Dresses Or Cloaks 85c
2 for $1.50

Things look BRIGHTER now

Nu-Sheen gives garments their original lustre and beauty. Increases their resistance to liquid spotting. Makes the shape last longer.

ECONOMY CLEANING

3 Men's Suits, Overcoats Dresses, Cloaks or Combinations $1

Pleats 1c Each

FREE DELIVERY

WAbash 1941
JAckson 9565
Phones
SHawnee 6694
Highland 2256

ALVEY DRY CLEANING CO.

A Store In Your Neighborhood

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *30-1068-C00021*

I. LOCATION		
District: *2*	Cultural Region: *Ohio*	
County: *Daviess*		City:
Route: *1068*	Road Name: *ROCKPORT FERRY ROAD*	
Spanning: *KELLY CREEK*		
Location Description: *0.4 MI NW JCT US 60*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *27*	Width (assumed decimal):*163*	Connection:
General Description: *1-24' CLEAR-SPAN CONCRETE T-BEAM*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *None*	Lighting: *None*	Estimated Remaining Life (years):*1*
Other: *Benchmark on SW corner "US Coast & Geodetic Survey 64 ft. 1935"*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural setting, edge of town, US 60 150 yds SE.		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *No*		
Construction Date: *1920*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0455/34-38	...



Daviess 30-1068-C21 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *30-1159-C00046*

I. LOCATION

District: *2*	Cultural Region: *Ohio*	
County: *Daviess*		City:
Route: *1159*	Road Name: OLD HARTFORD ROAD	
Spanning: SOUTH FORK PANTHER CREEK		
Location Description: 0.5 MI E JCT US 231		

II. DESIGN INFORMATION

Main Type: truss	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *66*	Width (assumed decimal): *159*	Connection: *Pin*
General Description: *1-64' STEEL PONY TRUSS SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other: Illinois foundry stamped on channels		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *Yes*	
Construction Date: *1923*	Source: *Bridge Plate*
Designer:	Builder: *Vincennes Bridge Company, Vincennes, Indiana*

VII. HISTORICAL NARRATIVE

This relatively late pin-connected Pratt pony truss is significant because of the part it played in an early drainage project. Forty-six miles of Panter Creek and its tributaries drain two-thirds of Daviess County. Between 1922 and 1926, 36 miles (cont.)

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

of Panther Creek was straightened. Historically the crooked creek made drainage for farming nearly impossible, but Kentucky laws in 1912 and 1918 provided legal steps for setting up drainage districts to receive financial assistance.

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *30-9999-C00168*

I. LOCATION

District: *2*	Cultural Region: *Ohio*
County: *Daviess*	City:
Route: *9999*	Road Name: *PANTHER CREEK PARK*
Spanning: *TRIB-PANTHER CK*	
Location Description: *.4 MI E KY 279*	

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *60*	Width (assumed decimal): *116*	Connection:
General Description: *1-60' STEEL PONY TRUSS B2A*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Concrete*	Piers: *None*
Railings: *Double steel*	Lighting: *None*	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Wooded park road - Panther Creek Park

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

54 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
0455/27-33	...



Daviess 30-9999-C168 1996

GENERAL HIGHWAY MAP

EDMONSON 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 ENLARGEMENTS

POLYCONIC PROJECTION

N

■ 1996 SURVEY

● 1982/1988 SURVEY

EDMONSON COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		31	Edmonson	0070	B00008	3	Pennyrile	1933	T Beam	8
Y		31	Edmonson	0070	B00009	3	Pennyrile	1933	T Beam	8
Y		31	Edmonson	0187	B00019	3	Pennyrile	1933	T Beam	8
Y		31	Edmonson	0187	B00020	3	Pennyrile	1933	T Beam	8
		31	Edmonson	0238	B00017	3	Pennyrile	1935	girder	8
		31	Edmonson	0743	B00004	3	Pennyrile	1935	girder	8
		6	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *31-0070-B00008*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Edmonson*		City:
Route: *0070*	Road Name: *BROWNSVILLE-IRON BRIDGE-MORGANTOWN*	
Spanning: *BEAR CREEK*		
Location Description: *.35 MI EAST OF JCT KY 187*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *214*	Width (assumed decimal):*222*	Connection:
General Description: *5-40 FT R.C.D.G. SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years):*12*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural setting, wooded stream, no houses nearby		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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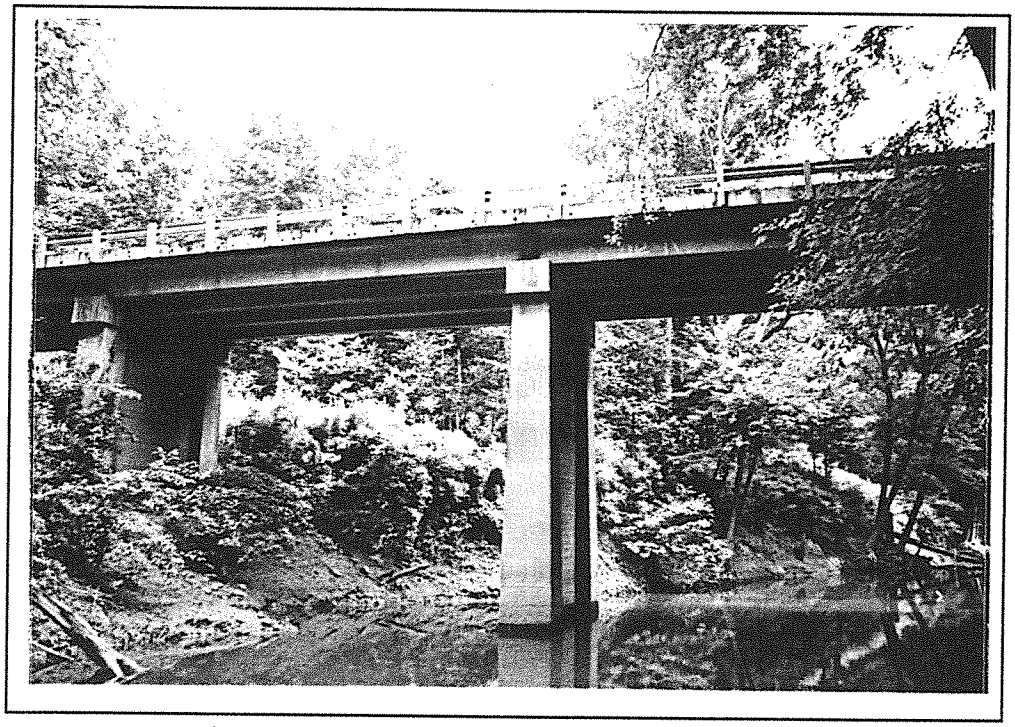

Edmonson 31-70-B8 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *31-0070-B00009*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Edmonson*		City:
Route: *0070*	Road Name: *BROWNSVILLE-IRON BRIDGE-MORGANTOWN*	
Spanning: *CUB CREEK*		
Location Description: *1.0 MI WEST OF JCT KY 187*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *42*	Width (assumed decimal):*223*	Connection:
General Description: *1-40 FT R.C.D.G. SPAN - 45 DEG SKEW*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years):*9*
Other:		
IV. MODIFICATION/CONDITION		
Bridge has been widened		
V. ENVIRONMENT (describe)		
Rural setting, wooded stream, pasture, one nearby trailer		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	05736:G--48::



Edmonson 31-70-B9 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *31-0187-B00019*

I. LOCATION		
District: *3*	Cultural Region: *Pennyrile*	
County: *Edmonson*		City:
Route: *0187*	Road Name: *BROWNSVILLE-IRON BRIDGE-LEITCHFIELD*	
Spanning: *WHETSTONE CREEK*		
Location Description: *.4 MI S OF S-JCT KY 238*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1: _	Subtype 2:
Overall Length: *53*	Width (assumed decimal):*190*	Connection:
General Description: *2-24 FT R.C.D.G. SPANS*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years):*14*
Other: *Edge of bridge has concrete step*		
IV. MODIFICATION/CONDITION		
Overlay 1983		
V. ENVIRONMENT (describe)		
Rural setting, wooded stream, pasture, agriculture		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription:		
Construction Date: *1933*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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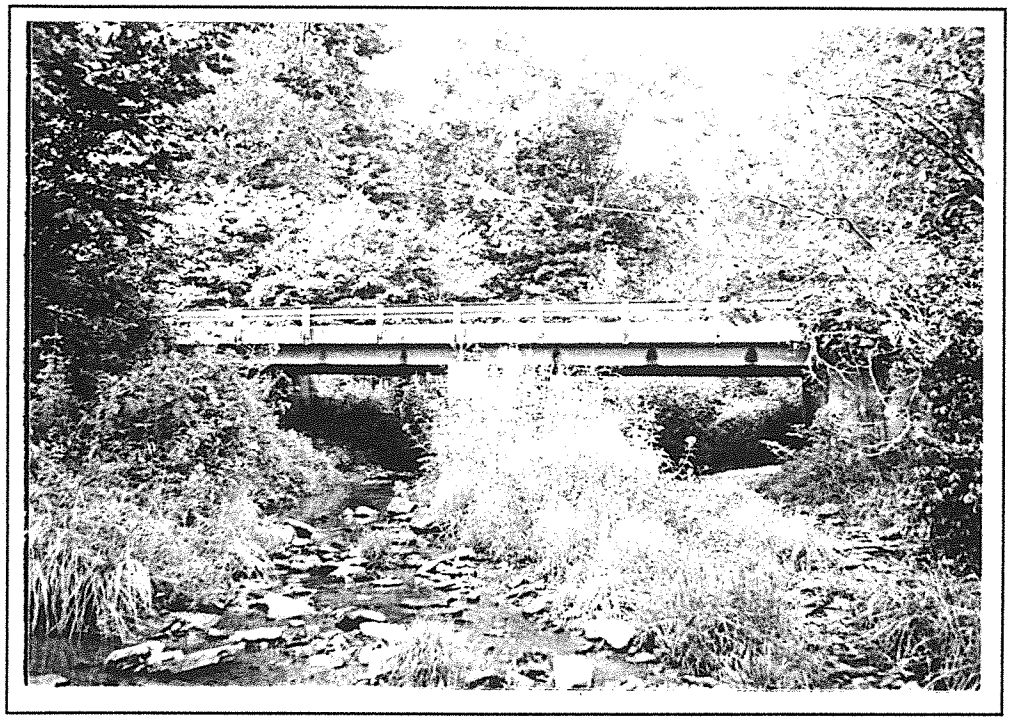


Edmonson 31-187-B19 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *31-0187-B00020*

I. LOCATION

District: *3*	Cultural Region: *Pennyrile*	
County: *Edmonson*		City:
Route: *0187*	Road Name: *BROWNSVILLE-IRON BRIDGE-LEITCHFIELD*	
Spanning: *SUNFISH CREEK*		
Location Description: *.6 MI S OF N-JCT KY 238*		

II. DESIGN INFORMATION

Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *85*	Width (assumed decimal): *190*	Connection:
General Description: *2-40 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Modern guardrail*	Lighting: *None*	Estimated Remaining Life (years): *9*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural setting, wooded stream, several nearby homes, pasture

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

90 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

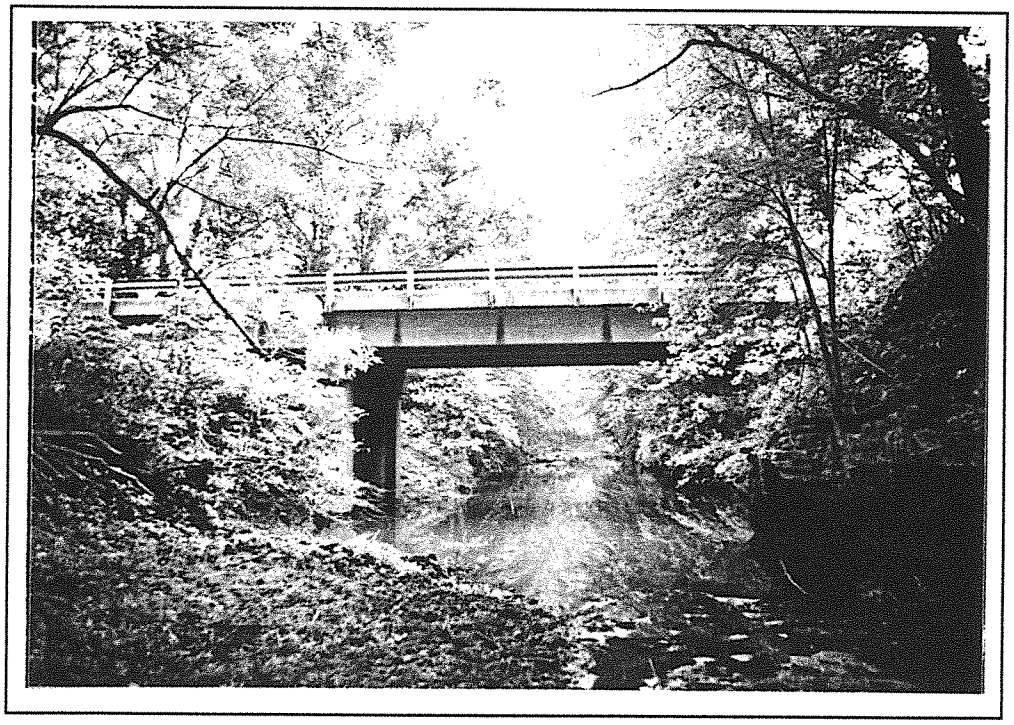
KYDOT records

X. NATIONAL REGISTER STATUS

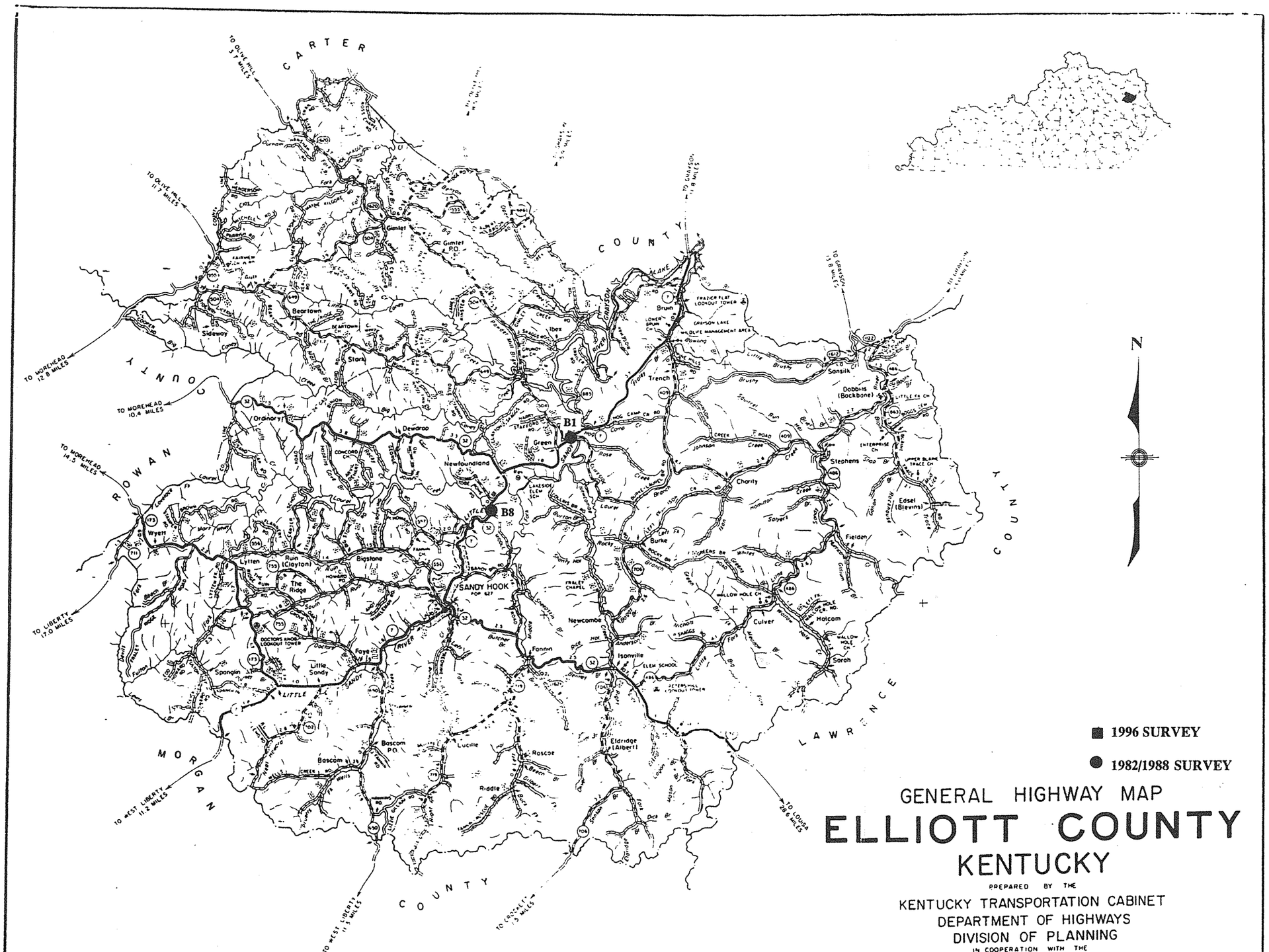
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	05157:::



Edmonson 31-187-B20 1996



GENERAL HIGHWAY MAP
ELLIOTT 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

0 1 2 3 4 MILES
0 .5 1.0 MILE
SCALE FOR ENLARGEMENTS

383

ELLIOTT COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
	Y	32	Elliott	0007	B00001	9	Appalachian	1936	truss	8
		32	Elliott	0007	B00006	9	Appalachian	1930	T Beam	8
		32	Elliott	0007	B00007	9	Appalachian	1937	T Beam	8
	Y	32	Elliott	0007	B00008	9	Appalachian	1930	truss	7
		32	Elliott	0032	B00003	9	Appalachian	1933	T Beam	8
		32	Elliott	0032	B00004	9	Appalachian	1933	T Beam	8
		32	Elliott	0706	B00022	9	Appalachian	1939	girder	8
		7	Grand Count							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *32-0007-B00001*

I. LOCATION

District: *9*	Cultural Region: *Appalachian*
County: *Elliott*	City:
Route: *0007*	Road Name: *SANDY HOOK-GRAYSON*
Spanning: *LITTLE SANDY RIVER*	
Location Description: *.40 MI N.E. OF JCT KY 504*	

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Parker*	Subtype 2:
Overall Length: *378*	Width (assumed decimal):*200*	Connection: *Rivet*
General Description: *2-25 FT RCDG SPANS & 2-163.76 FT STEEL TRUSS SPANS - 0*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*3*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1936*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

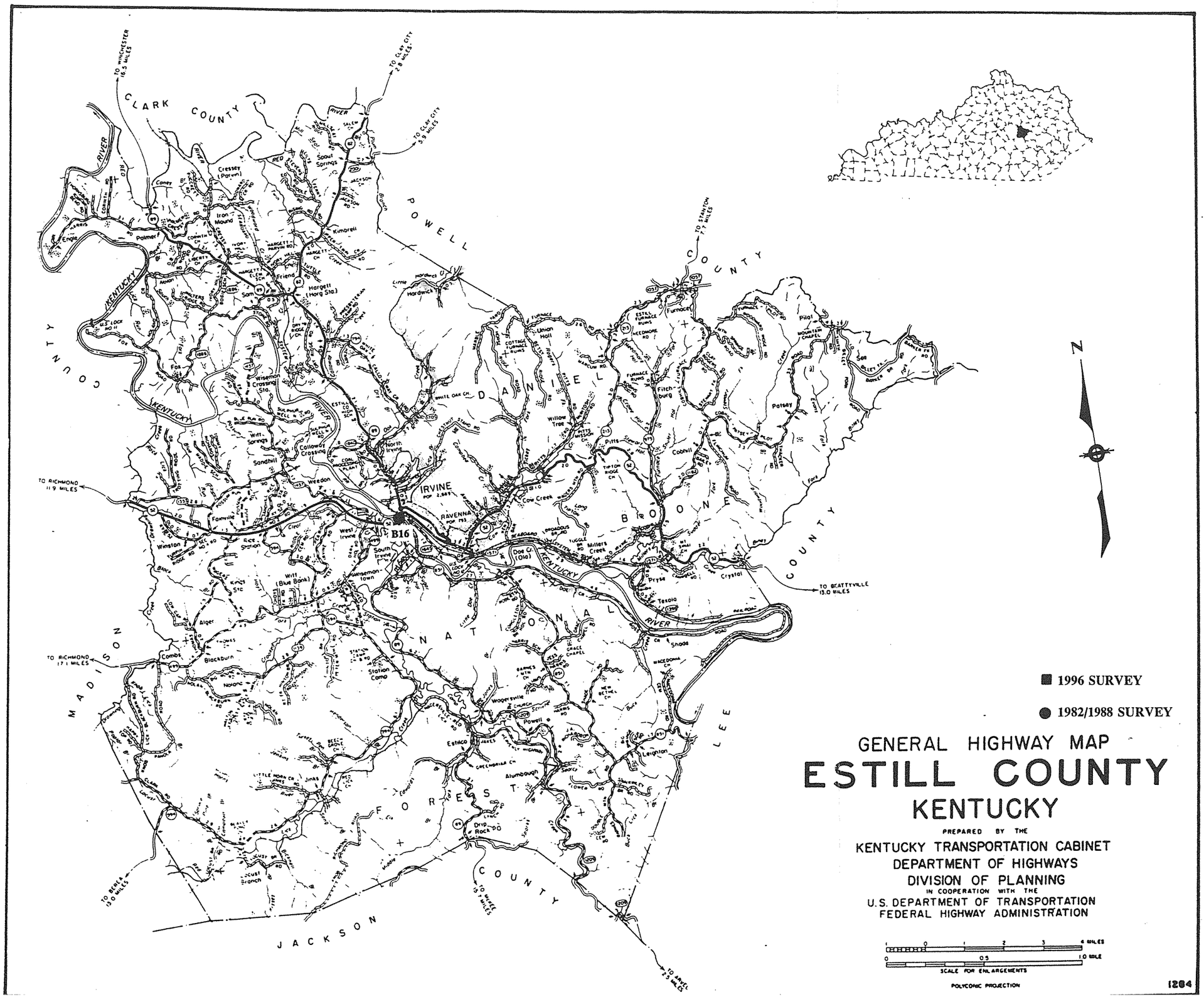
KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	05399;09201;14301;19965


CLARK COUNTY
POWELL COUNTY
MADISON COUNTY
JACKSON COUNTY
BOONE COUNTY
LEE COUNTY
DANIEL BOONE NATIONAL FOREST
KENTUCKY RIVER
RED RIVER
TO WINCHESTER 16.5 MILES
TO CLAY CITY 2.8 MILES
TO CLAY CITY 5.9 MILES
TO STANTON 7.7 MILES
TO RICHMOND 11.9 MILES
TO RICHMOND 17.1 MILES
TO BEREA 13.0 MILES
TO BEATTYVILLE 13.0 MILES
TO BARBOURVILLE 15.7 MILES
TO ARVEL 7.5 MILES
IRVINE POP. 2,889
RAVENNA POP. 793
B16
Cressey (Parrent)
Spout Springs
Kimbrell
Friend
Hargett (Harg Sta.)
Iron Mound
Palmer
Eagle
Canoe
Corinth
Moon
Sam
Wisemon Crossing Sta.
Fox
Sandhill
Weedon
Calloway Crossing
North Irvine
Willow Tree
Little Hardwick
Hardwick
Furnace
Union Hall
Fitchburg
Potsey
Pilot
Pitts
Coahill
Cow Creek
Miller's Creek
Dog C (Ola)
Pryse
Crystal
Tezola
Shade
Fomville
Winston
Rice Station
West Irvine
South Irvine
Wisemontown
Will (Blue Bank)
Kniss Sta.
Elger
Combs
Blackburn
Noland
Station Camp
Woodsville
Powell
Estaco
Greenbriar Ch.
Alumbough
Leighton
Dry Rock
Jones
Joust Branch
White Oak Ch.
Beech Grove Ch.
Little Horse Ch.
Bullhide Bell Ch.
Bullhide Creek
Blue Run Rd.
Wit Springs
Cottage Furnace Ruins
Estill Furnace Ruins
Weedmore Rd.
Tipton Ridge Ch.
Miller's Creek
Macedonia Ch.
Grace Chapel
Bethel Ch.
Jackson Rd.
Hargett Harris Rd.
Hargett Creek Rd.
Hargett Ch.
Hargett Cem.
Ivor Rd.
Corinth Ch.
Corinth Rd.
Canoe Rd.
Harris Rd.
Moon Rd.
Foxtrace Rd.
Sam's Rock Ch.
Sam's Rock Rd.
Wisemon Crossing Rd.
Sandhill Rd.
Weedon Rd.
Calloway Crossing Rd.
Bullhide Bell Rd.
Wit Springs Rd.
Blue Run Rd.
Rice Station Rd.
Fomville Rd.
Winston Rd.
Kniss Sta. Rd.
Elger Rd.
Combs Rd.
Blackburn Rd.
Noland Rd.
Station Camp Rd.
Woodsville Church Rd.
Powell Rd.
Estaco Rd.
Greenbriar Ch. Rd.
Alumbough Rd.
Leighton Rd.
Dry Rock Rd.
Jones Rd.
Joust Branch Rd.
Little Horse Ch. Rd.
White Oak Ch. Rd.
Beech Grove Ch. Rd.
Bullhide Creek Rd.
Cottage Furnace Ruins Rd.
Estill Furnace Ruins Rd.
Weedmore Rd.
Tipton Ridge Ch. Rd.
Miller's Creek Rd.
Macedonia Ch. Rd.
Grace Chapel Rd.
Bethel Ch. Rd.
Jackson Rd.
Hargett Harris Rd.
Hargett Creek Rd.
Hargett Ch. Rd.
Ivor Rd.
Corinth Ch. Rd.
Corinth Rd.
Canoe Rd.
Harris Rd.
Moon Rd.
Foxtrace Rd.
Sam's Rock Ch. Rd

ESTILL COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
	Y	33	Estill	0052	B00016	10	Appalachian	1940	truss	8
		33	Estill	0082	B00005	10	Appalachian	1936	T Beam	8
		33	Estill	0089	B00001	10	Appalachian	1933	T Beam	8
		33	Estill	0089	B00002	10	Appalachian	1931	T Beam	8
		33	Estill	0089	B00004	10	Appalachian	1931	T Beam	8
		33	Estill	0089	B00012	10	Appalachian	1940	girder	8
		33	Estill	0594	B00029	10	Appalachian	1936	girder	8
		33	Estill	0594	B00030	10	Appalachian	1936	girder	8
		33	Estill	0594	B00031	10	Appalachian	1936	girder	8
		33	Estill	1571	B00019	10	Appalachian	1935	T Beam	8
		33	Estill	2001	B00018	10	Appalachian	1936	girder	8
		33	Estill	5323	RR0601	10	Appalachian	1940	truss-thru	8
		12	Grand Count							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *33-0052-B00016*

I. LOCATION		
District: *10*	Cultural Region: *Appalachian*	
County: *Estill*		City: *Irvine*
Route: *0052*	Road Name: *MAIN ST EXT TO RICHMOND RD-IRVINE*	
Spanning: *KENTUCKY RIVER & CSX RR*		
Location Description: *BETWEEN JCTS KY 89 N&S*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Through*	Subtype 2: *Warren Deck*
Overall Length: *794*	Width (assumed decimal):*218*	Connection: *Rivet*
General Description: *4-50'IBMS,2-100'DT;1-320'TT,1-70'DPG*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers: *Concrete*
Railings:	Lighting:	Estimated Remaining Life (years):*26*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1940*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

8 extant bridges of this truss sub-type.

3 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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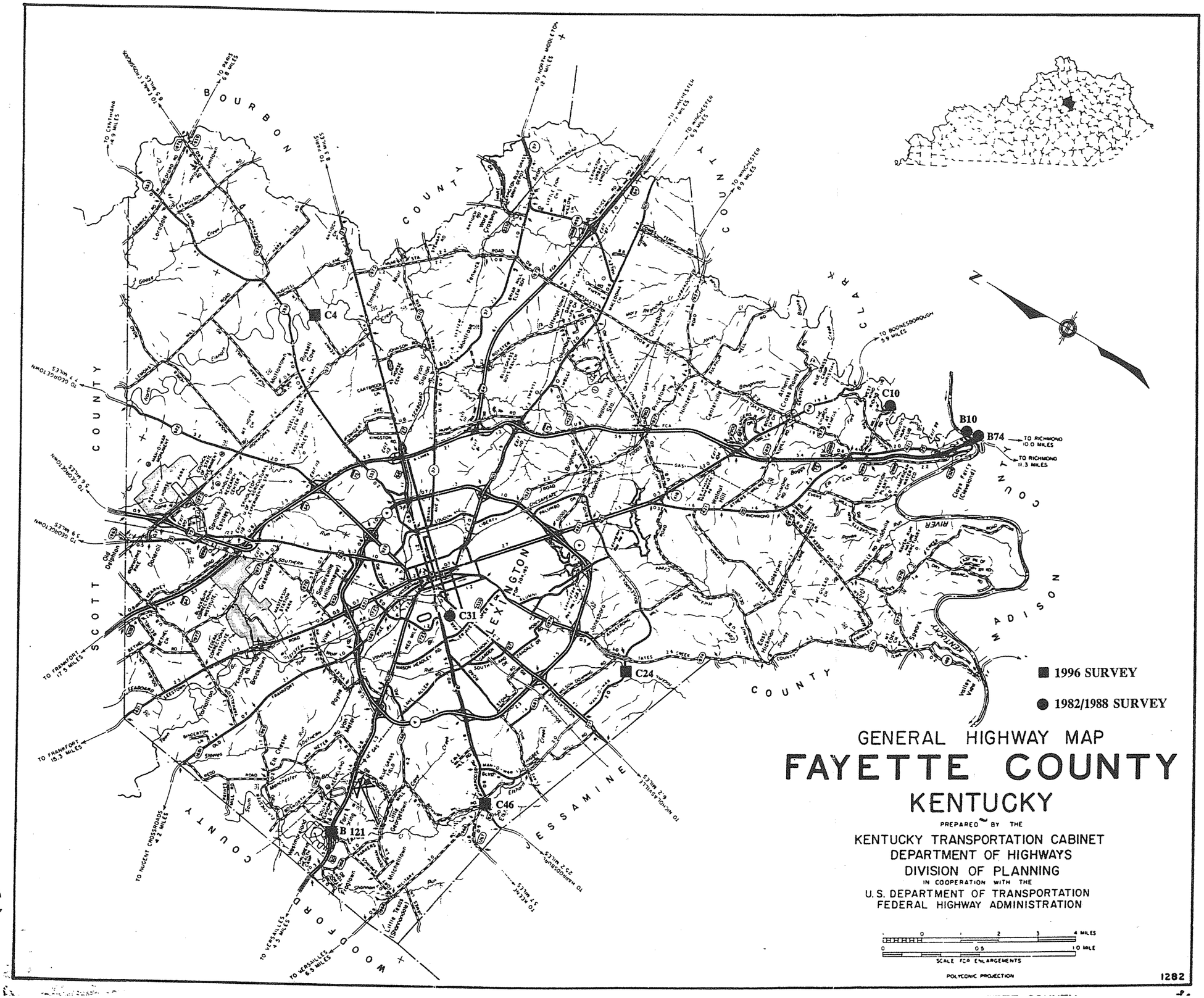

GENERAL HIGHWAY MAP
FAYETTE COUNTY
KENTUCKY

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

0 1 2 3 4 MILES
0 0.5 1.0 MILE
SCALE FOR ENLARGEMENTS

POLYCONIC PROJECTION

1282

FAYETTE COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		34	Fayette	0060	B00121	7	Bluegrass	1939	arch-concrete	8
		34	Fayette	0068	B00011	7	Bluegrass	1947	T Beam	8
	Y	34	Fayette	0075	B00074	7	Bluegrass	1946	truss-deck	9
		34	Fayette	1001	C00001	7	Bluegrass	1945	slab	8
Y		34	Fayette	1015	C00004	7	Bluegrass	1905	girder	8
	Y	34	Fayette	1122	C00010	7	Bluegrass	1937	truss	8
		34	Fayette	1216	C00013	7	Bluegrass	1949	T Beam	8
		34	Fayette	1300	C00014	7	Bluegrass	1945	T Beam	8
		34	Fayette	1305	C00016	7	Bluegrass	1940	slab	8
		34	Fayette	1324	C00021	7	Bluegrass	1940	girder	8
		34	Fayette	1681	B00070	7	Bluegrass	1930	girder	8
		34	Fayette	1681	B00071	7	Bluegrass	1930	girder	8
		34	Fayette	1681	B00106	7	Bluegrass	1930	T Beam	8
		34	Fayette	1927	B00065	7	Bluegrass	1941	T Beam	8
		34	Fayette	1927	B00146	7	Bluegrass	1992	girder	8
		34	Fayette	1968	B00095	7	Bluegrass	1930	girder	8
	#40	34	Fayette	2328	B00010	7	Bluegrass	1869	truss	1
Y		34	Fayette	9999	C00024	7	Bluegrass	1903	girder	8
	Y	34	Fayette	9999	C00031	7	Bluegrass	1920	truss-thru	9
		34	Fayette	9999	C00035	7	Bluegrass	1940	T Beam	8
Y		34	Fayette	9999	C00046	7	Bluegrass	1902	arch-masonry	3
		21	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-2328-B00010*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City:
Route: *2328*	Road Name: OLD CLAYS FERRY ROAD	
Spanning: KENTUCKY RVR NR CLAYS FR		
Location Description: @MADISON CO.LN.		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Warren Through*	Subtype 2:
Overall Length: *443*	Width (assumed decimal):*165*	Connection:*Pin*
General Description:*2-217' STEEL THRU TRUSS SPAN - BUILT 1871*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *rough cut stone*	Piers: *rough cut stone*
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1955.

V. ENVIRONMENT (describe)
Clays Ferry Bridge is located at an early pioneer crossing. The first ferry license was granted in 1792. At one time, Cassuis M. Clay (1810-1903) noted statesman form Kentucky owned the ferry.

VI. HISTORICAL BACKGROUND	
Name of Bridge: *Clays Ferry Bridge*	
Bridge Plate Inscription:	
Construction Date: *1869*	Source: *1982 survey*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

In 1798, Green Clay purchased a ferry located on this property. It eventually passed to Cassius Clay, noted Abolitionist, editor, orator and statesman. He sold the property to the Richmond and Lexington Turnpike Company who built a macadam (continued)

VIII. CONTEXT

29 extant bridges built during this period.

26 extant bridges of this type built during this period.

145 extant bridges built in this region.

8 extant bridges of this truss sub-type.

227 extant bridges of this type.

1 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

road, completed in 1835, between Richmond and Lexington. The ferry continued until 1869, when the present bridge, the oldest verified metal truss bridge in the state, was built.

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
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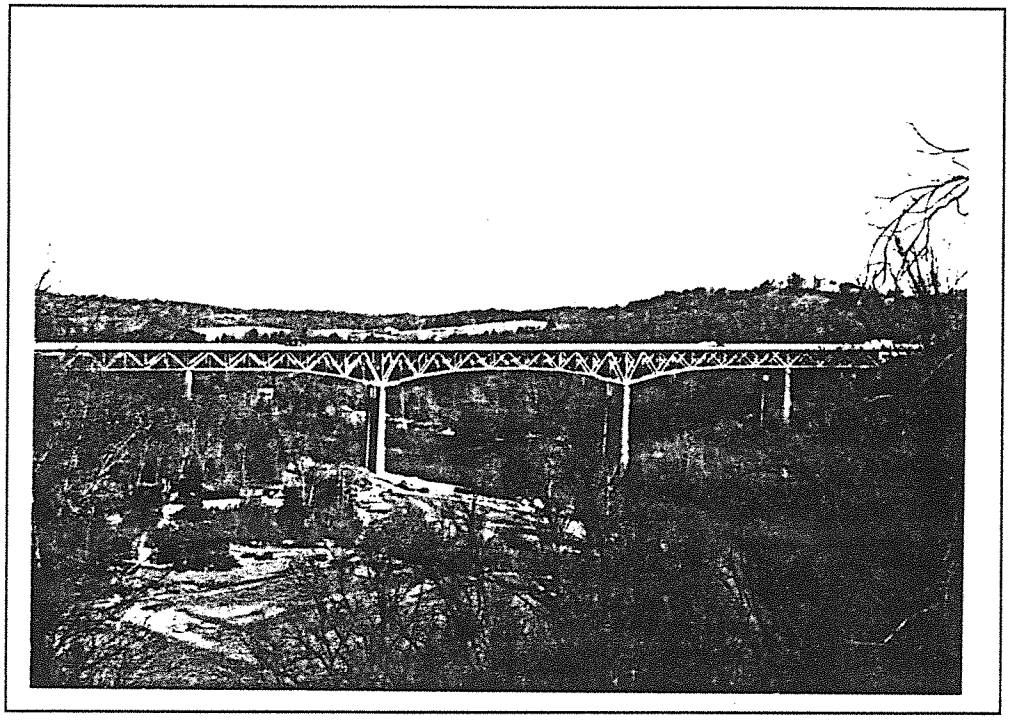
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #



Fayette 34-75-B74

34-75-874

Engineering News-Record
V. 129 N 1 1942 p 25

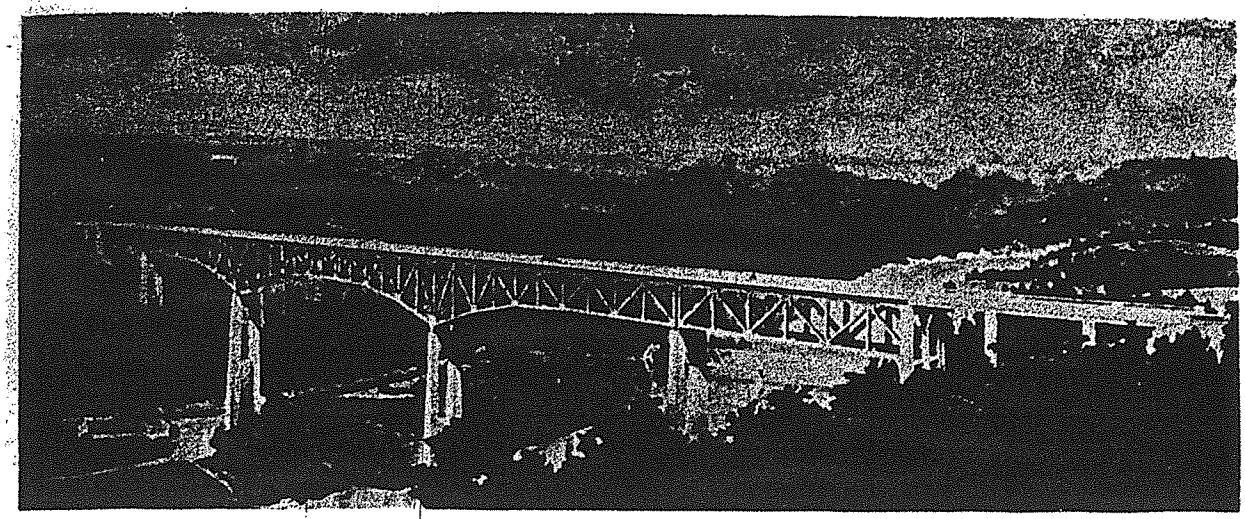


Fig. 1. The new bridge to carry U.S. Route 25 over the Kentucky River will have its deck 250 ft. above water level.

Kentucky Builds a High Bridge

E. D. Smith
Assistant Bridge Engineer, Kentucky Department of Highways
Frankfort, Kentucky

***Contents in Brief**—Under construction across the Kentucky River is a highway bridge that will be 250 ft. above the water, with a maximum pier height of 198 ft. This pier will be a double column with connecting web wall for the first 90 ft., then two individual columns for 68.5 ft., topped out by a double column joined by a web member for the remaining height of 11 ft. Location and design of piers were based on extensive studies to determine the most satisfactory crossing based on operation and aesthetic requirements. The bridge, which will provide a 26-ft. roadway, will shorten U. S. 25 by 1.50 miles, eliminate six curves and 8,000 ft. of 7-percent grade.*

HIGHEST HIGHWAY BRIDGE east of the Mississippi River will be the new Kentucky River crossing of U. S. 25 at Cleveland, Ky., with a design height of 250 ft. above normal pool level. The structure will replace an existing wrought-iron bridge built in 1869 and eliminate several steep grades and dangerous hairpin curves (Fig. 2). Located in a scenic region of the state and crossing a magnificent gorge, the highway department considered the architectural treatment of the bridge before the structural design was carried out. Final design provides a central portion consisting of a three-span, continuous, Warren deck truss with a 448-ft. center span and 320-ft. side spans (Fig. 4). In addition there will be two 192-ft. simple Warren deck truss spans and six 50-ft., reinforced-concrete spans.

The trusses are to be 22½ ft. center to center, with depths of 60 ft. at the main piers and 30 ft. at the center of the central span. Transverse floorbeams on 32-ft. centers will be used on top of the trusses and the longitudinal stringers are spaced at 5½-ft. centers. Permanent, creosoted-timber inspection walks will be placed between the trusses, and these will be at the elevation of the bottom chord members.

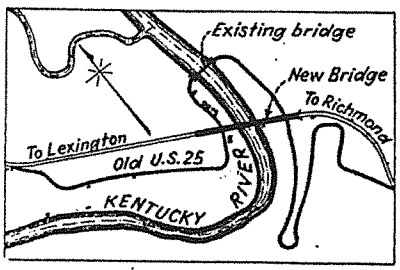
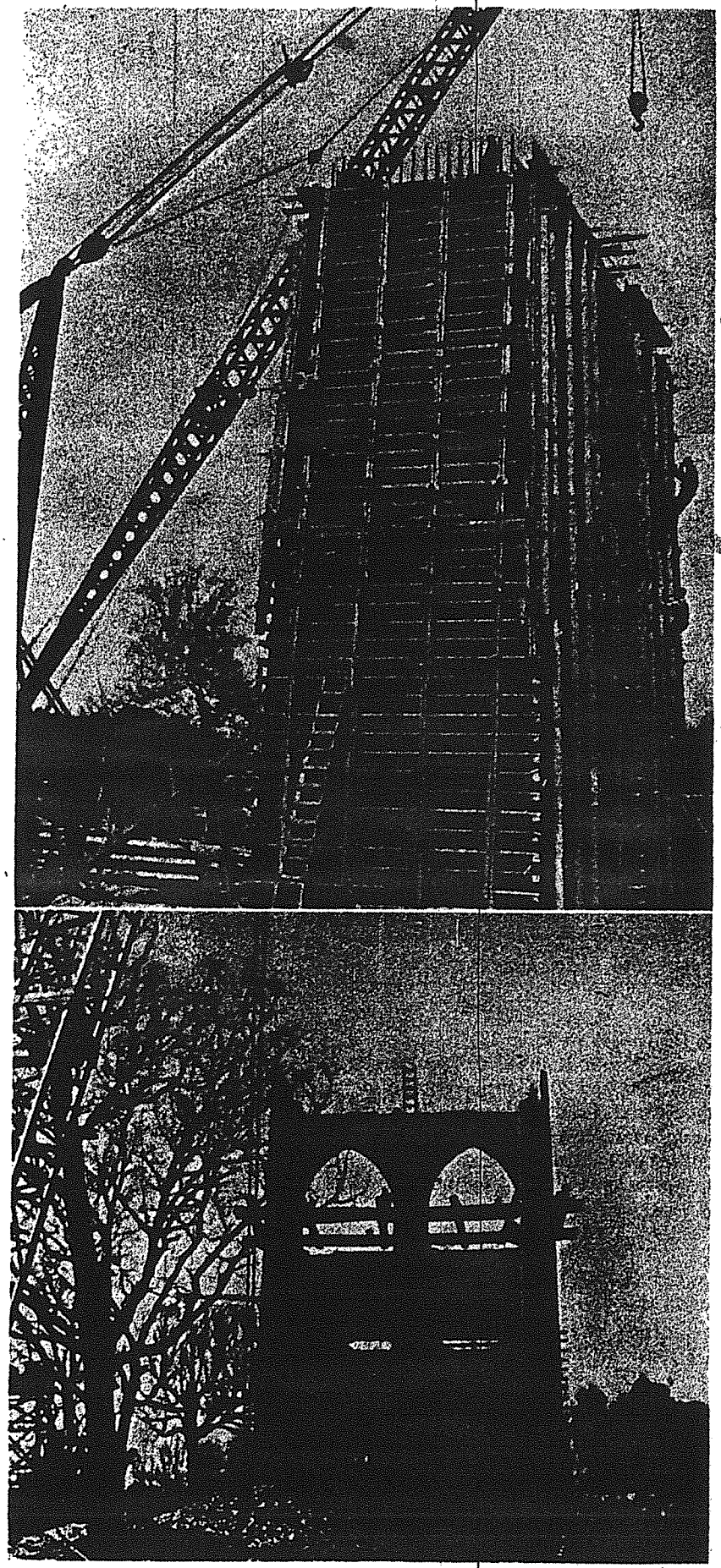


Fig. 2. New crossing will shorten U. S. 25 by 1.5 miles and eliminate several sharp curves. Maximum grade in the vicinity of the crossing will be reduced from 8 to 6 percent.

A 26-ft. roadway and two 3-ft. sidewalks will be provided by a 7½-in. concrete deck. Principal reinforcing for the deck is to be transverse to the direction of traffic and will consist of two layers of ⅝-in. round deformed bars on 5-in. centers. Transverse expansion joints on 32-ft. centers through the length of the truss spans will be provided by 24-oz. soft sheet copper and premolded joint filler. Alternate designs have been prepared for a wrought-iron handrail and a reinforced-concrete rail.

Tall piers required

The substructure will be founded on solid limestone rock and the maximum foundation pressure will not exceed 10 tons per sq.ft. The tallest pier (Pier 6—Fig. 5) will be 198 ft. high from bottom of footing to pier cap and its base will be 30x50 ft. The reinforced-concrete structure will be a double column with a connecting web wall for the first 90 ft. above its base, for the next 68½ ft. two individual columns will be used, and then for the remaining height the columns will be joined by a web



member. This pier will contain 3,800 cu.yd. of concrete.

The next tallest pier, Pier 5, is 181½ ft. high, while the shortest of the piers for the three-span, continuous-truss, central unit is the 85-ft. Pier 7. All the piers, including those for the approach truss spans, are of similar design. The approximate quantities of materials for the entire bridge will be 2,250 tons of structural carbon steel containing 0.2 percent copper, 600 tons of reinforcing steel, and 12,500 cu.yd. of concrete.

Designed for H-20 loading

The crossing is designed for an H-20 loading in accordance with the 1935 specifications of the American Association of State Highway Officials. In design of the three-span, continuous-truss unit the method followed was that outlined in *Movable and Long Span Steel Bridges* by Hool & Kinne, first edition.

The general contractor will be required to weigh with hydraulic jacks the dead-load reactions of the continuous truss to permit comparison of the calculated and actual forces.

The steel spans will be cambered for dead load only. The calculated deflections were obtained by means of the Williot-Mohr diagram, which indicated an expected 3.6-in. dead-load deflection at the center of the 448-ft. span and 2.2 in. at the center of the 320-ft. side spans. The maximum live-load deflection for the central span is expected to be 1.3 in., while that for the side spans is estimated at 0.8 in.

Construction procedure

The cofferdam for Pier 6 was constructed of 50-ft. steel sheet piling with the three lower tiers of wales and struts of steel and the other tiers of timber. A fault in the hard underlying limestone rock extends over the entire footing area and the rock is in 24-in. thick strata that dip at about an angle of 45 deg.

Two 4-in. pumps kept the cofferdam unwatered and the concrete was placed in the dry by a derrick with a 150-ft. boom supported on timber

Fig. 3. Forms for the lower part of Pier 6, which will be 198 ft. high, are shown in the upper view. They are set with the 150-ft. boom of a derrick set on high falsework. Details of this pier are shown in Fig. 6. The lower view shows the type of piers, this being Pier 8, one of the shorter piers.

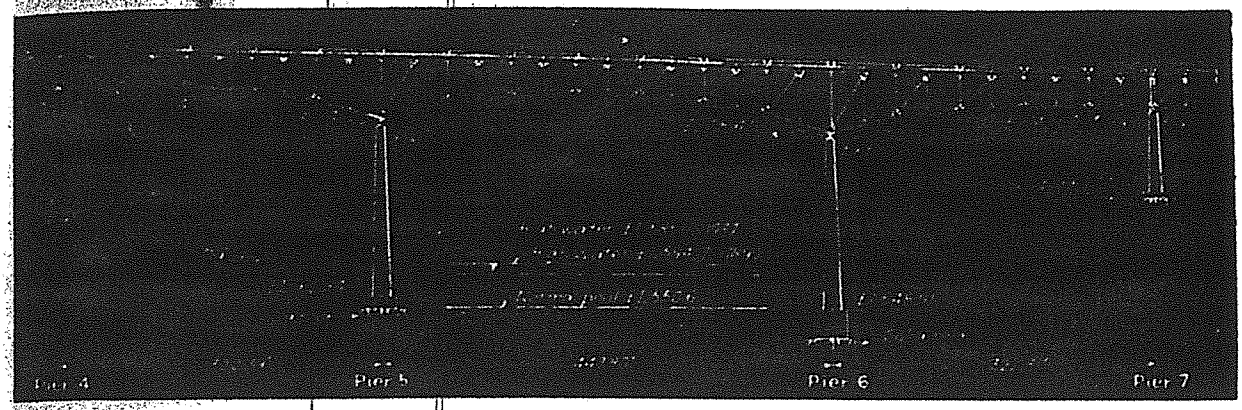


Fig. 4. Central portion of bridge is a three-span continuous truss with a 448-ft. center span and 320-ft. side spans. In addition, there will be two 192-ft. steel spans and six 50-ft., reinforced-concrete and girder units.

piling 10 ft. above the ground. This derrick will be used in placing concrete for the other tall piers.

The bridge's substructure is being built by the Massman Construction Co., Kansas City, Mo., at an estimated cost of $345,800, and the Mount Vernon Bridge Co., Mt. Vernon, Ohio, has a $465,000 contract for fabricating and erecting the steel superstructure. Bids will be opened this summer for construction of the concrete deck and the reinforced-concrete approach spans. The total cost of the bridge will be about $900,000, or $20 per sq.ft. of roadway. Due to the war, no completion date has been set, but the foundation work was 39 percent complete at the end of April.

Austin Griffith of the Kentucky Department of Highways and his bridge squad designed and prepared plans for the structure under the writer's supervision. J. Lyter Donaldson is commissioner of highways; Thomas H. Cutler, state highway engineer; G. L. Logan, director of construction: H. R. Creal, bridge engineer; R. W. Tripp, chief location engineer; W. W. Pardon, district engineer; and T. J. Hopgood, resident engineer. Mack Galbreath, senior highway engineer for Kentucky, is representing the Public Roads Administration, which is supplying one half of the cost.

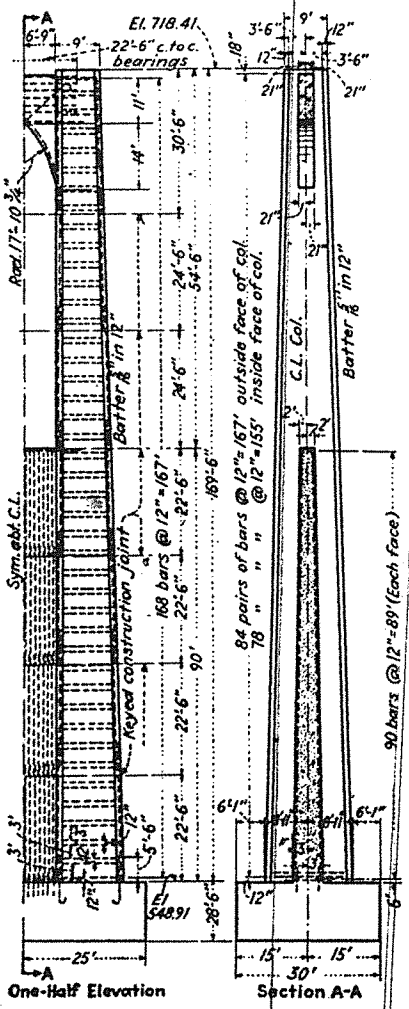


Fig. 5. Pier 6, will be 198 ft. high and will require 3,800 cu.yd. of concrete and 172,000 lb. of reinforcing steel.

Mexico Expands Its Railway System

THE Republic of Mexico now has two railroad projects underway that together total 800 miles of construction, according to the Mexican federal railroad department. The longest is the 465-mile Puerto Mexico-Compeche project in southeastern Mexico. The two terminals are both Atlantic seaports, Puerto Mexico being in the State of Vera Cruz and Campeche being the capital of Campeche State. This line is mountainous construction and is scheduled for completion in 1949.

The second project is 335 miles in length and is in the level desert country of northwest Mexico. This work, known as the Sonora-Baja California line, is scheduled for completion in 1945.

Completed railroads in Mexico total 14,100 miles, including 11,425 miles of standard gage track and 2,675 miles of narrow gage. In all 10,090 miles are operated by the federal government, the remainder being operated as private enterprise.

For new construction, steel rails are imported only when not available from the mills at Monterrey, the capital of Nuevo Leon State in northeastern Mexico. However, considerable of the steel must be imported for the bridges, especially those structures requiring wide plates, as Mexican mills produce no plates wider than 18 in. It is also necessary to important silicon steel members, since this steel is not manufactured commercially in Mexico.

Some indication of the rate of steel importation for railroad work can be gained from the fact that during 1940 the United States supplied 86 tons and a 220-ton shipment was obtained from Germany to complete a 1,460-ton German order. The German steel was for the Marques Bridge on the 80-mi. Caltzontzin-Apatzingen line, which is in southeastern Mexico, and was placed in service early this year. During 1942 some 1,000 tons may be imported from foreign sources.

Locomotives and rolling stock are purchased from manufacturers in the United States.

Federal employees engaged in railroad work include: 126 civil engineers, 28 in the medical service, 2,342 laborers, and 277 miscellaneous employees. Railroad contractors also employ large staffs.

KY ENG V/1:6 1942 34-75-B74

Kentucky Building Highest Highway Bridge East of the Mississippi River

E. D. Smith, Assistant Bridge Engineer Kentucky Department of Highways
Frankfort, Kentucky

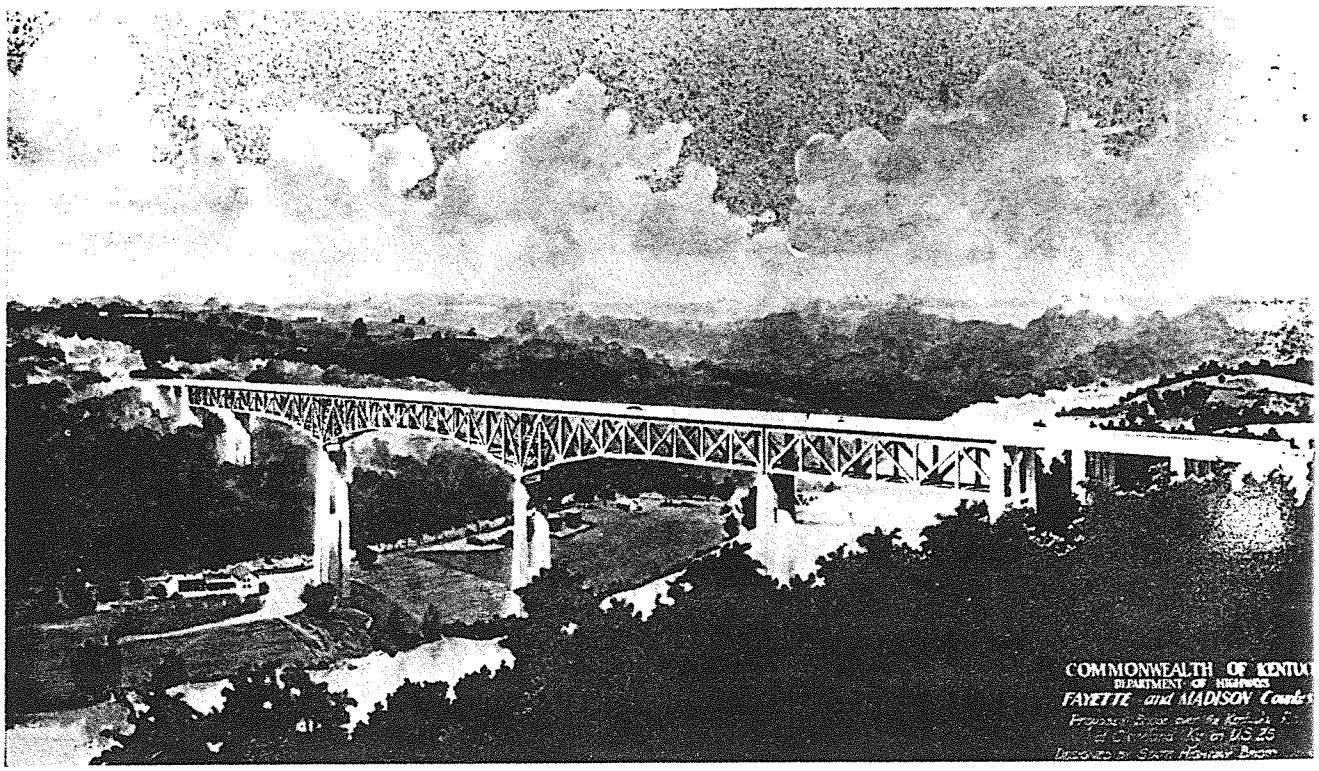


Fig. 1.—Architectural Rendering by Guy F. Vansant

General

This steel and concrete structure (Fig. 1), soaring 250 ft. above the normal pool level of the river, will be the highest highway bridge east of the Mississippi, and the highest continuous deck steel bridge in the nation. The bridge will be a part of US 25 on the Lexington to Richmond highway and will cross the Kentucky River at Cleveland, or better known as Clays Ferry. This toll free structure will replace the old weak existing wrought iron bridge (Fig. 2) built in 1869, and will eliminate the present old road, with its long steep grades dangerous winding hairpin curves (Fig. 3).

Bridge design is considered both an art and a s It has been said that art without science is ap inefficient, but science without art is unat A bridge possesses beauty when the properties mass, color, and texture are arranged in a harm whole. The qualities necessary to create beau symmetry, harmony, proportion, simplic formity with environment. Motorists de the scenic and magnificient gorge thro

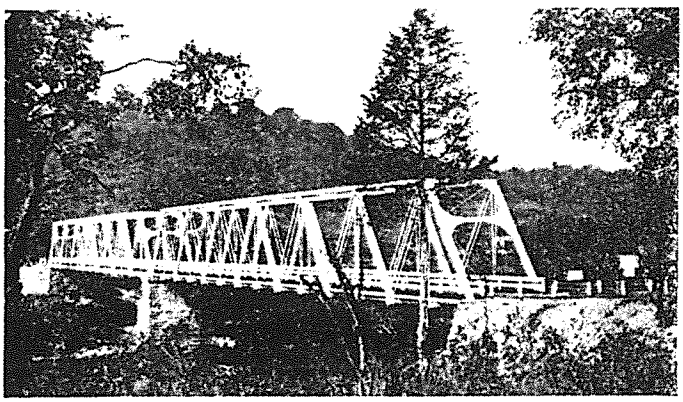


Fig. 2.—Old Existing Bridge

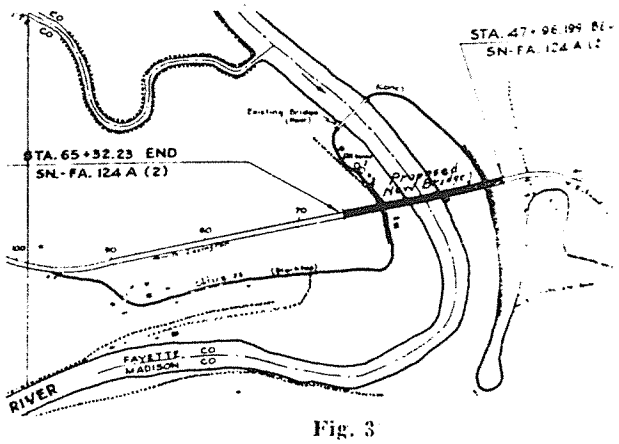


Fig. 3

and consequently the Department of High-ted the creation of a structure with pleasing Therefore the bridge was designed archi-before it was designed structurally by the ky Department of Highways.

general design is a three-span continuous deck Warren truss, with a center span of 448 ft. and side of 320 ft. each. In addition to the continuous unit re two 192 ft. simple steel Warren truss spans and ft. simple reinforced concrete deck girder spans. arative estimates, using simple deck steel truss continuous deck steel plate girder spans, steel arch and concrete arch spans, indicated that the bridge signed is the most economical structure for this on.

bridge will have a reinforced concrete deck, built per cent grade, with a 26-ft. clear roadway and -ft. sidewalks. The 7½ in. concrete roadway slab, he main reinforcement transverse to the direction ffic. will be reinforced with ⅝ in. round deformed t 5-in. centers in the top and in the bottom of the Transverse expansion or contraction joints will be for the concrete deck with 24-oz. soft sheet copper remoulded joint filler and placed at 32-ft. centers ghout the length of the steel spans.

trusses are 22 ft. 6 in. center to center, with depths ft. at the main piers and 30 ft. at the center of the span. Transverse floor beams at 32-ft. centers are d on top of the trusses at the panel points, and tudinal stringers at 5 ft. 6 in. centers connect to the webs. Permanent creosoted timber inspection e placed between the trusses of all steel spans with the bottom chord members.

ce designs have been prepared for a wrought pipe handrail and a reinforced concrete handrail. e Mt. Vernon Bridge Company proposes to start erection at the north end of the bridge and proceed the erection to the south end (Fig. 4).

e approximate quantities for the entire bridge will 500,000 pounds of structural carbon steel containing per cent copper, 1,200,000 pounds of reinforcing and 12,500 cubic yards of concrete.

SUBSTRUCTURE

e entire substructure will be founded on solid lime-rock, and the maximum foundation pressure will exceed 10 tons per sq. ft. The largest main river No. 6 (Fig. 5), will contain 3800 cu. yds. of con-and have a height of 198 ft. from the bottom of footing to cap.

e cofferdam for Pier No. 6 was constructed of 50-ft. sheet piling with the three lower tiers of wales and s made of steel and the other tiers made of timber. ault in the hard limestone rock under this pier nds over the entire footing area, and the rock is in . thick strata that dip at about an angle of 45 ees. Several holes were drilled 10 ft. into the rock w the elevation of the bottom of the footing to deter-the quality and soundness of the rock. Two 4-in. ps kept the cofferdam unwatered and the concrete placed in the dry by a derrick with a 150-ft. boom on timber piling 10 ft. above the ground.

bstructure contract was 89 per cent complete , 1942.

SUPERSTRUCTURE

he bridge was designed for an H-20 loading in rdance with the 1935 specifications of the American ciation of State Highway Officials. The method as outlined in "Movable and Long Span Steel Bridges" by Hool and Kinne, was used for the design of the three-span continuous-truss unit.

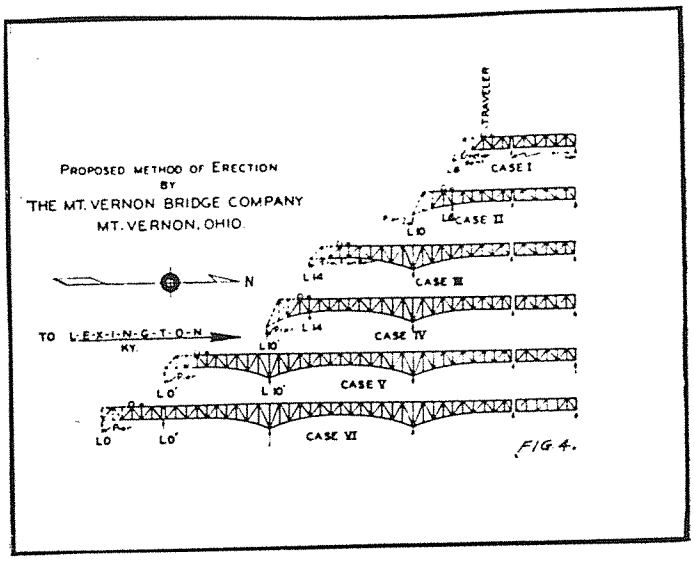


Fig. 4

The specifications require the contractor to weigh with hydraulic jacks the dead-load reactions of the continuous-truss unit to permit comparison of the calculated and weighed reactions.

The steel spans will be cambered for dead-load only. The calculated deflections were obtained by means of the

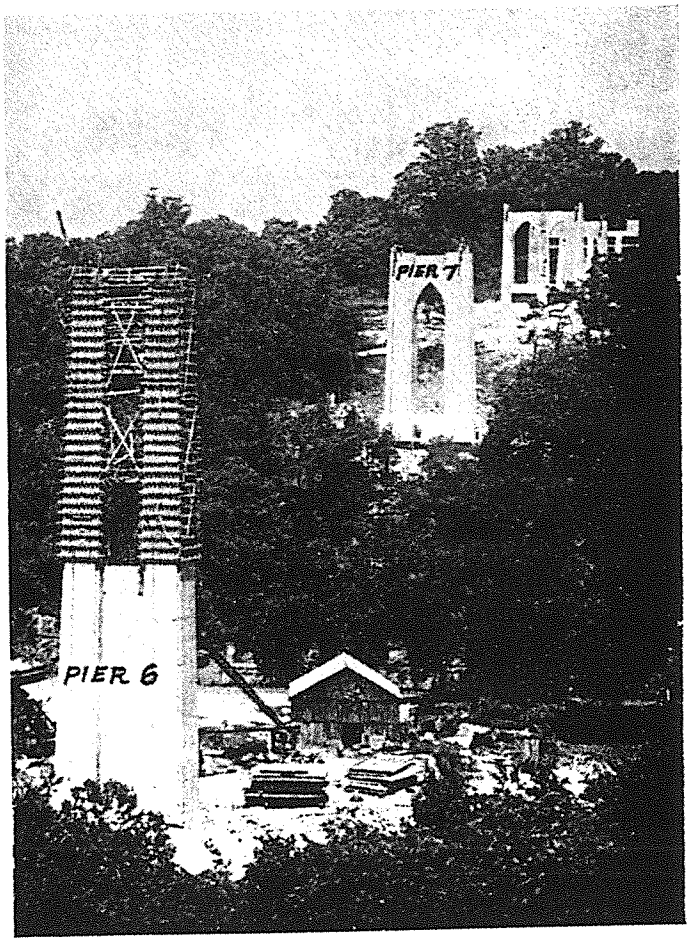


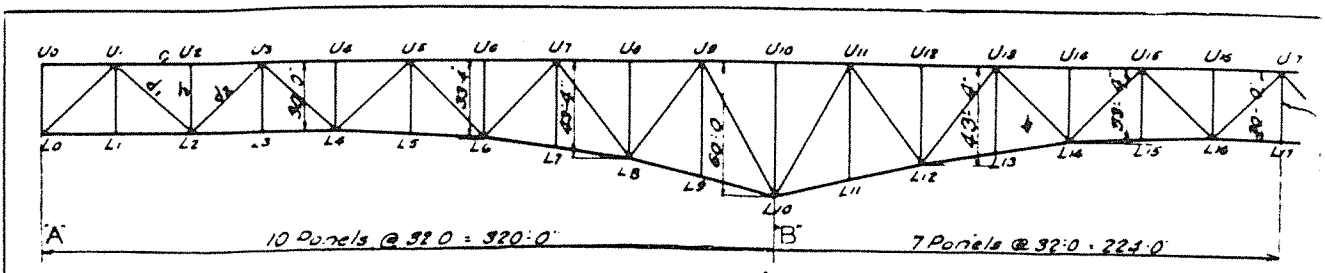
Fig. 5.—View Looking North

Williot-Mohr diagram, which indicated an expected 3.6 in. dead-load deflection at the center of the 448 ft. span and 2.2 in. at the center of the 320 ft. side spans. The maximum live-load deflection for the central span is expected to be 1.3 in., while that for the side spans is estimated at 0.8 in.

Three or four trial designs were required for the continuous-truss unit (Fig. 6). The main dimensions of the truss, length and size of all members were first assumed, and the approximate dead loads calculated. For the first preliminary design the truss was treated as a beam with constant moment of inertia, and the dead and live load stresses calculated. It was necessary to revise the assumed size of members before starting the second trial design. For the second trial design the truss diagonals and chord members were used in constructing the elastic curves, and the stress in the members then calculated. The stresses did not check within the limits required by the specifications, so the cross sectional area of the members was revised and new elastic curves constructed and the stresses again calculated, which constituted the third trial design. The fourth and final design was made after all the steel details were completed and the dead loads accurately calculated. Where the moments of the continuous-truss unit change from positive to negative (at about the ¼ points of the s it was necessary (because of erection stresses) to in the size of the steel members above that requir dead load, live load and wind stresses.

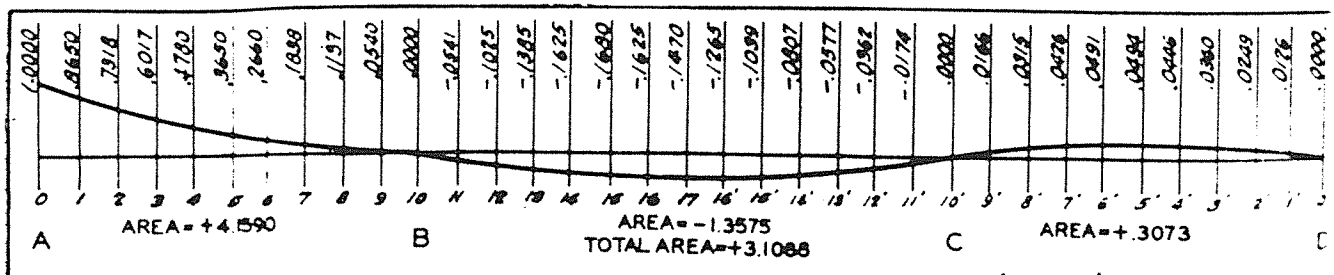
INFLUENCE LINES AND TABLES

It is not possible to show all the calculations design of the bridge in this article, but an attempt be made (by means of the accompanying tables) to the method of constructing the influence lines fo reactions of the continuous-truss unit. The re influence lines are used as a foundation for quickly ing the influence diagrams for all the stresses members of the continuous-truss unit. The in line for the reaction at any support of a conti is the elastic curve produced by removing th and applying a concentrated load to give the unit vertical displacement. The elastic curve dep only upon the elastic relations within the truss a independent of the actual loading. The prin applies that the deflection curve for a continuous- is identical with the moment diagram obtained by a ing the angle-changes "w" as "elastic weights" a respective panel points of the structure. For a t

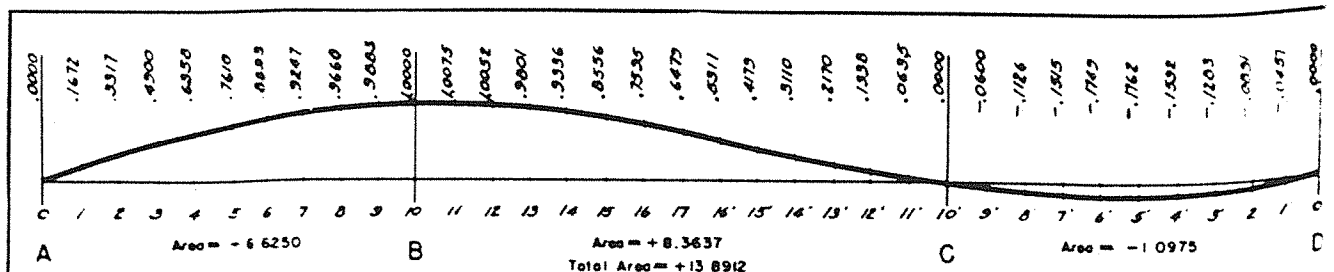


TRUSS DIAGRAM (FIG. 6)

"C" & "D" REPRESENTS THE OTHER TWO SUPPORTS OF THE CONTINUOUS TRUSS UNIT.



INFLUENCE LINE FOR REACTION "A" (FIG. 7)



INFLUENCE LINE FOR REACTION "B" (FIG. 8)

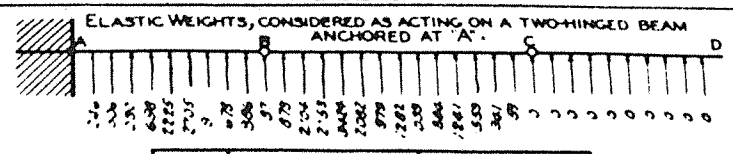
TABLE 1

CALCULATIONS OF ELASTIC WEIGHTS FOR REACTION "A"

PANEL POINT	MEMBER	(1) STRESS s = # / IN LBS.	(2) LENGTH (l) IN PANELS	(3) CROSS SECTION A SQ. INS.	(4) ELONGATION Δl (1/2 × 3)	(5) SECANT	(6) 10,000 Δl (4 × 5)	(7) ALTITUDE (h) IN PANELS	(8) ELASTIC WEIGHT (W)
	L0-U1	+ 6671	.3707	50.50	.039685	1.3707	+ 544		
U1	U1-L2	-10667	2.0000	43.00	.049614	1.0000	- 496	.9375	-246
	U1-L1	- 4462	1.3707	33.96	.059010	1.3707	- 809		
L2	U1-U3	+21333	2.0000	55.72	.076572	1.0000	+ 766	.9375	-506
	L2-U3	+ 8621	1.3707	24.96	.080292	1.3707	+1101		
U3	L2-L4	-32000	2.0000	66.26	.096589	1.0000	- 966	.9375	-1030
	U3-L2	- 4462	1.3707	24.96	.080292	1.3707	+1101		
L4	U3-U5	+42667	2.0000	68.48	.124684	1.0000	+1247	.9375	-1699
	L4-U5	+ 1073	1.3707	26.76	.035181	1.3707	+ 756		
U5	L4-L6	- 50596	2.0027	53.00	.191186	1.0013	- 9.5	.9896	-2225
	U5-L6	- 1026	1.4440	45.44	.032358	1.4440	- 469		
L6	U5-U7	+57598	2.0000	48.00	.239992	1.0000	+2400	1.0417	-2705
	L6-U7	+ 0.252	1.3440	48.76	.003550	1.4440	+ 51		
U7	L6-L8	- 59133	2.0243	53.00	.225893	1.0121	-2286	1.1979	-1911
	U7-L8	- 0.1077	1.6834	63.44	.002859	1.6834	- 48		
L8	U7-U9	+59075	2.0000	61.12	.193908	1.0000	+1939	1.3542	-1678
	L8-U9	- 0.5612	1.6834	54.44	.017359	1.6834	- 292		
U9	L8-L10	- 57603	2.0667	88.76	.94124	1.0334	-1336	1.6146	-866
	U9-L10	+ 0.5117	2.1250	75.72	.014360	2.1250	+ 305		
L10	U9-U11	+57333	2.0000	110.76	.098304	1.0000	+ 963	1.8750	- 87
	L10-U11	+ 0.8877	2.1250	81.12	.023284	2.1250	+ 494		
L11	L10-L12	- 59431	2.0667	88.76	.198382	1.3334	-1490	1.6146	-879
	U11-L12	- 09737	1.6834	54.44	.030109	1.6834	- 507		
L12	U11-U13	+ 63295	2.0000	50.72	.249586	1.0000	+2496	1.3542	-2104
	L12-U13	+ 0.3365	1.6834	71.28	.009128	1.6834	+ 154		
U13	L12-L14	- 6.4395	2.0243	53.00	.253553	1.0121	-2566	1.1979	-2133
	U13-L14	- 0.4309	1.4460	54.44	.011429	1.4440	- 165		
L14	U13-U15	+ 64577	2.0000	43.00	.318930	1.0000	+3189	1.0417	-3424
	L14-U15	- 0.5231	1.4440	51.00	.014749	1.4440	- 213		
U15	L14-L16	- 65059	2.0027	66.26	.196622	1.0014	-1969	.9896	-2082
	U15-L16	- 0.5495	1.3707	39.96	.022179	1.3707	+ 304		
L16	U15-U17	+65555	2.0000	88.76	.137343	1.0000	+1373	.9375	-1979
	L16-U17	- 1.0446	1.3707	24.96	.057356	1.3707	- 786		
U17	L16-L18	- 53933	2.0000	88.76	.120174	1.0000	-1202	.9375	-1282
	U17-L18	+ 1.0446	1.3707	24.96	.057356	1.3707	+ 786		
	L16-U17	+1.0446	1.3707	24.96	.057356	1.3707	+ 786		
L18	U15-U17	+65744	2.0000	88.76	.103006	1.0000	+1030	.9375	-1039
	L18-L20	- 1.3193	1.3707	39.96	.053260	1.3707	- 730		
L19	L18-L20	- 36140	2.0027	66.26	.109253	1.0014	-1094	.9896	- 888
	L18-U19	+1.2509	1.4440	51.00	.035415	1.4440	+ 511		
L20	U18-U21	+27026	2.0000	43.00	.127563	1.0000	+1276	1.0417	-1241
	U19-L21	- 1.977	1.4440	54.44	.036343	1.4440	- 528		
U19	L18-L20	- 18.03	2.0243	53.00	.089143	1.0121	- 700	1.1979	- 353
	L20-U21	+ 1.2352	1.6834	71.28	.029138	1.6834	+ 491		
L21	U19-U23	+ .0523	2.0000	50.72	.041597	1.0000	+ 416	1.3542	- 941
	U21-L23	- 1.032	1.6834	54.44	.031887	1.6834	- 537		
L21	L20-L22	- 03577	2.0667	88.76	.010646	1.0334	- 110	1.6146	- 59
	L20-U21	+ 09401	2.1250	81.12	.024627	2.1250	+ 523		
U23	L23-U25	0	2.0000	110.76	0	1.0000	0	1.8750	0
	L23-L24	0	2.1250	75.72	0	2.1250	0		
L24	L24-L26	0	2.0667	88.76	0	1.0334	0	1.6146	0
	L26-U25	0	1.6834	54.44	0	1.6834	0		
L25	U27-U29	0	2.0000	61.12	0	1.0000	0	1.3542	0
	U27-L28	0	1.6834	63.44	0	1.6834	0		
L27	L28-L28	0	2.0243	53.00	0	1.0121	0	1.1979	0
	L26-U27	0	1.4440	48.76	0	1.4440	0		
L28	U29-U27	0	2.0000	48.00	0	1.0000	0	1.0417	0
	U29-L28	0	1.4440	45.44	0	1.4440	0		
L29	L28-L28	0	2.0027	53.00	0	1.0014	0	.9896	0
	L28-U29	0	1.3707	26.76	0	1.3707	0		
L31	U29-U31	0	2.0000	63.44	0	1.0000	0	.9375	0
	U31-L28	0	1.8707	24.96	0	1.3707	0		
L33	L28-L30	0	2.0000	66.26	0	1.0000	0	.9375	0
	L28-U29	0	1.3707	24.96	0	1.3707	0		
L35	U31-U33	0	2.0000	55.72	0	1.0000	0	.9375	0
	U31-L32	0	1.3707	33.96	0	1.3707	0		
L34	L0-L32	0	2.0000	43.00	0	1.0000	0	.9375	0
	L0-U1	0	1.3707	50.50	0	1.3707	0		

TABLE 2

ELASTIC WEIGHTS, CONSIDERED AS ACTING ON A TWO-HINGED BEAM ANCHORED AT "A".



APM	ELASTIC WEIGHT	MOMENT
13	+ 878	+ 11,414
12	+ 2104	+ 23,348
11	+ 2133	+ 23,463
10	+ 3024	+ 34,340
9	+ 2088	+ 18,378
8	+ 1979	+ 15,832
7	+ 1282	+ 8,976
6	+ 1039	+ 6,234
5	+ 884	+ 4,420
4	+ 1241	+ 4,964
3	+ 553	+ 1,659
2	+ 341	+ 682
1	+ 59	+ 59
TOTAL	⊕ 17899	⊕ 166997

⊕ 155927 ÷ 14 = 11137.6429 ⊕

⊕ 17899.0000
÷ 11137.6429
⊕ 6861.3571

CALCULATIONS FOR SHEAR AT "C"

TABLE 3

CALCULATIONS OF ELESTIC CURVE POR REACTION "A"

PANEL	ELASTIC WEIGHT (W)	SHEAR	DEFLECTION CURVE M/EI MOMENT ⊕ @ A	DEFLECTION CURVE M/EI MOMENT RATIO ⊕ @ D	MOMENT DIFFERENCE	⊕ ORDINATE	CORRECTED ORDINATE	AREAS
A 0	0	+ 24083.66	+ 185,336.43	+ 25401.88	+ 159934.94	+ 1.0000	+ 1.0000	
1	- 246	+ 23843.66	+ 161,246.79	+ 22061.34	+ 139185.45	+ .8653	+ .8650	
2	- 506	+ 23337.66	+ 137,403.14	+ 20321.20	+ 117081.94	+ .7321	+ .7318	
3	- 1030	+ 22307.66	+ 118065.50	+ 17871.06	+ 96194.44	+ .6010	+ .6017	
4	- 1698	+ 20609.66	+ 91757.86	+ 13240.89	+ 78516.97	+ .4904	+ .4780	+ .41590
5	- 2225	+ 18384.66	+ 71148.21	+ 12700.75	+ 58447.46	+ .3654	+ .3650	
6	- 2705	+ 15679.66	+ 52763.57	+ 10160.60	+ 42602.97	+ .2660	+ .2660	
7	- 1911	+ 13768.66	+ 37083.93	+ 7620.45	+ 29463.48	+ .1842	+ .1839	
8	- 1678	+ 12090.66	+ 23915.29	+ 5080.30	+ 18834.99	+ .1140	+ .1137	
9	- 866	+ 11224.66	+ 11224.66	+ 2540.15	+ 8684.49	+ .0523	+ .0540	
B 10	- 87	+ 11137.64	0	0	0	0	0	
11	- 878	+ 10259.64	- 11137.64 ⊕	- 2540.15	- 8597.49	- .0536	- .0561	
12	- 2104	+ 8155.64	- 21397.29	- 5080.45	- 16316.84	- .1022	- .1025	
13	- 2133	+ 6022.64	- 29552.93	- 7466.67	- 22107.41	- .1382	- .1385	
14	- 3024	+ 2998.64	- 35575.57	- 9637.86	- 25937.71	- .1622	- .1625	
15	- 2088	+ 910.64	- 38174.21	- 11365.77	- 26808.44	- .1676	- .1680	
16	- 1979	- 1068.36	- 38690.86	- 12766.41	- 25924.45	- .1621	- .1625	- .13575
17	- 1282	- 2750.36	- 37229.50	- 13782.40	- 23446.10	- .1466	- .1470	
16'	- 1079	- 3783.36	- 34484.14	- 14323.78	- 20160.36	- .1261	- .1265	
16	- 884	- 4667.36	- 30700.79	- 14132.51	- 16568.28	- .1036	- .1038	
14'	- 1241	- 5908.36	- 26033.43	- 13170.46	- 12862.97	- .0804	- .0807	
13'	- 553	- 6461.36	- 20126.07	- 10940.82	- 9184.25	- .0574	- .0577	
12'	- 341	- 6802.36	- 13663.71	- 7821.51	- 5742.20	- .0359	- .0362	
11'	- 59	- 6861.36 ⊕	- 6861.36 ⊕	- 4123.28	- 2738.08	- .0171	- .0174	
C 10	0	0	0	0	0	0	0	
9	0	0	+ 6861.36	+ 4153.48	+ 2705.88	+ .0169	+ .0166	
8'	0	0	+ 13722.71	+ 8631.57	+ 5091.14	+ .0318	+ .0315	
7'	0	0	+ 20584.07	+ 13728.88	+ 6855.19	+ .0429	+ .0426	
6'	0	0	+ 27445.43	+ 19533.65	+ 7911.78	+ .0495	+ .0491	+ .3073
5'	0	0	+ 34306.79	+ 26938.84	+ 7366.35	+ .0460	+ .0456	
4'	0	0	+ 41168.14	+ 33969.76	+ 7198.38	+ .0450	+ .0446	
3'	0	0	+ 48028.50	+ 42228.69	+ 5801.21	+ .0363	+ .0360	
2'	0	0	+ 54330.86	+ 50065.14	+ 4022.71	+ .0253	+ .0249	
1'	0	0	+ 61752.21	+ 59695.58	+ 2056.63	+ .0129	+ .0126	
D 0	0	0	+ 68613.57	+ 68613.57	0	0	0	
TOTAL AREA								.31088

⊕ RATIO = MOMENT AT "A" / MOMENT AT "D" = 68613.57 / 185336.43 = .3702109185

⊕ DIVIDE DIFFERENCES by DIFFERENCE AT A (159934.94) TO OBTAIN ORDINATES.

span continuous truss, the elastic curve is best obtained by the combining of two simpler deflection curves.

Tables 1, 2 and 3 show the calculations for constructing the elastic curve for reaction "A" (Fig. 7). Table 1, column (1), shows the stress produced in each member of the continuous-truss unit by the application of a one-pound load at "A" with supports "A" and "D" removed and the truss supported at "B" and "C" only. In column (2) is given the length of each truss member in terms of truss panels (one truss panel equals 32 ft.). To obtain the elongation ($\triangle l$) in column (4) multiply "s" by "l" and divide by the gross section of the member. Multiply ($\triangle l$) by the secant of the inclination of the member to the horizontal and then by 10,000 to obtain column (6), using the same sign as given for the truss members in column (1). Grouping the terms in column (6) in threes, in accordance with the elastic weight formula $w = \pm \frac{(\triangle' c - \triangle' d_1 - \triangle' d_2)}{h}$ and dividing by the altitude "h" of that triangle give the elastic weight. The elastic weight "w" given by the formula represents, for each panel point, the angle change between the two web members plus a correction for the line-changes in these two web members. In the formula a plus sign is used for angle-changes at the upper panel points, and a minus sign for angle-changes at the lower panel points; elongations are taken as positive and compressions as negative. In the formula $\triangle' c$ is the elongation of the chord member multiplied by the secant of its inclination to the horizontal, $\triangle' d_1$ and $\triangle' d_2$ are the elongations of the two web members multiplied by the secants of their respective inclinations to the horizontal. Since ratios and not absolute values are required, the "modulus of elasticity" is assumed equal to one.

In table 2 the beam "AD" is loaded with the elastic weights and the beam is considered hinged at "B" and "C" and anchored at "A" in order to get zero moments at "B" and "C". Table 2 also shows the reaction or shear at "C" due to the elastic weights acting on "BC".

The moments for deflection curve No. 1 (table 3) were obtained by loading the beam "AD" (table 2) with elastic weights and using the method of the summation of the shears. The portion of deflection curve No. 1 between points "C" and "D" is tangent at point "C". The deflection curve No. 2 was obtained by applying a unit load at point "D" of the continuous-truss unit, with supports "A" and "D" removed and the truss supported at "B" and "C", and then multiplying the ordinates to the curve by a constant factor so that the ordinate to deflection curve No. 2 at point "D" was equal to the ordinate of deflection curve No. 1 and point "D". The difference between the corresponding ordinates of deflection curve No. 1 and deflection curve No. 2 gives the ordinates for the influence line for reaction "A" (table 3). The ordinates of course are reduced in uniform ratio to make the end-ordinate scale unity. The ordinates have been corrected because the algebraic sum of the areas for the reactions "A" and "B" should equal zero when all the panel points of the continuous-truss are loaded with a one-pound load.

The elastic curve for the intermediate reaction "B" is obtained by the combining of two simpler deflection curves (see tables 4, 5 and 6 and Fig. 8). Consider both supports "B" and "C" removed and a unit load applied at "B" and calculate deflection curve No. 1. Next consider both supports "B" and "C" removed and a unit load applied at "C", then multiply the ordinates to this curve by a constant factor so that the ordinate to deflection curve No. 2 at point "C" is equal to the ordinate to deflection curve No. 1 at point "C". The difference between the corresponding ordinates of deflection curve No. 1 and deflection curve No. 2 will give the ordinates for the influence line for reaction "B". The ordinates of course must be reduced in a uniform ratio to make the ordinate at "B" unity.

The substructure is being built by the Massman Construction Company, Kansas City, Missouri, at an estimated cost of $345,800, and The Mount Vernon Bridge Company, Mt. Vernon, Ohio, has a $465,000 contract for fabricating and erecting the steel superstructure. Bids will probably be opened this year for the construction of the concrete deck and the reinforced concrete approach spans. The total cost of the bridge will be about $900,000, or $20 per sq. ft. of roadway.

Austin Griffith and his highway bridge squad designed and prepared plans for this structure under the writer's supervision.

J. Lyter Donaldson is commissioner of highways; Thomas H. Cutler, state highway engineer; G. L. Logan, director of construction; H. R. Creal, bridge engineer; R. W. Tripp, chief location engineer; W. W. Pardon, district engineer; and T. J. Hopgood, resident engineer. Mack Galbreath, senior highway engineer for Kentucky, is representing the Public Roads Administration, which is supplying one-half of the cost of the project.

Book Review

THE ELECTRON MICROSCOPE

By E. F. BURTON and W. H. KOHL

Dr. Burton, of the Department of Physics at the University of Toronto, and Dr. Kohl, of the Rogers Radio Tubes, Ltd., produced this readable little book, in which the reader without any prior knowledge of the subject is enabled to understand this tool of research which recently has been added to scientific instrumentation. The above university scholar and the industrial research man give the reader both points of view.

The reader does not need more than slight recollection of high school physics to understand this book. Aided by numerous sketches, 110 illustrative figures, and several excellent photographs taken with the electron microscope, he is carefully helped along. The majority of the sketches are popularized. The reader is made to understand the laws of optics aided by pictures of animals. The chapters deal with an explanation of vision, light miscroscopes, the various theories dealing with the nature of light, the theory in movements of electrons, which lead to the explaination of electron optics, i.e., the electronic mirrors and lenses. Next comes a brief history of the electron microscope followed by an explanation of the electrostatic and magnetic types of instruments. The reader is then shown what the electron miscroscope can accomplish, by means of excellent illustrations. The text is concluded with a general bibliography.

The authors can be complimented for their book, which, in simple language, gives account of such an intricate instrument. Without doubt it will fill a gap in many libraries, and it will encourage the use and application of this remarkable new scientific device.

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-0060-B00121*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City:
Route: *0060*	Road Name: *LEXINGTON-VERSAILLES*	
Spanning: *SOUTH ELKHORN CREEK*		
Location Description: *1.3 MI E-WOODFORD CO.LN.*		

II. DESIGN INFORMATION

Main Type: *arch-concrete*	Subtype 1: *deck*	Subtype 2:
Overall Length: *100*	Width (assumed decimal):*880*	Connection:
General Description: *1- 100 FT. CLOSED SPANDEL ARCH*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*38*
Other:		

IV. MODIFICATION/CONDITION

Major rehab 1980.

V. ENVIRONMENT (describe)

Very busy 4-lane highway near airport on W side of Lexington

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1939*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.	*6* extant bridges of this type built during this period.
145 extant bridges built in this region.	_extant bridges of this truss sub-type.
32 extant bridges of this type.	_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

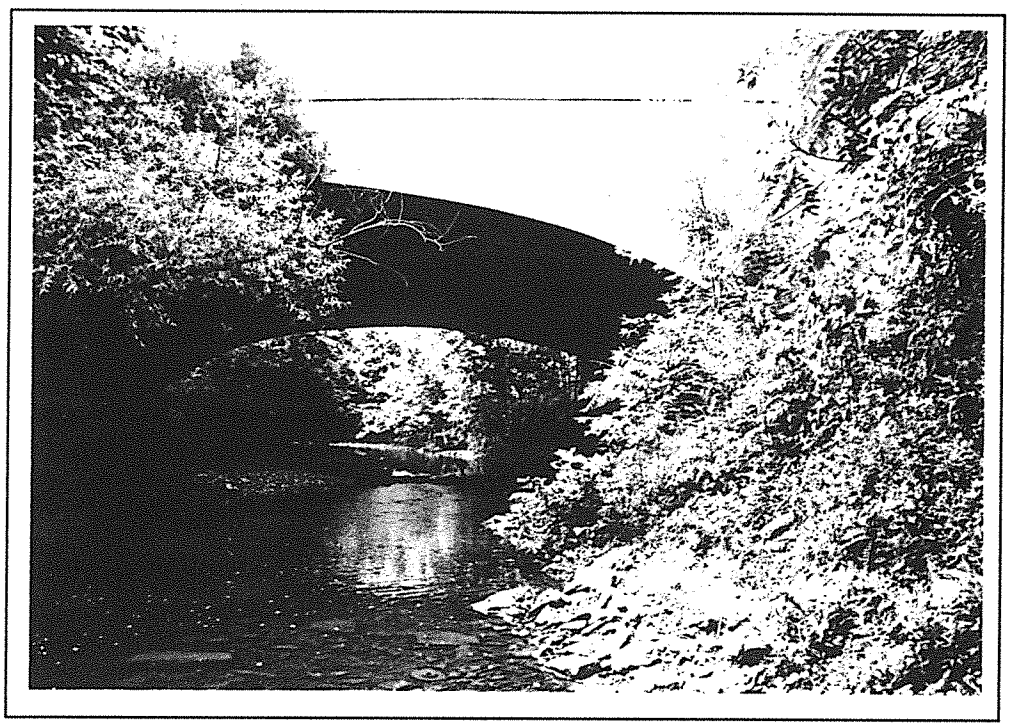
KYDOT records

X. NATIONAL REGISTER STATUS

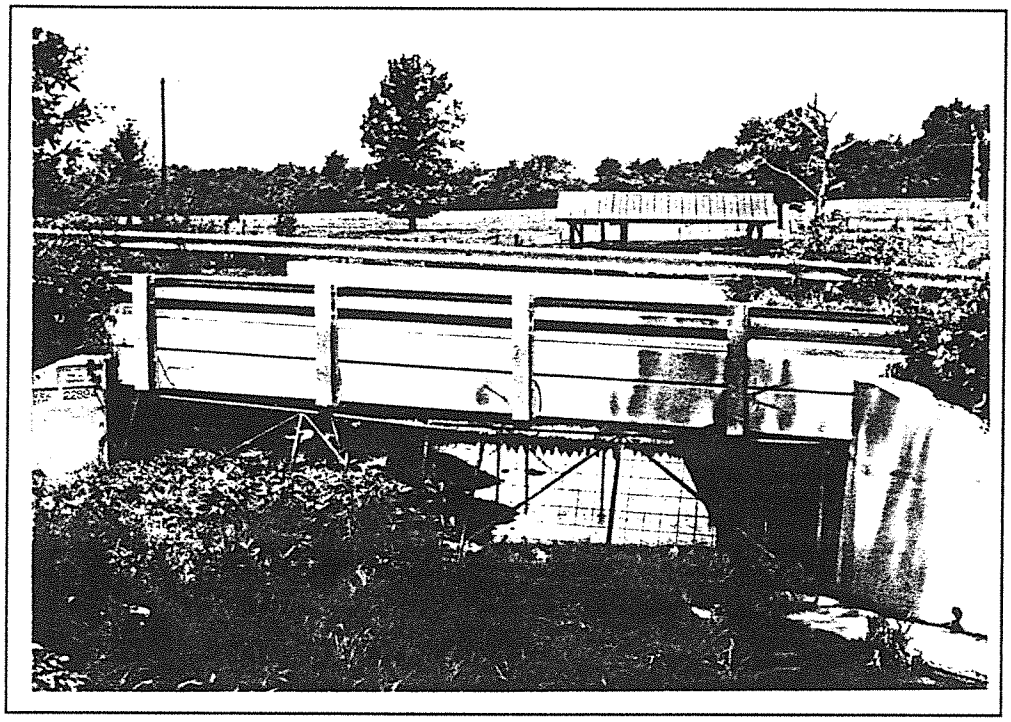
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/50-53	*14360:::*



Fayette 34-60-B121 1996



Fayette 34-1927-B146 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-1015-C00004*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City:
Route: *1015*	Road Name: *KENNY LANE*	
Spanning: *NORTH ELKHORN CREEK*		
Location Description: *1.25 MI N OF JCT KY 1973*		
II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *124*	Width (assumed decimal): *123*	Connection:
General Description: *4-SPAN (31-29-30-29) STEEL MULTISTRINGER*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years): *1*
Other: *Bridge is closed & barricaded*		
IV. MODIFICATION/CONDITION		
closed and barricaded.		
V. ENVIRONMENT (describe)		
Horse farm		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1905*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

22 extant bridges of this type built during this period.

145ÀÙuilt in this region.

extant bridges of this truss sub-type.

61 extant bridges of this type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

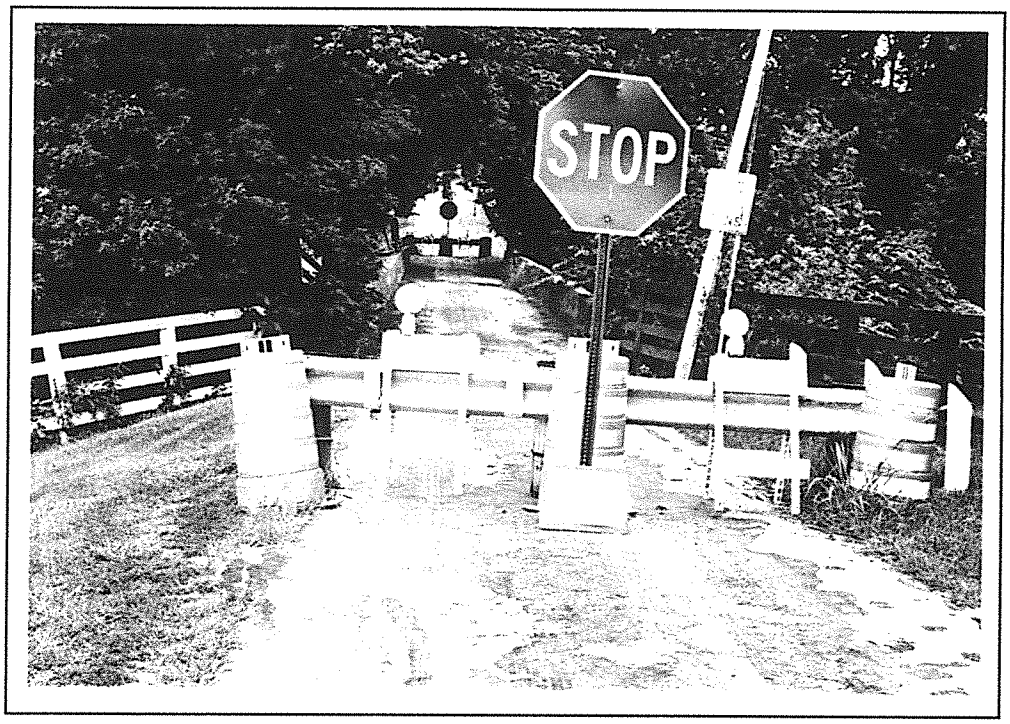
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/68	...



Fayette 34-1015-C4 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-1122-C00010*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City:
Route: *1122*	Road Name: *GRIMES MILL ROAD*	
Spanning: *BOONE CREEK*		
Location Description: *@ CLARK CO.LN.*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Warren Pony*	Subtype 2:
Overall Length: *124*	Width (assumed decimal): *121*	Connection: *rivet*
General Description: *2-SPAN 122' (80-42) STEEL PONY TRUSS WARREN-B2B*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *18*
Other: *WPA period steel truss*		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1937*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

23 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
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XII. PHOTO #	XIII. DRAWING #
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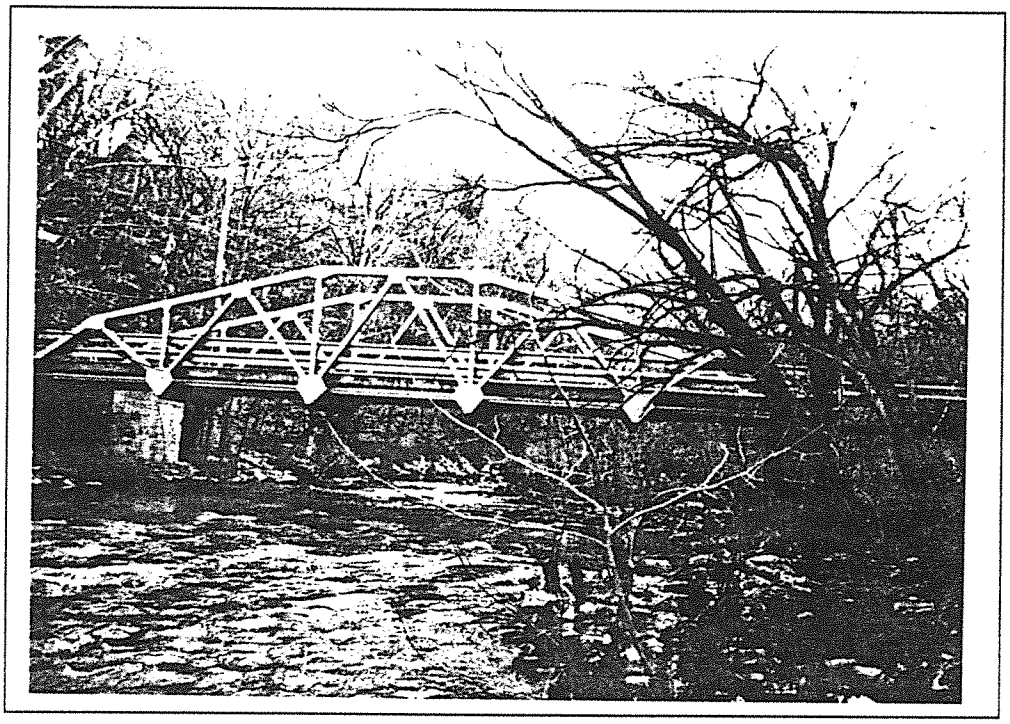

Fayette 34-1122-C10

Courier Journal Nov 21 1941 Sec 1 Pg 6 Col 1-3

no less than at the capitals of Europe and might have a decided bearing on the diplomatic discussions in Washington.

With the present British offensive the war in the desert enters its fourth phase. It began in September of last year when the Italian forces under Marshal GRAZIANI moved into Egypt unopposed to establish advance bases at Sidi Barrani, some 80 miles from the Libyan border. It became a real conflict in December when in a series of lightning smashes General WAVELL drove the Italians out of Cyrenaica. In the following April it was resumed, then by a German army which had landed at Tripoli during the war in Greece and when the British force had been stripped of its men and equipment in an effort to aid the Greeks. Now the Army of the Nile is as strong as General ROMMEL's Germans and Italians and for the first time Britons and Germans meet on the field of battle on something like an equal footing. Now the object is to stop only when the Libyan-Tunisian border is reached, and a clean sweep is made.

This all-out attack would have been launched earlier when the parching heat of summer had subsided, but the war in Russia acted as a brake upon it. Germany might reach the Caucasus and the gateway to India. It might strike through Turkey and threaten the Suez Canal. The Army of the Middle East concentrated largely in Egypt had to be ready to strike in any direction. The stalemate in the U.S.S.R. and the machinations of the Nazis in France and Spain both have prompted the assault.

34-2328-B10

The Historic Site of Clay's Ferry Bridge

A descendant of General GREEN CLAY and his better known son, CASSIUS M. CLAY, expresses the apprehension that the new structure to replace Clay's Ferry Bridge in the Kentucky River gorge between Lexington and Richmond may be rechristened to honor some currently "successful vote-getting politician."

Who would take the liberty? The Highway Department with the Legislature in session? The Sesquicentennial Legislature while Kentuckians generally, especially in that region, were steeping themselves in historical lore? The idea is inconceivable.

Admittedly, it is quite natural, even to be expected, that somebody, looking for favors from a contemporary figure in a position to grant political favors, might make the flattering proposal. But anyone with the gumption of a Chicago Ward Alderman would secure an injunction before he would submit to the insidious distinction of having his name submitted for that of the hero of Fort Meigs, who fought with BOONE and helped ratify the Constitution of the United States and found this Commonwealth.

There is a better reason than propriety, however, for retaining "Clay's Ferry" in our nomenclature. It has historical significance. The ferry was established by General GREEN CLAY in 1790, and not far away along the thoroughfare there is or ought to be a sign designating Whitehall Lane, leading to the CASSIUS CLAY mansion built around the original CLAY residence of 1787.

Clay's Ferry and Clay's Ferry Bridge have served traffic continuously at that picturesque crossing all these years, and Kentuckians won't stand for celebrating the 150th anniversary of Statehood by discarding an appellation at once so distinguished and so commemorative. Rather, it would become the State to dedicate the new structure formally next year as "Clay's Ferry Bridge," whether it is finished or not.

Oil Problem Bar to

ment. Secretary HULL, however, has insisted all along that expropriation without prompt, just and adequate compensation is confiscation and there can be no settlement unless it is equitable.

Greendale Is Given a New Superintendent

Superintendent NORMAN BRADEN, of the Greendale Houses of Reform, was dismissed by Welfare Commissioner FROST after Mr. BRADEN had testified against the State Division of Purchases before Governor JOHNSON's investigating committee.

This is a coincidence of which Attorney General MEREDITH makes the most, but only a coincidence. Governor JOHNSON had the Houses of Reform investigated, too, and both the Governor and Attorney General knew the Superintendent had to go. So did Mr. BRADEN. The report of the investigating committee and the Fayette grand jury's action made a change imperative. The report had been on the Governor's desk less than a month, and he is not an impulsive creature. Four weeks may have been a long while for Superintendent BRADEN to linger in the post without resigning, but no unreasonable length of time for selecting his successor which is the most important coincidence attending Mr. BRADEN's retirement.

Commissioner FROST announces the promotion of Assistant Superintendent JOHN R. DEMOISEY. The new head of Greendale has his record yet to make, but his background is promising. He is a university graduate; he has been a teacher and high school coach; he was appointed recreational director at Greendale in 1939 and promoted to assistant superintendent a few months later by Miss MARGARET WOLL, former Commissioner of Welfare. He was singled out for commendation by HENLEY V. BASTIN and his associate on the investigating committee.

Greendale, of course, has many needs beyond this change of superintendents and needs which no new superintendent could conceivably supply himself. If the State Administration is to remove some of the insuperable handicaps under which his predecessors have labored, then Superintendent DEMOISEY possesses an opportunity and every incentive to reflect credit on himself and the Administration. Though his capacity is untested, he has youth, vibrant health, four years' experience at Greendale, and example by way of warning and constructive advice. THE COURIER-JOURNAL wishes for him adequate provision and facilities and a record that will make Kentucky proud of the next report on the Houses of Reform.

The Red Cross In War Or Peace

The Red Cross owes a debt of gratitude to Geneva and the Swiss Confederation. Its emblem is just the Swiss flag, a white cross on a red field, reversed.

Its principles are those for which all crosses stand, the bent cross, the Swastika of evil memory, excepted. To help and to heal, to succor and to shield, to proclaim and practice all the nobility and sacrifice implied in the phrase "brotherhood of man and fatherhood of God."

Before our War Between the States such activities as might be brought to fields of battle, were variously represented, not organized, not co-ordinated, not equipped, as today.

It is natural to think of the Red Cross, as mitigation of war and the sufferings wars bring. And it is highly effective in that role today. But all the world over, days of either war or peace are days of unremitting labor for the Red Cross. Parti-

A Landmark

To the Editor of The Courier-Journal.

Someone has suggested changing the name of the bridge over the Kentucky River from Madison County to Fayette County.

The bridge now in use was named "Clay's Ferry Bridge" by its constructors for General Green Clay, 1757-1828, in recognition of his efficient labor in establishing a ferry at that point about 1790 and a serviceable road from Richmond to Lexington. The ferry was inherited by Green Clay's son, General Cassius M. Clay, of Whitehall, Ky.

General Green Clay came to Madison County in 1777, fought with Daniel Boone at Boonesborough against the British and Indians in 1778, led the Kentucky troops in the seige at Fort Meigs in the War of 1812, served his district many terms in both houses of the Legislature, created and established the first State banking system of Kentucky and performed many other tasks in forming the new State of Kentucky.

I know of no other distinguished Kentuckian, past or present, more deserving than General Clay, of this slight monument to his memory. I feel quite sure that his many descendants in Kentucky and elsewhere would resent very much the burying of his name down there beneath the name of some fleeting, momentarily successful vote-getting politician of the present day.

In decency and respect, Clay's Ferry Bridge should remain Clay's Ferry Bridge even though the old one is to be replaced by a new one. A DESCENDANT.

Richmond, Ky.

Always Thanksgiving

To the Editor of The Courier-Journal.

Another Thanksgiving Day has passed, a festival which can only be enjoyed by Americans.

When the Pilgrims landed on Plymouth Rock, they realized that there was still a country where people might enjoy liberty and freedom.

It was in the year 1775 in November, right around Thanksgiving Day, that Patrick Henry made this memorable speech in a church in Richmond, Virginia: "This is no time for ceremony, it is a question of slavery and freedom. Gentlemen may cry peace, peace, but there is no peace. The war is actually begun. The next gale that sweeps from the north will bring to our ears the clash of resounding arms. Our brethren are already in the field. Why stand we here idle? What is it the gentlemen wish? What would they have? Is life so dear or peace so sweet as to be purchased at the price of chains and slavery? Forbid it, Almighty God. I know not what course others may take, but as for me, give me liberty or give me death."

There were many wars fought for our independence so that we might continue to enjoy Thanksgiving Day, and let us all join together in prayer and hope that there will always be a Thanksgiving Day in our magnificent America. RUTH H. DUBIN.

Louisville.

Outlaws In the Field

To the Editor of The Courier-Journal.

The hunting season for rabbits and quail will officially open next Monday, November 24.

I have noticed, while driving through the country, that quite a few hunters are already killing game before the season opens. Are these people privileged characters or do they have a pull? One hunter in particular told me he has already hunted several times this year, and his partner was the Sheriff of this particular county where they were hunting.

I know there are hundreds of hunters like myself who have to pay the $3 State hunting license and, when opening season comes around, almost all of the game has been killed or scared off.

Why don't our game wardens stop this hunting before the season officially opens? Why should we be made to pay $3 license for hunting when practically all of the game is killed before the season is open?

Louisville. LAW-ABIDING CITIZEN.

Guarding Defense Industry

To the Editor of The Courier-Journal.

I thoroughly agree with the comments of Mr. J. B. Witt to the effect that the men who guard our defense plants should be trained and know how to use small firearms.

Mr. Witt makes an inquiry concerning

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To the Edito

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To the Edito

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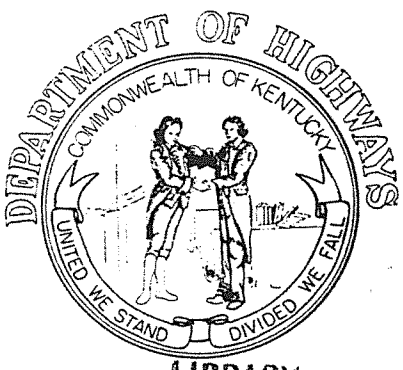
34-2328-B10

PROGRAM

Celebrating the opening of the new
free bridge at Clay's Ferry
Cleveland, Kentucky

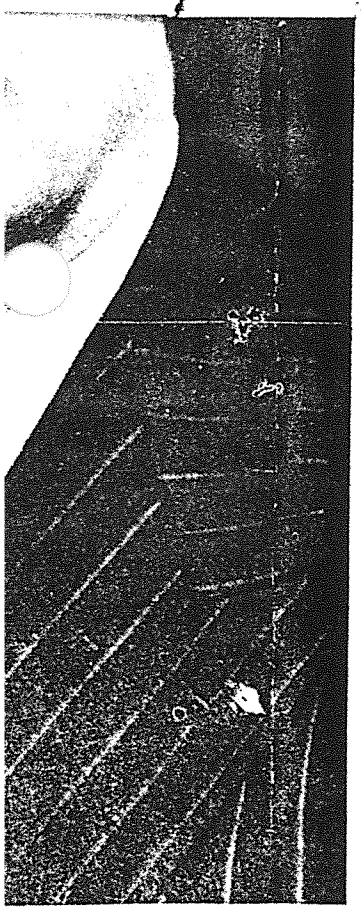


LIBRARY
UNIVERSITY OF KENTUCKY

- Highest continuous steel deck bridge in the U.S.
- Highest highway bridge east of the Mississippi river

LIBRARY
UNIVERSITY of KENTUCKY

ATURDAY, 2:30 P.M., AUGUST 17th, 1946



A message from the

GOVERNOR of KENTUCKY

TO ALL KENTUCKIANS AND VISITORS TO KENTUCKY:

Today marks another forward step in Kentucky's highway system. Today we are opening Clay's Ferry Bridge spanning the beautiful Kentucky River from one palisade to another, the highest traffic bridge in America east of the Mississippi River. This essential span will secure the safety of the traveling public and eliminate the small iron bridge that has connected the two great Counties of Fayette and Madison on this much traveled route.

Inestimable commercial value will result over the years to come from this improved transportation facility. The scenic beauty in this surrounding community is not surpassed in the world. Tourists will come from far and wide and we shall welcome them and greet them with true Kentucky hospitality.

This is but another small link in the chain of progress that is intended for Kentucky, Kentuckians, and all who come within her borders.

SIMEON WILLIS
Governor
Commonwealth of Kentucky

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A message from the

COMMISSIONER of HIGHWAYS

Every bridge or road built is the result of good government and the symbol of human advancement. This great structure, welding together two neighbor communities, makes more accessible the markets of our State. The advantages of good transportation facilities have been long recognized as a primary index to commerce and culture.

The culmination of plans for the new, free bridge at Clay's Ferry was disrupted by the exigencies of the war. The progress in building was slow and irregular. Tribute should be paid today to the Engineers of the Department of Highways who were called upon constantly to combat shortages in both men and materials. They have done their work well.

Thus far, this year, the Kentucky Department of Highways has contracted for 12 new bridges, 2 grade separations, 449 miles of new highways and resurfacing or reconstruction of 772 miles. These are State roads. In addition, 380 miles of county roads are being surfaced or rebuilt under the new State aid program. Kentucky is on the march. New and conclusive evidence is everywhere.

Elsewhere in this program are pictured nine, fine, toll bridges which were freed during the past year. Another, the great bridge at Livermore, will become free of tolls on August 30. This will leave only two, State-owned, toll bridges in Kentucky.

Kentucky is on the march!

J. STEPHEN WATKINS, Commissioner
Kentucky Department of Highways



From the center of this majestic bridge, vistas of unequaled scenic splendor are the reward of those who travel through Kentucky.

Today's Program

Opening of the New Free Bridge at Clay's Ferry
(Cleveland, Kentucky)

SATURDAY, AUGUST 17, 1946, AT 2:30 P. M.

The Speakers' Stand Will be Located on the Fayette County side of Bridge

Master of Ceremonies
Hon. Fred Bryant, Lexington

Music during Assembly
Band Provided by Richmond Board of Trade, Richmond

Invocation
Rev. W. A. E. Johnson
Pastor, First Methodist Church, Richmond

The National Anthem

Introduction of Guests

Greetings
Hon. J. L. Matherly, Richmond
Judge, Madison County Fiscal Court

Greetings
Hon. W. E. Nichols, Lexington
Judge, Fayette County Fiscal Court

Address
Hon. J. Stephen Watkins, Frankfort
Commissioner, Kentucky Department of Highways

Address
Hon. Simeon S. Willis, Frankfort
Governor, Commonwealth of Kentucky

Music During Procession to Center of the Bridge

Cutting Ribbon at Center of Bridge
Hon. Leonard B. Shouse
Past President of the Blue Grass Automobile Club

Parking and Policing under the direction of
Chief J. W. McCord
Fayette County Police
Director John Baker
Kentucky Highway Patrol

Public Address system courtesy of Radio Station WFKY, Frankfort, Ky.

The Story of a Great New Kentucky Bridge

The distance between Lexington and Richmond is shortened by one and one-third miles, and much traveling time is saved by the erection of the new, "palisade-to-palisade" Kentucky River bridge at Clay's Ferry. Based upon figures of the Division of Planning, Kentucky Department of Highways, this will save motor vehicle operators a total of 4,000 miles of extra travel each day of the year or 1,460,000 miles each year. The saving in travel time is comparably great.

The bridge was started in October, 1941—just two months before the sneak attack at Pearl Harbor. It is a monument to the men of the Bridge Section of the Department of Highways who were forced into innumerable delays brought about by necessary, war time regulations and the shortages of materials and labor. The bridge cost $1,403,488.00, including the surfaced approaches.

Many feel that the structure will prove to be a tourist objective for Kentucky due to the magnificent view from the bridge and from the accessible overlooks on both sides. It is planned to place a roadside park on the hill to the left of the approach in Fayette County, and land has been acquired for this purpose. Erosion control in the form of roadside planting and beautification will add materially to the attractions offered by this historic crossing of the Kentucky River.

The new bridge has attracted the attention of engineers and bridge builders throughout the Nation. It is the highest, continuous-steel-deck bridge in the United States. The structure is 250 feet above the normal river level. It is the highest highway bridge east of the Mississippi River and one of the seven, highest state-owned bridges in the Nation.

The bridge is located at Cleveland, Kentucky, 16 miles south of Lexington on a Federal, interregional highway, U. S. 25. It replaces a narrow, wrought iron span known as Clay's Ferry Bridge, built in 1869 by private capital. The old bridge was a low-level structure.

From hill crest to hill crest, the bridge spans 1,736 feet of space. It eliminates the tortuous, hairpin-curve approaches which flanked the old bridge on 8 percent grades; hazards of winter driving and the high cost of keeping abrasives on the icy surfaces of these winding and steep roads are no longer necessary.

All pier footings went down to solid, limestone rock. The two principal piers tower 182 and 198 feet from the bottom of the footings. Five contractors were engaged in the construction of this new, graceful, well proportioned bridge now spanning the deep, scenic gorge of the historic Kentucky River.

The contractors who were awarded the work were:

Substructure—Massman Construction Co., Kansas City, Mo.	$346,339.74
Superstructure—Mt. Vernon Bridge Co., Mt. Vernon, Ohio	504,134.71
Grading—Codell Construction Co., Winchester, Ky.	247,436.08
Concrete Deck—R. R. Dawson, Bloomfield, Ky.	166,162.70
Surfacing Approaches—Allen-Codell Co., Winchester, Ky.	139,415.12

This major project of the Kentucky Department of Highways was designed and supervised by the Bridge Section, H. R. Creal, Bridge Engineer, and E. D. Smith, Assistant Bridge Engineer. T. H. Cutler is State Highway Engineer; H. H. Catching is District Engineer. The Resident Engineer and man-on-the-job was T. J. Hopgood. Half of the cost of construction was paid by the Public Roads Administration, Mack Galbreath, District Engineer for Kentucky. The Department is headed by J. Stephen Watkins, Commissioner, also a professional engineer.



With tall graceful

The Historical Background of Clay's Ferry

By Green Clay, Richmond, Kentucky

In 1792, Valentine Stone obtained a license from the Madison County Court of Quarter Sessions to operate a ferry across the Kentucky River where it separates Fayette and Madison Counties a mile down the river from Boone's Creek. The same year Kentucky was admitted into the Union, the 15th state of the United States. Many years prior to this event Indians from Canada and the tribes to the north, northeast and northwest, for hundreds of miles away, bent upon gathering fur, dried meat and fruit for the winter's supply back home, wore smooth the old buffalo trail down the hill on the Fayette side with their shuffling back and forth into this part of their Happy Hunting Ground.

U. S. Highway No. 25 follows the old trail on the Fayette side from the river's brink to the crest of the great hill. On the Madison County side, since the hills were much higher, more rugged and more difficult to ascend, there was no definite trail to the water's edge in Valentine Stone's time.

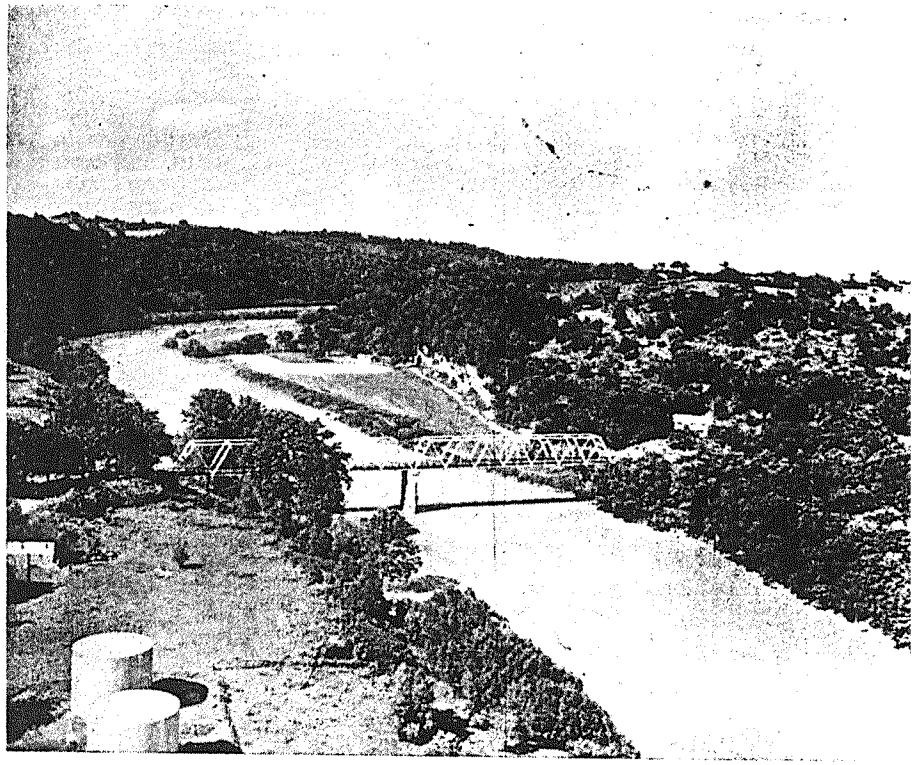
In 1798, the ferry was purchased by Green Clay (1757-1828), who owned a large body of land nearby on the Madison side. From that day to this it was known as "Clay's Ferry". Green Clay came to Boonesborough in 1777 and fought with Daniel Boone in the Revolutionary War at Fort Boone in September, 1778. He was Captain and Colonel of the Kentucky Militia, Magistrate, member of both the Virginia and Kentucky Legislatures that ratified the Federal Constitution, member of the Kentucky Legislature and the State Senate several terms each and General in command of the 3,000, volunteer, Kentucky troops in the War of 1812.

The ferry property, in 1828, was willed by Green Clay to his son Cassius M. Clay (1810-1903), noted Abolitionist, Captain in the Mexican War, General in the Union Army, editor, orator, statesman and Minister to Russia (1861-70). When the Richmond and Lexington Turnpike Company built a macadam road from Lexington to Richmond (completed in 1835), Cassius Clay sold the ferry and its approaches to the toll company and became a stockholder in the company. The ferry was continued in use until 1869 when the present steel and wood bridge was erected and called by the turnpike company "The Clay's Ferry Bridge", in honor of the father and son who had owned the ferry.

When the railroad was built from Richmond to Winchester, in 1886, travel over the bridge decreased to such an extent that it was operated at a loss for many years because of the railroad competition for travelers between Richmond and Lexington by rail connection at Winchester. When the toll gates were removed from the turnpikes, by virtue of purchase of the roads by the counties north and south of the ferry, both Fayette and Madison refused to buy the bridge. That was in 1897, and the turnpike company kept the bridge in service until it was sold at public auction, in 1906, to W. S. Moberley, Richmond attorney, and James Erskine, keeper of the bridge toll gate on the Fayette side, for $4,755.

The tremendous, automobile traffic of the 1920's turned the "gold brick" purchase into a gold mine over the river. The net income from the bridge tolls in 1924 was $30,000. Then the State of Kentucky acquired it by purchase in 1929 for $200,000, reinforced the structure for heavy traffic and built new and improved approaches on both sides of the river.

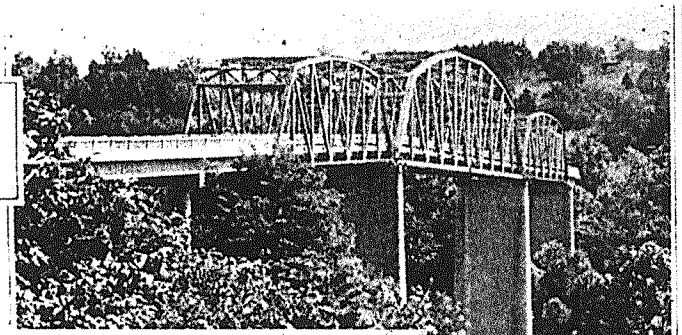
Green Clay, with two, sturdy, new ferry boats, made big business out of it. The turnpike company lost money because of it. Messrs. Moberley, Thomas J. Smith and W. C. Bennett, who bought James Erskine's



The original Clay's Ferry Bridge, built in 1869

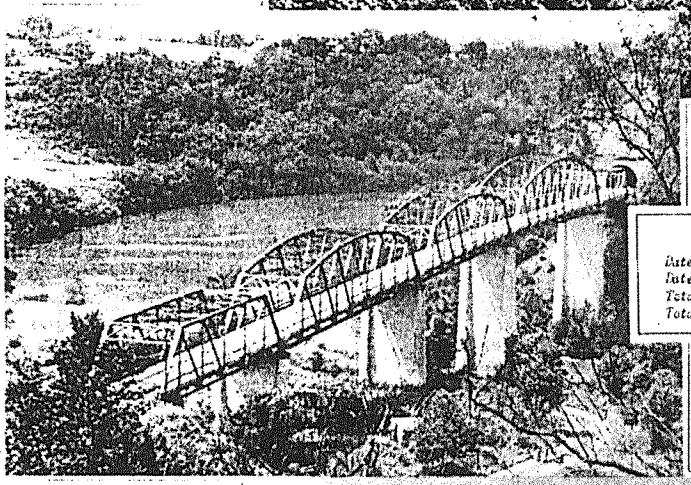
share, garnered a fortune from the old bridge. The State of Kentucky collected the $200,000 purchase price in twenty months—and tore down the toll gate.

The old ferry approaches from the pike to the water's edge on both sides of the river are yet intact, silent reminder of pioneer days and wilderness and Indians, a mute greeting of the old to the wonderful, modern, concrete and steel structure surrounded by nature's lavish grandeur and wonderland, unsurpassed by any scenery east of the Mississippi River.



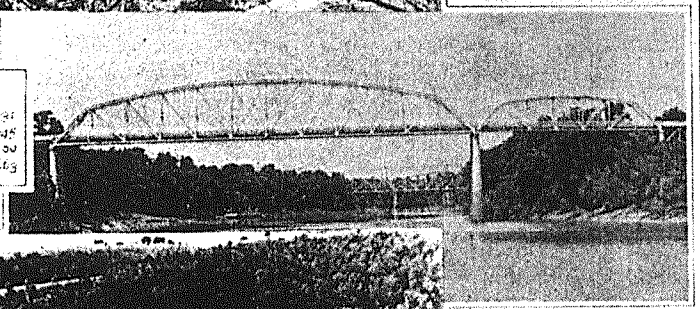
BOONESBORO

Date opened to traffic	11-24-31
Date made free	8-25-45
Total cost	$393,103.74
Total traffic served	941,632



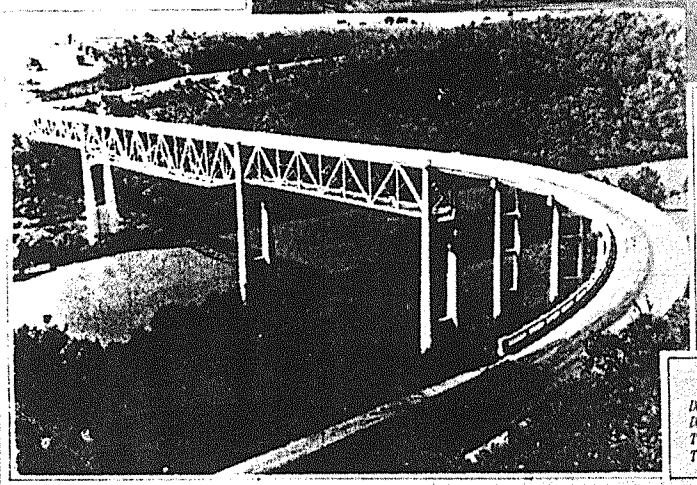
BURNSIDE

Date opened to traffic	11-13-31
Date made free	8-25-45
Total cost	$395,592.56
Total traffic served	2,999,087



SPOTTSVILLE

Date opened to traffic	12-28-31
Date made free	8-25-45
Total cost	$410,280.00
Total traffic served	2,992,603



TYRONE

Date opened to traffic	6-12-32
Date made free	8-25-32
Total cost	$527,759.52
Total traffic served	1,344,813

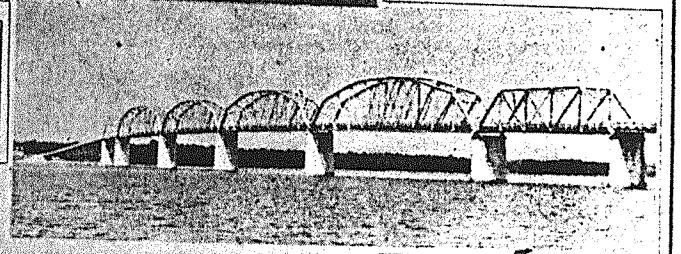


PADUCAH

Date opened to traffic	2-20-32
Date made free	8-25-45
Total cost	$885,437.87
Total traffic served	2,449,130

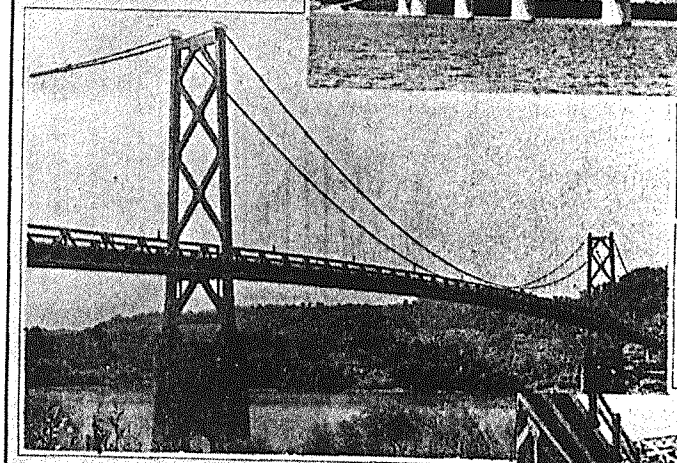
EGGNER'S FERRY

Date opened to traffic	4-25-32
Date made free	8-25-45
Total cost	$766,719.05
Total traffic served	1,125,733



MAYSVILLE

Date opened to traffic	11-29-31
Date made free	10-1-45
Total cost	$1,570,561.22
Total traffic served	3,230,961

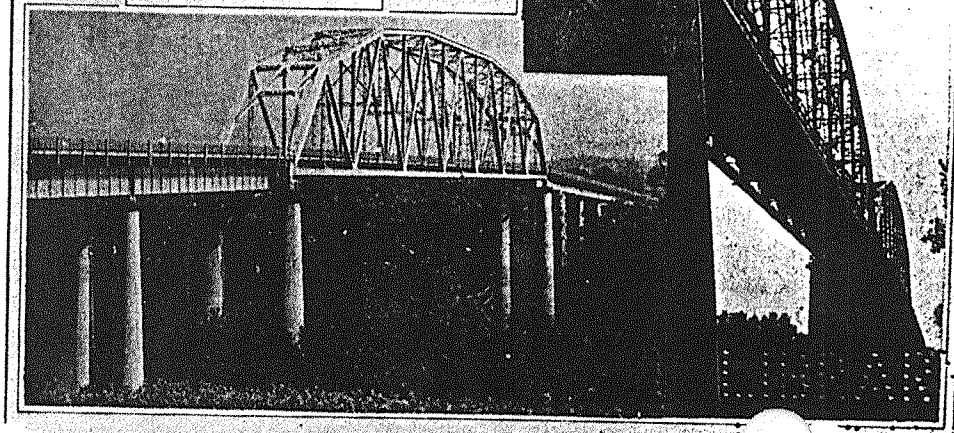


CANTON

Date opened to traffic	2-6-32
Date made free	8-25-45
Total cost	$966,340.54
Total traffic served	1,468,941

SMITHLAND

Date opened to traffic	11-15-31
Date made free	8-25-45
Total cost	$573,985.57
Total traffic served	1,626,705



N... can Kentucky be called "state of toll bridges".

Outstanding features of this fine new Kentucky Bridge

Height: 250 feet Length: 1,736 feet Cost: $1,403,488.00

Started: October, 1941 Completed: August, 1946

Excavation: 276,706 cubic yards Steel reinforcement: 1,159,122 pounds

Concrete: 12,634.4 cubic yards Structural steel: 4,802,242 pounds.

Wrought iron pipe drains: 1,400 lin. feet

Lead plates between masonry and bottom of plates: 1,745 pounds

Depth of cut on Madison side: 90 feet. Width of road, Madison side 33 feet.

Saves one and one-third miles between Lexington and Richmond.

KENTUCKY—State of Bridges

Kentucky has many miles of navigable streams. The northern boundary of the State, approximately 652 miles long, is formed by the Ohio River. The western boundary, approximately 52 miles long, is formed by the Mississippi River. In the east the boundary is formed by the Big Sandy River and is about 110 miles long. The Kentucky River rises near the eastern boundary and flows diagonally across the State, entering the Ohio near the center of the northern boundary. The Green River rises in the central portion of the State and flows into the Ohio River near its mouth. The Cumberland rises in the eastern section, flows down into Tennessee and returns through Kentucky to empty into the Ohio. The Tennessee River crosses the State just west of the Cumberland, in some places not more than two or three miles distant from it. These rivers are all classed as navigable streams. There are 743 miles of navigable streams along the borders of the State, 681 miles within the State, a total of 1,424 navigable miles.

In addition to the rivers classed as navigable, there are thousands of miles of streams not navigable that criss-cross the State from north to south and from east to west. In order to construct a connected system of highways these streams must be crossed. At this time Kentucky has under contract 12 bridges including two or three repair and replacement projects.

Kentucky now has 3,059 bridges on the State highway system alone. Of these 143 are timber, 340 steel and 2,576 made of concrete.

The

Hon. Thom

John L. Young, Clev
Joseph R. G

Covington:
Louis G.
John H.
Thomas S

Walton:
John L.
R. M. Ha

Williamstow
Lee Lante
R. L. Vin
John Jone

Georgetown:
Porter Na
Thomas S

Middlesboro
C. Y. Bla
Howard D

Livingston:
Dr. C. A.

Lexington:
Fred B. V
James Par
W. E. Niel
L. B. Shou
H. H. Car
G. F. Wein
D. C. Wo
Warner Sa

Richmond:
Green Clay
T. J. Hopge
Keen John
J. L. Math
C. D. Oldh
Burton Rol

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-9999-C00024*

I. LOCATION

District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City: *Kingsley*
Route: *9999*	Road Name: *WILSON DOWNING ROAD*	
Spanning: *W. HICKMAN CREEK*		
Location Description: *.1 MI W OF JCT KY 1974*		

II. DESIGN INFORMATION

Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *45*	Width (assumed decimal):*455*	Connection:
General Description: *1-36.5'STEEL I-BMS W/P.C.SLAB SPAN*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*21*
Other:		

IV. MODIFICATION/CONDITION

When road was widened to 3+ lanes, the S side of the bridge was also widened

V. ENVIRONMENT (describe)

Urban, near strip shopping center andmajor intersection of Tates Creek (1974) & Man 'O War Blvd. Area of rapid growth & expansion

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1903*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

22 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

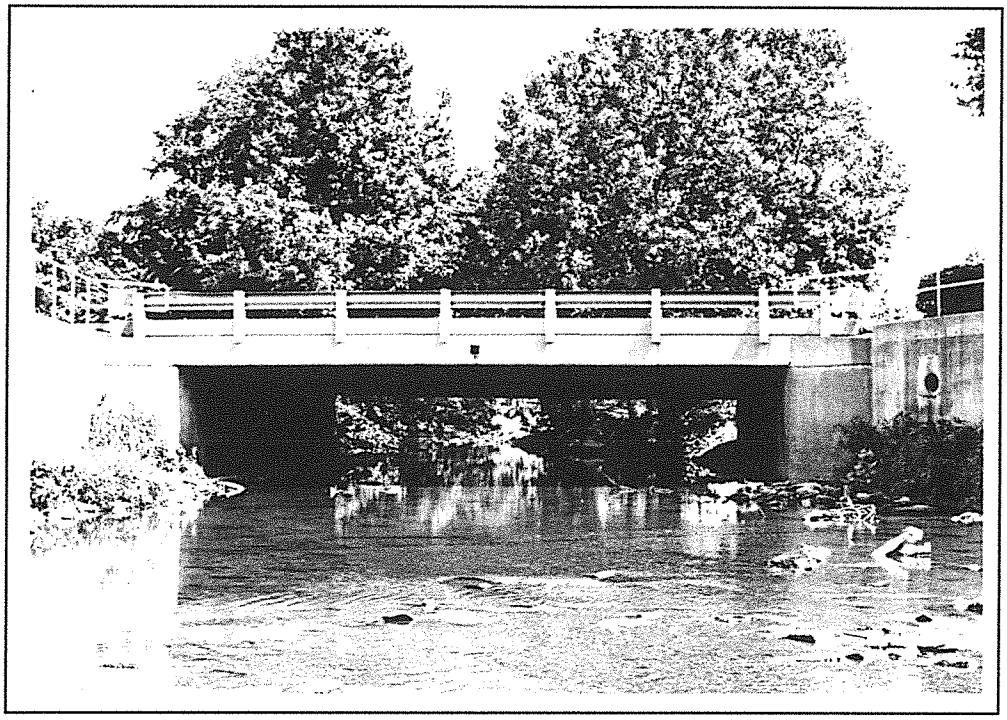
KYDOT records

X. NATIONAL REGISTER STATUS

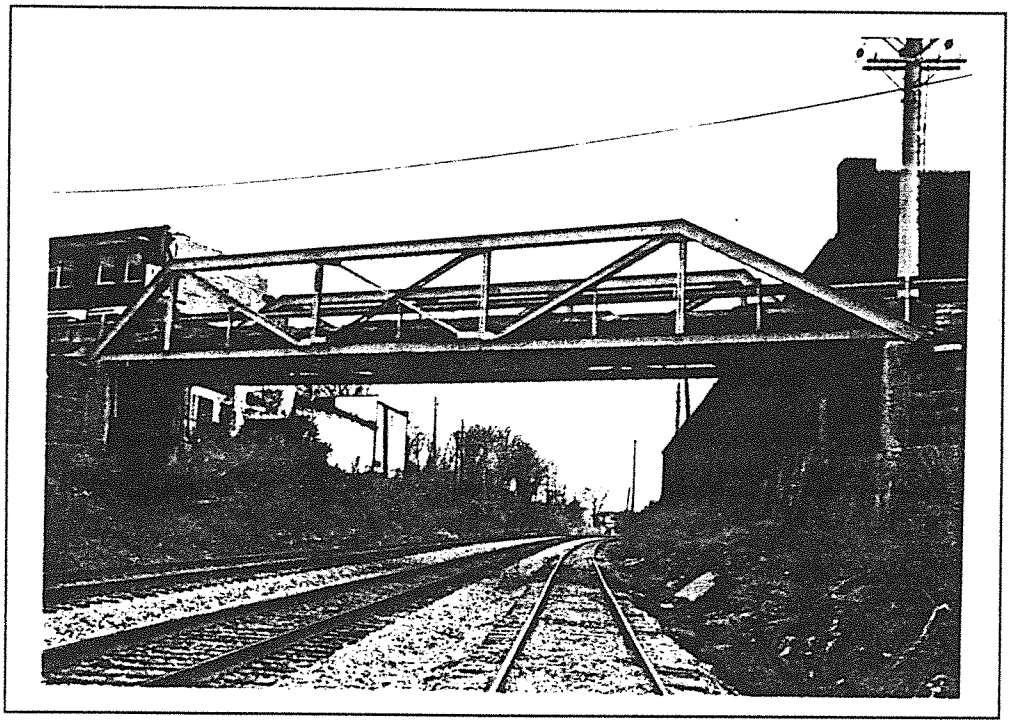
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/58-63	...



Fayette 34-9999-C24 1996



Fayette 34-9999-C31

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *34-9999-C00046*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Fayette*		City:
Route: *9999*	Road Name: OLD US 68	
Spanning: SOUTH ELKHORN CREEK		
Location Description: .1 MI N-S-JCT US 68		

II. DESIGN INFORMATION		
Main Type: arch-masonry	Subtype 1: *deck*	Subtype 2:
Overall Length: *65*	Width (assumed decimal): *280*	Connection:
General Description: *DBL 16' STN MSNRY ARCH W/6" CONC LINER -1 FT FILL*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *masonry*	Abutments: *Stone masonry*	Piers: *Concrete/stone*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years): *18*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1980.

V. ENVIRONMENT (describe)
Urban fringe, residential

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1902*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

7 extant bridges of this type.

3 extant bridges of this type built during this period.

extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

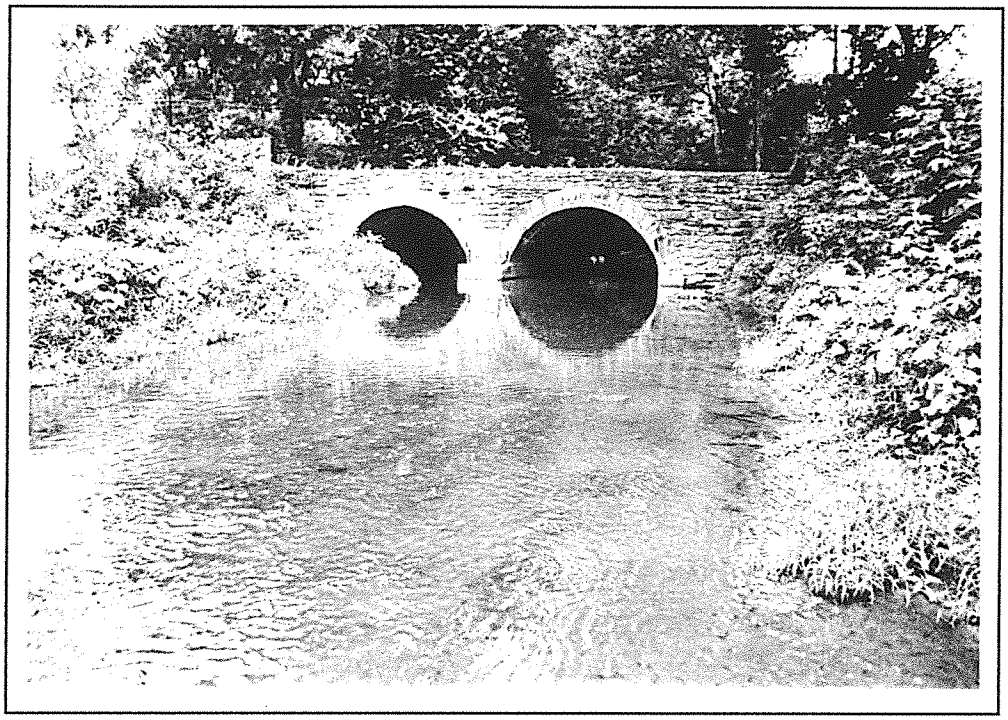
104

X. NATIONAL REGISTER STATUS

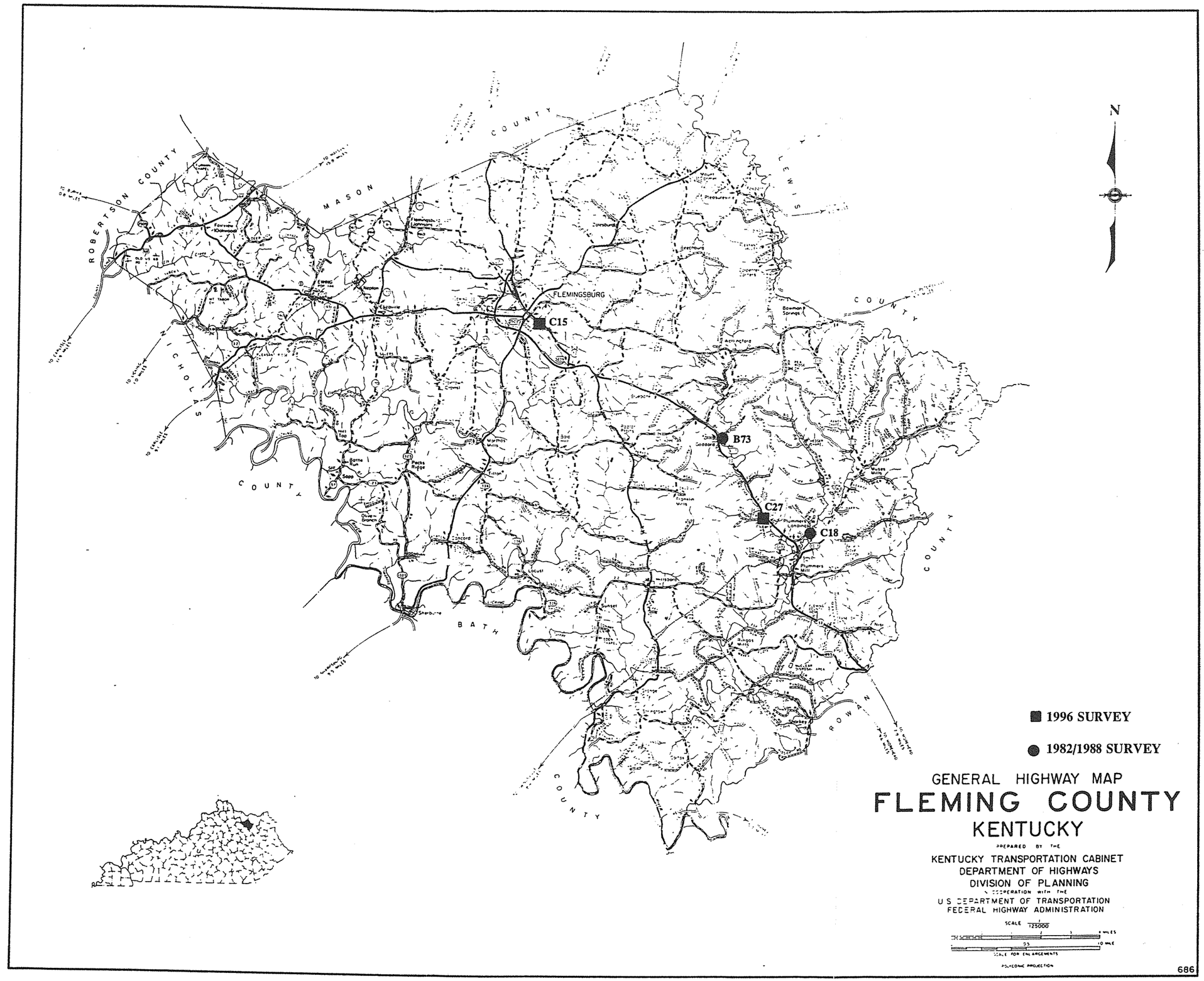
3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/54-57	...



Fayette 34-9999-C46 1996


ROBERTSON COUNTY
MASON COUNTY
LEWIS COUNTY
NICHOLAS COUNTY
BATH COUNTY
ROWAN COUNTY
FLEMINGSBURG
C15
B73
C27
C18
N
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
FLEMING 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 1/125000
SCALE FOR ENLARGEMENTS
POLYCONIC PROJECTION
686

FLEMMING COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		35	Fleming	0011	B00026	9	Bluegrass	1931	T Beam	8
		35	Fleming	0011	B00027	9	Bluegrass	1931	T Beam	8
		35	Fleming	0032	B00012	9	Bluegrass	1932	T Beam	8
		35	Fleming	0032	B00013	9	Bluegrass	1932	T Beam	8
		35	Fleming	0032	B00014	9	Bluegrass	1932	T Beam	8
		35	Fleming	0032	B00015	9	Bluegrass	1932	T Beam	8
		35	Fleming	0032	B00036	9	Bluegrass	1934	girder	8
		35	Fleming	0032	B00038	9	Bluegrass	1929	T Beam	8
		35	Fleming	0057	B00005	9	Bluegrass	1929	T Beam	8
		35	Fleming	0111	B00016	9	Bluegrass	1927	T Beam	8
		35	Fleming	0111	B00017	9	Bluegrass	1927	T Beam	8
	Y	35	Fleming	0111	B00018	9	Bluegrass	1927	T Beam	8
		35	Fleming	0111	B00019	9	Bluegrass	1940	T Beam	8
		35	Fleming	0111	B00020	9	Bluegrass	1927	T Beam	8
		35	Fleming	0170	B00034	9	Bluegrass	1934	T Beam	8
Y		35	Fleming	1055	C00015	9	Bluegrass	1940	slab	8
Y		35	Fleming	1106	C00018	9	Bluegrass	1910	truss	8
Y		35	Fleming	1144	C00027	9	Bluegrass	1910	truss	7
		35	Fleming	5050	C00043	9	Bluegrass	1939	T Beam	8
	Y	35	Fleming	5101	B00073	9	Bluegrass	1880	truss	1
		20	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *35-5101-B00073*

I. LOCATION		
District: *9*	Cultural Region: *Bluegrass*	
County: *Fleming*		City:
Route: *5101*	Road Name: GODDARD COVERED BRIDGE	
Spanning: SAND LICK CREEK		
Location Description: .10 MI EAST OF JCT KY 32		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Timber*	Subtype 2:
Overall Length: *94*	Width (assumed decimal):*120*	Connection:
General Description:*1-94 FT TIMBER TRUSS-GODDARD WHITE COVERED BRIDGE*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *timber*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*1*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1968.

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1880*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

4 extant bridges of this type.

2 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	SKTCH: IN;FILE:

4 35-5101-B00073

Great-grandfather's legacy lives in wooden-bridge expert

OMER W. JOHNSON



●RURAL ROUTES

It has been 20 years since Louis Stockton Bower worked on a wooden bridge. Declining health took him away from the work but has not diminished his love for wooden bridges.

Stock, 88, as he is known in his hometown of Flemingsburg, spends most of his time these days in the family home at the edge of the Flemingsburg business district. The main part of the grand old brick structure dates to the early 1800s.

That's about the time his great-grandfather, Jacob B. Bower, was born. The elder Bower started building wooden bridges in Maryland and worked his way west.

Bower would build a wooden bridge and move on, much as an itinerant worker did.

He left in his trail wooden bridges in Pennsylvania, Ohio and Kentucky. And he passed along his know-how to his sons.

Stock Bower learned wooden-bridge building on the job with his father after attending Millersburg Military Institute and the University of Cincinnati for a year.

People called Millersburg students "Mama's Marching Idiots," Bower says. "We marched in a lot of town parades."

Bower doesn't have any sons to carry on the bridge-building tradition. His offspring are girls — Betty, wife of Mason County Commonwealth Attorney Woodson Wood; Ann Stivers of Louisville; and Jane Spangler of California.

Bower suffers from failing eyesight, caused by a deterioration of the retinas. But he still lives alone, although a woman fixes his meals for him each day.

Bower doesn't venture up town any more "unless there is somebody to walk with me. I'm afraid I'll fall."

Bower spends a lot of time in "his room," his sanctuary on the first floor.

"No one is allowed to touch anything in that room," says Mrs. Stivers, who comes from Louisville every other weekend.

The room contains Bower's bed, his radio, a television, leather boots, Army memorabilia, numerous books, including many on bridges, and other odds and ends known only to him.

Bower, straight of stature at about 6 feet, loves to talk about wooden bridges as he sits in the living room and smokes cigarettes.

He interrupts conversation often with comments like, "If I could see, I would show it to you. I know it's here in the room."

Boxes of pictures and material on wooden bridges are neatly stacked in the room.

But the room is dominated by two exquisite wooden-bridge models. Two more are in the large entrance hall.

One is of the Goddard (White) Bridge seven miles south of Flemingsburg just off Ky. 32. That model is built to scale — 1 inch equals a foot. The model is 63 inches long.

The others, although not built to scale, are about the same size.

Pictures of the Goddard Bridge have appeared on many calendars and have been reproduced on plates. The pictures show the bridge framing the white Goddard Methodist Church in the background.

The bridge has a special place in Bower's memory. It is the last one he had a hand in refurbishing. And it still is in use.

Bower laments the passing of the wooden bridges. Only 12 are left in Kentucky, he said.

Bower disputes an often-told tale that wooden bridges have roofs and sides "because otherwise horses would not cross them."

"The truth is that wooden bridges had roofs and siding," Bower says, "because they are just like buildings. It is necessary to preserve the bridges from the weather. And it gives them strength."

Bower says he is the only person left in Kentucky who knows about building wooden bridges. Next week, we'll tell you more about his expertise.

Omer Johnson is a free-lance columnist and former reporter for The Kentucky Post.

Downtowns get boost, spruce-up

Groups offer businesses data bank, paint discount

By Dan Hassert
Kentucky Post staff reporter

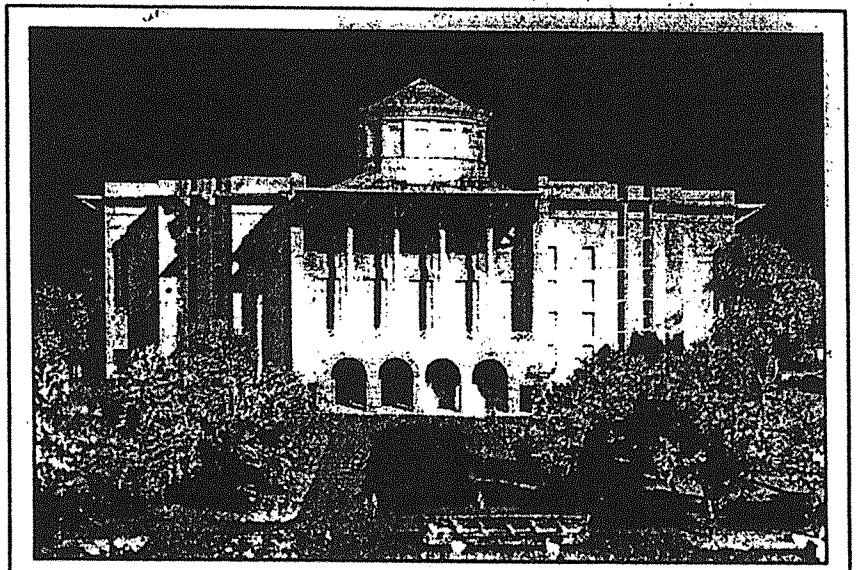
A new downtown data bank, newsletter and paint program are several ways that business organizations in Covington and Newport are hoping to revitalize their commercial districts.

The Covington Business Council has set up an information bank listing the number and types of businesses on each block, their locations, a contact name, number of employees and hours of operation.

The information could be useful in many ways, said Tom West, executive director.

For example, it could let entrepreneurs hoping to open a store downtown know how many potential customers work in a four-block radius, he said.

Or, because the business addresses also will be available on labels for envelopes, it



The new library: The University of Kentucky recently unveiled plans for a five-story library on its Lexington campus. The 361,000-square-foot structure will feature a building within a building — a central core with reading rooms open to a skylit atrium. Groundbreaking is scheduled for 1994, with completion of the structure projected for 1996.

Nunn set to testify in corruption trial

Associated Press

LOUISVILLE — Former Gov. Louie Nunn said he will testify under immunity from prosecution next week in the corruption trial of a former federal housing official.

Deborah Gore Dean is charged with using her position as the top aide to Samuel Pierce Jr., former secretary of housing and urban development under President Reagan, to benefit herself and her family.

Nunn said in an interview that he has no knowledge of any wrongdoings.

The prosecution alleges that Nunn was part of the conspiracy to steer housing aid to favored "consultants." Ms. Dean's trial opened Monday in Washington.

Nunn, the state's last Republican governor, was not charged with any crime, but he was named as an unindicted co-conspirator along with former Attorney General John Mitchell in one of the three conspiracy counts brought against Ms. Dean by a grand jury in July 1992. Mitchell died in 1988.

The indictment alleges that Ms. Dean tried to "facilitate" the award of HUD apartment-rehab funding to Nunn and other consultants or developers who hired Mitchell to help them.

Nunn, according to the government, got "more than $300,000" in consulting fees from a Florida developer he aided in conjunction with Mitchell.

Nunn has confirmed that he will testify in the trial under immunity from prosecution, but said he has no knowledge of wrongdoing by anyone involved in the case, including Ms. Dean.

He said he would never testify before any federal agency without immunity for fear of getting "caught up in a bind" by some innocent misstatement.

Too soon to judge how schools

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *35-1055-C00015*

I. LOCATION		
District: *9*	Cultural Region: *Bluegrass*	
County: *Fleming*		City: *Flemingsburg*
Route: *1055*	Road Name: *BRADLEY LANE IN FLEMINGSBURG*	
Spanning: *TOWN BRANCH*		
Location Description: *.05 MI SW-WATER ST-K32BUS*		
II. DESIGN INFORMATION		
Main Type: *slab*	Subtype 1:	Subtype 2:
Overall Length: *64*	Width (assumed decimal):*163*	Connection:
General Description: *4-SPAN (45-16-14.5-16') CONTINUOUS CONCRETE SLAB*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *continuous concrete*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*3*
Other:		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1940*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

145 extant bridges built in this region.

21 extant bridges of this type.

2 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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Fleming 35-1055-C15 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *35-1106-C00018*

I. LOCATION		
District: *9*	Cultural Region: *Bluegrass*	
County: *Fleming*		City:
Route: *1106*	Road Name: *PLUMMERS LANDING ROAD*	
Spanning: *FOX CREEK*		
Location Description: *.5 MI E OF JCT KY 32*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *79*	Width (assumed decimal): *115*	Connection: *Pin*
General Description: *79' SPAN STEEL TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1910*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

55 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

30 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
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XII. PHOTO #	XIII. DRAWING #
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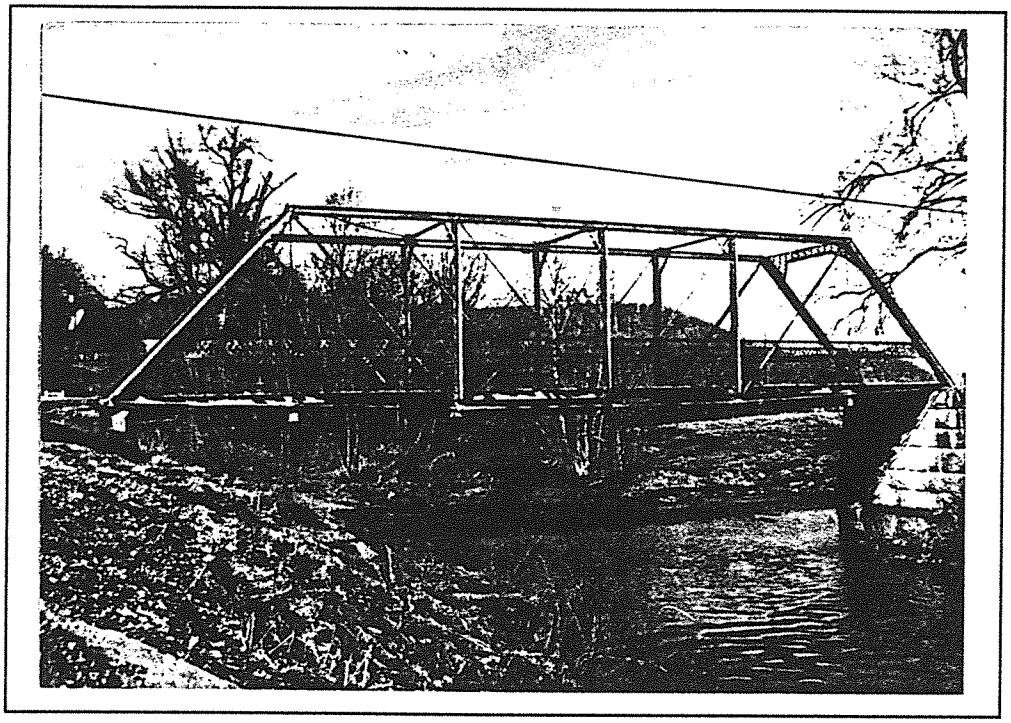
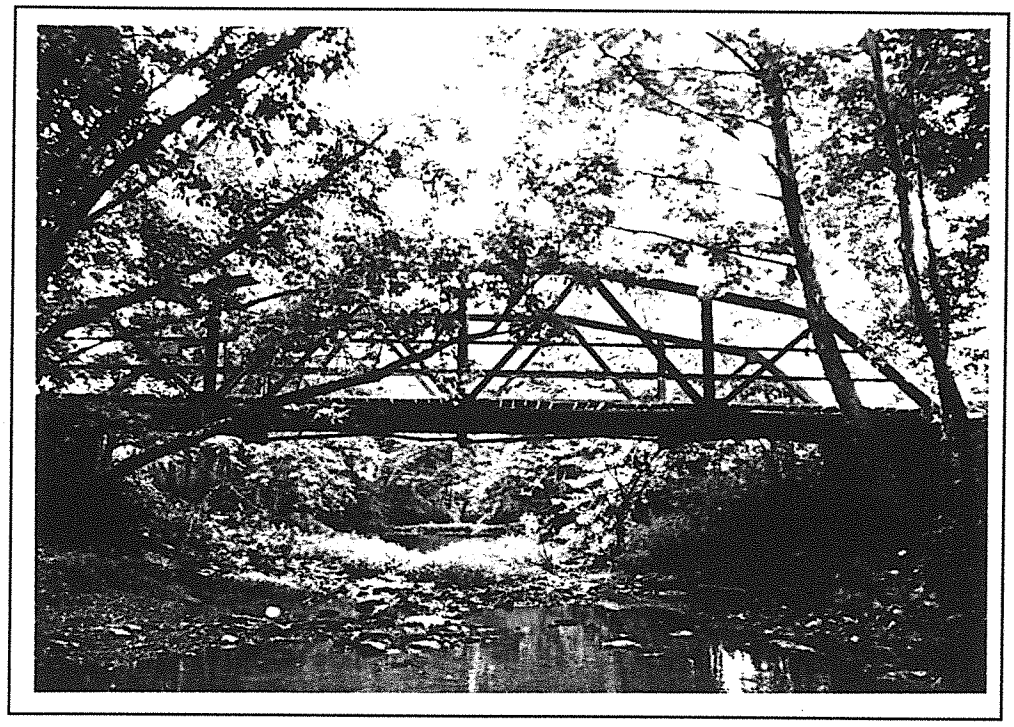
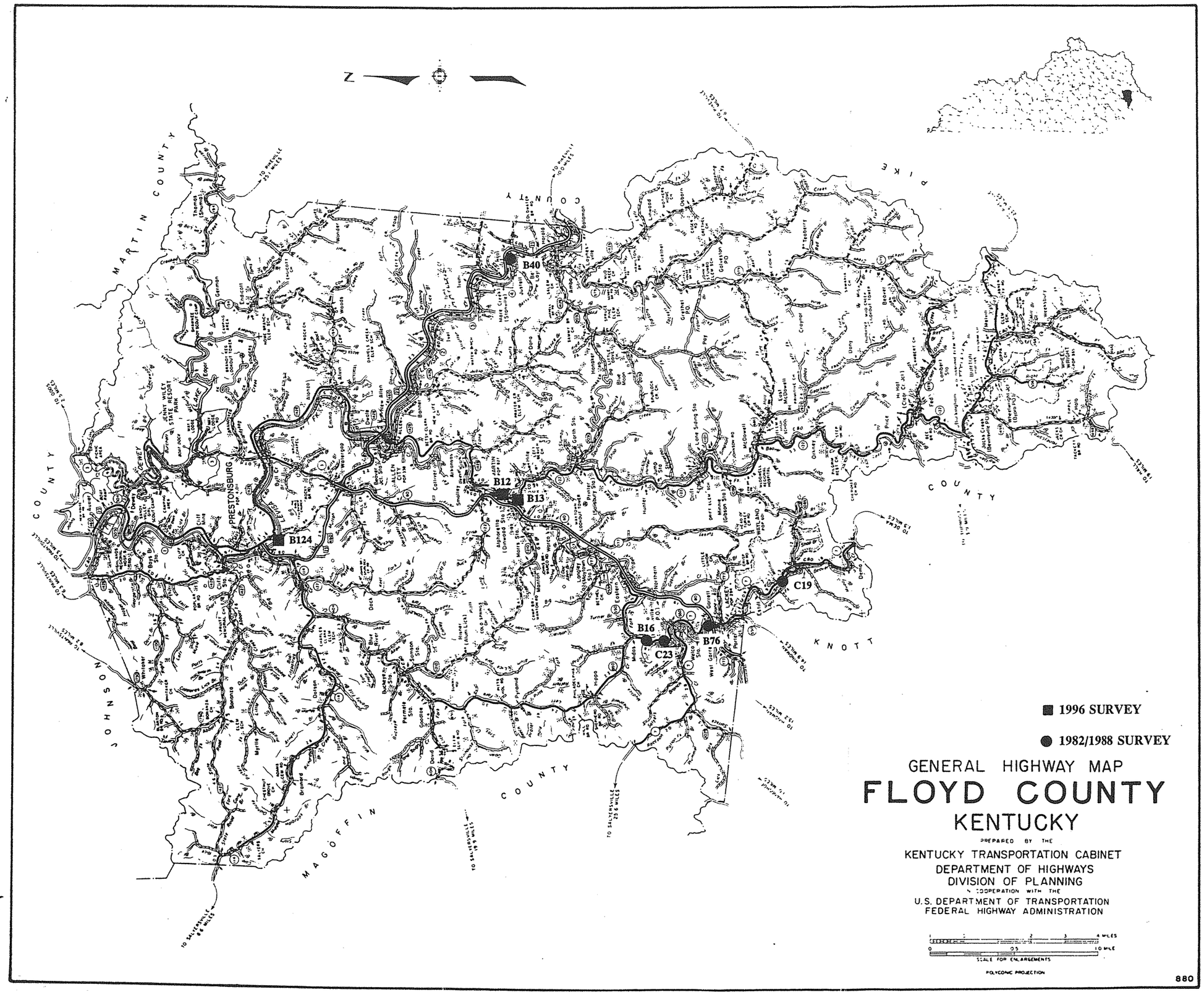


Fleming 35-1106-C18



Fleming 35-1144-C27 1996


N
MARTIN COUNTY
JOHNSON COUNTY
MAGOFFIN COUNTY
PIKE COUNTY
KNOTT
PRESTONSBURG
JENNY WILEY STATE RESORT PARK
B40
B12
B13
B124
B16
B76
C23
C19
1996 SURVEY
1982/1988 SURVEY
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 FOR ENLARGEMENTS
POLYCONIC PROJECTION
880

FLOYD COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		36	Floyd	0122	B00006	12	Appalachian	1938	T Beam	8
		36	Floyd	0466	B00030	12	Appalachian	1949	T Beam	8
		36	Floyd	0466	B00032	12	Appalachian	1935	T Beam	8
		36	Floyd	0550	B00015	12	Appalachian	1932	T Beam	8
	Y	36	Floyd	0550	B00016	12	Appalachian	1933	truss	8
		36	Floyd	0550	B00017	12	Appalachian	1934	T Beam	8
	Y	36	Floyd	0777	B00076	12	Appalachian	1944	truss	8
		36	Floyd	1059	C00005	12	Appalachian	1935	girder	8
		36	Floyd	1100	B00002	12	Appalachian	1927	T Beam	8
		36	Floyd	1127	C00008	12	Appalachian	1935	girder	8
	#98	36	Floyd	1262	C00019	12	Appalachian	1935	truss	7
		36	Floyd	1262	C00020	12	Appalachian	1935	girder	8
	Y	36	Floyd	1277	C00023	12	Appalachian	1920	truss	
		36	Floyd	1301	C00026	12	Appalachian	1935	girder	8
		36	Floyd	1327	C00027	12	Appalachian	1935	girder	8
		36	Floyd	1390	C00035	12	Appalachian	1940	girder	8
		36	Floyd	1392	C00036	12	Appalachian	1930	girder	8
		36	Floyd	1428	B00003	12	Appalachian	1928	T Beam	8
Y		36	Floyd	1428	B00012	12	Appalachian	1930	truss	8
Y		36	Floyd	1428	B00013	12	Appalachian	1930	truss	8
		36	Floyd	2554	B00014	12	Appalachian	1932	T Beam	8
	#97	36	Floyd	2557	B00040	12	Appalachian	1920	truss	2
		36	Floyd	3190	B00057	12	Appalachian	1949	T Beam	8
Y		36	Floyd	3384	B00124	12	Appalachian	1910	arch-concrete	3
		24	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-1428-B00012*

I. LOCATION

District: *12*	Cultural Region: *Appalachian*
County: *Floyd*	City: *Martin*
Route: *1428*	Road Name: *S.MAIN ST EXTNSN @MARTIN*
Spanning: *MAIN BEAVER CREEK*	
Location Description: *.15 MI N OF JCT KY 122*	

II. DESIGN INFORMATION

Main Type: *truss*	Subtype 1: *Parker*	Subtype 2:
Overall Length: *269*	Width (assumed decimal):*200*	Connection: *RIVET,PIN?*
General Description: *1-161 FT STEEL THRU TRUSS & 2-50 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Steel/Concrete/CLFence*	Lighting: *None*	Estimated Remaining Life (years):*4*
Other:		

IV. MODIFICATION/CONDITION

Sidewalk added to E. side, concrete railing replaced with guardrail in some areas

V. ENVIRONMENT (describe)

Commercial - dept. store, bank, florist, medical supplies

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *Yes-State Highway Department of Kentucky Capacity 15 Ton Trucks 1930*	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

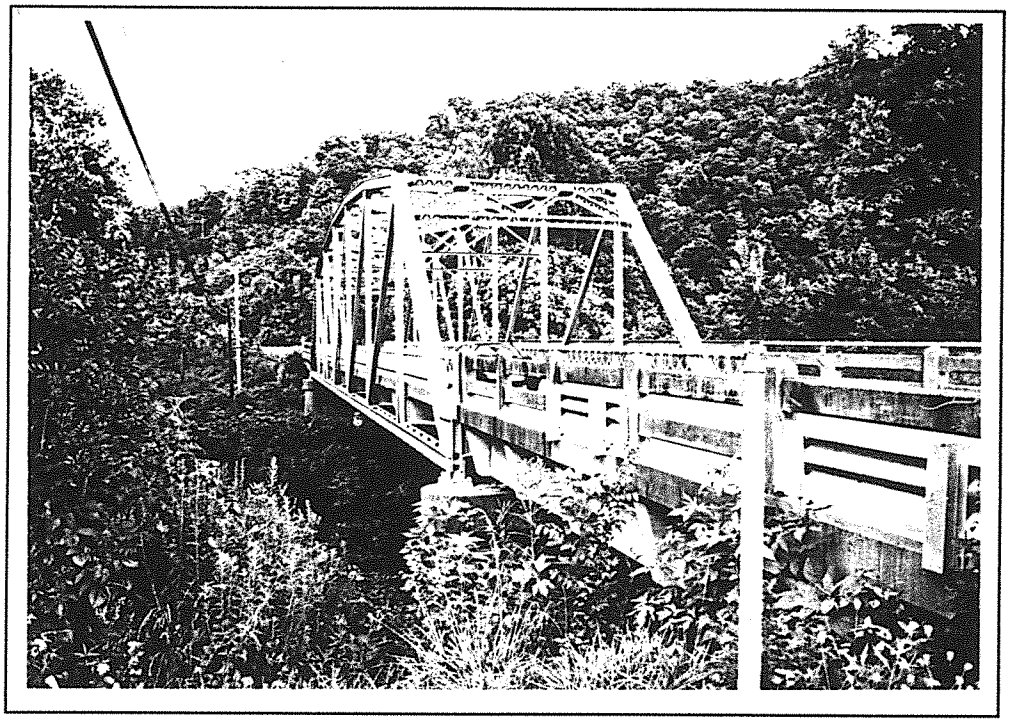
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2827/68-71	*04388;09001;;*



Floyd 36-1428-B12 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-1428-B00013*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City: *Martin*
Route: *1428*	Road Name: *S.MAIN ST EXTNSON @MARTIN*	
Spanning: *RT. FORK BEAVER CREEK*		
Location Description: *.05 MI N OF JCT KY 122*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Parker*	Subtype 2:
Overall Length: *248*	Width (assumed decimal):*200*	Connection: *RIVET,PIN*
General Description: *1-140 FT STEEL THRU TRUSS SPAN & 2-50 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Steel & chain link fence*	Lighting: *None*	Estimated Remaining Life (years):*3*
Other:		

IV. MODIFICATION/CONDITION
Approaches to steel section have concrete railings, a sidewalk has been added and has chain link fence for rail

V. ENVIRONMENT (describe)
Commercial - strip center, fast food, bank, tire store

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *Yes-State Highway Department of Kentucky Capacity 15 Ton Trucks 1930*	
Construction Date: *1930*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

28 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

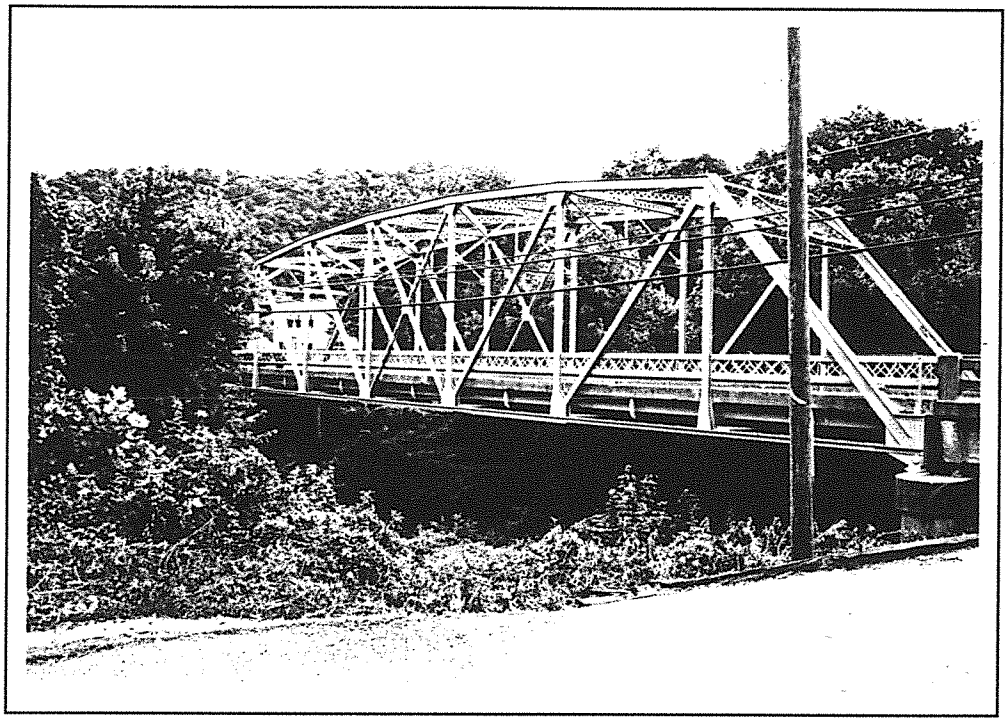
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2827/62-67	*04389;09002;S68;*



Floyd 36-1428-B13 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-0550-B00016*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City:
Route: *0550*	Road Name: *GARRETT-BOSCO-EASTERN*	
Spanning: *RT. FORK BEAVER CREEK*		
Location Description: *.50 MI S.W. OF JCT KY 850*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *239*	Width (assumed decimal):*200*	Connection: *Rivet*
General Description: *1-130 FT STEEL THRU TRUSS SPAN & 2-50 FT R.C.D.G. SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers: *Concrete*
Railings:	Lighting:	Estimated Remaining Life (years):*11*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1933*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

18 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	09126;13199;S75;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-2557-B00040*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City: 160
Route: *2557*	Road Name: MAIN STREET IN BETSY LAYNE	
Spanning: LEVISA FORK		
Location Description: .05 MI WEST OF JCT US 23		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Warren Through*	Subtype 2:
Overall Length: *727*	Width (assumed decimal):*100*	Connection:*rivet*
General Description:*4-72.5 FT GIRDER SPANS, 1-200 FT THRU TRUSS & 3-75 FT G*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *concreete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*19*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *American Bridge Company, U.S.A. 1920*	
Construction Date: *1920*	Source: *Bridge Plate*
Designer:	Builder: *American Bridge Company, Ambridge, Pennsylvania.*

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

8 extant bridges of this truss sub-type.

4 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

Originally constructed as a railroad bridge.

IX. SOURCES

233

X. NATIONAL REGISTER STATUS

2

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	08745;16254;13197;

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-0777-B00076*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City:
Route: *0777*	Road Name: *KY 777 IN GARRETT*	
Spanning: *RT FK BEAVER CREEK*		
Location Description: *IN GARRETT*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *99*	Width (assumed decimal): *110*	Connection: *Rivet*
General Description: *1-99 FT THRU TRUSS SPAN, CONC. FLOOR*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Concrete*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *19*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1944*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

41 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

5 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	00000:::

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-3384-B00124*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City:
Route: *3384*	Road Name: TOWN BRANCH ROAD	
Spanning: CSX RR & LEVISA FORK		
Location Description: 200 FT S OF 1ST ST		

II. DESIGN INFORMATION		
Main Type: arch-concrete	Subtype 1: *through*	Subtype 2: *closed*
Overall Length: *554*	Width (assumed decimal): *162*	Connection:
General Description: *8 SPAN STEEL STRINGER APPRS. TO 161' R.C. THRU ARCH*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Precast concrete*	Lighting: *Modern street light*	Estimated Remaining Life (years): *1*
Other: Main structure over river is all concrete, approaches on each end are girder		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Residential/mountians, heavy use, some older homes on N side of river that could be historical

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1910*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

104 extant bridges built during this period.	9 extant bridges of this type built during this period.
137 extant bridges built in this region.	extant bridges of this truss sub-type.
32 extant bridges of this type.	extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

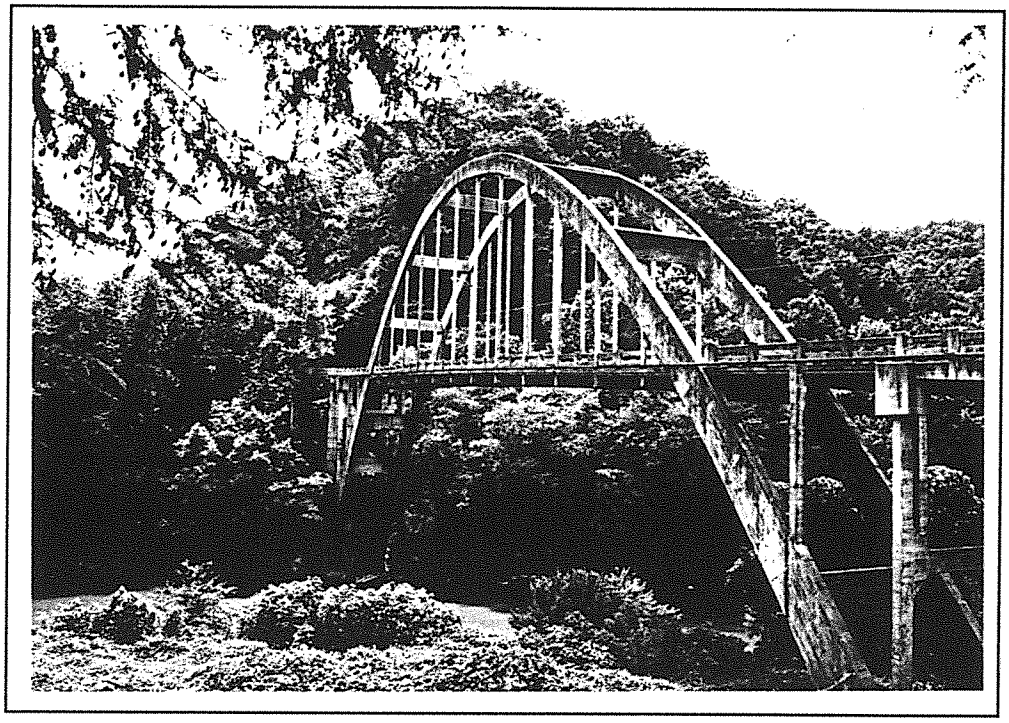
104

X. NATIONAL REGISTER STATUS

3

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2827/49-61	...



Floyd 36-3384-B124 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *36-1277-C00023*

I. LOCATION		
District: *12*	Cultural Region: *Appalachian*	
County: *Floyd*		City:
Route: *1277*	Road Name: *SALTLICK CREEK ROAD*	
Spanning: *RIGHT FK BEAVER CREEK*		
Location Description: *0.3 MI W KY 80*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Pony*	Subtype 2:
Overall Length: *152*	Width (assumed decimal): *120*	Connection: *Rivet*
General Description: *80' SIMPLE SPAN STEEL THRU TRUSS - 2 38' APPROACH SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments:	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION
New timber deck 1987.

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1920*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

137 extant bridges built in this region.

227 extant bridges of this type.

99 extant bridges of this type built during this period.

32 extant bridges of this truss sub-type.

20 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

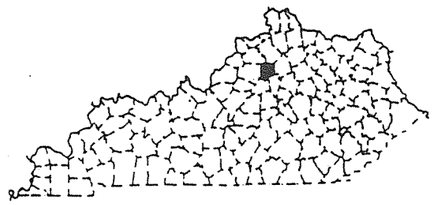
KYDOT records; previous survey

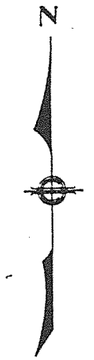
X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
	...





■ 1996 SURVEY

● 1982/1988 SURVEY

GENERAL HIGHWAY MAP

FRANKLIN 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

0 1 2 3 4 MILES

1178

FRANKLIN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		37	Franklin	0012	B00040	5	Bluegrass	1926	arch-concrete	8
		37	Franklin	0060	B00016	5	Bluegrass	1941	T Beam	8
		37	Franklin	0060	B00063	5	Bluegrass	1938	girder	8
	#23	37	Franklin	0060	B00065	5	Bluegrass	1893	truss	1
		37	Franklin	0127	B00003	5	Bluegrass	1932	T Beam	8
		37	Franklin	0127	B00004	5	Bluegrass	1932	T Beam	8
		37	Franklin	0421	B00023	5	Bluegrass	1929	T Beam	8
		37	Franklin	0421	B00024	5	Bluegrass	1929	T Beam	8
		37	Franklin	0421	B00025	5	Bluegrass	1929	T Beam	8
		37	Franklin	0460	B00006	5	Bluegrass	1934	T Beam	8
	Y	37	Franklin	1026	C00005	5	Bluegrass	1877	truss	8
		37	Franklin	1231	C00011	5	Bluegrass	1945	slab	8
		37	Franklin	1315	C00024	5	Bluegrass	1940	girder	8
		37	Franklin	1316	C00026	5	Bluegrass	1935	girder	8
		37	Franklin	2919	B00082	5	Bluegrass	1930	girder	8
		15	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *37-0012-B00040*

I. LOCATION

District: *5*	Cultural Region: *Bluegrass*	
County: *Franklin*		City:
Route: *0012*	Road Name: *FLAT CREEK*	
Spanning: *FLAT CREEK*		
Location Description: *6.2 MI N.E. OF JCT US 421*		

II. DESIGN INFORMATION

Main Type: *arch-concrete*	Subtype 1: *deck*	Subtype 2:
Overall Length: *85*	Width (assumed decimal):*119*	Connection:
General Description: *2-39 FT CONTINUOUS CONCRETE ARCH SPANS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION

Primary Material: *continuous concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*4*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)

Rural setting, agricultural cropland

VI. HISTORICAL BACKGROUND

Name of Bridge:	
Bridge Plate Inscription: *NO*	
Construction Date: *1926*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

32 extant bridges of this type.

16 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

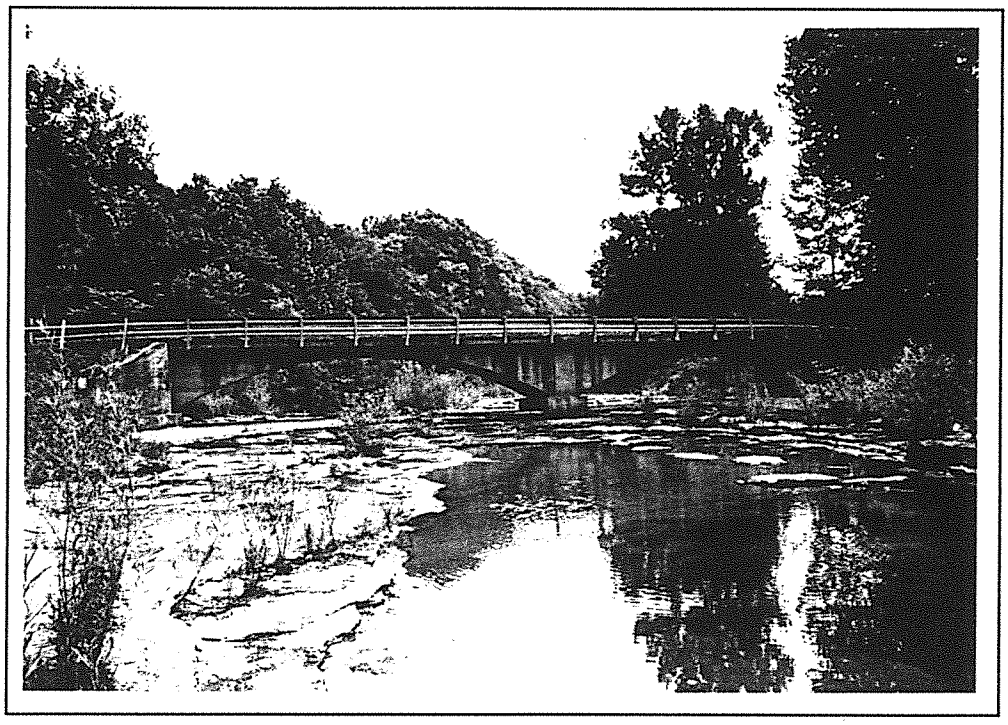
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2828/86-88,'0450/52-53	*PLANS: IN FILE:*



Franklin 37-12-B40 1996

Franklin

37-60-63

State Journal 6-6-37 Pg. 1

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THE STATE JOURNAL

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THIRTY-SIXTH YEAR—NO. 50.

Ky's Memorial Bridge To Be Best Lighted Structure It's Type In United States

Spectacular Lighting Effect Will Be Attained From Four Stations, Two At Each Entrance

Kentucky's Memorial Bridge, connecting north and south Frankfort at East Main and Capitol Avenue here, will be the best lighted structure of its type in the nation, according to estimates of electrical engineers who have assisted in plans for the illuminating system.

To draw a comparison that local people may better understand, each entrance to the bridge will be better lighted than is the diamond ball field on Second street.

Over the playing area there, illumination to the extent of 15,000 watts is furnished. Those who have seen the field lighted up know, of course, how brilliantly illuminated it is. They realize, too, that this 15,000 watts of light are distributed over a fairly large area.

To imagine the same amount, or degree of light spread over each entrance to the bridge will give some idea of the brightness which will prevail at night over the two entrance areas. When is added to that the other lighting arrangements across the bridge, the structure becomes, from a standpoint of illumination, one unusual in bridge construction throughout the nation.

Joe Clark, who will supervise installation of the lighting system, made public yesterday the complete plans for lighting the bridge which is being built by the State as a memorial to all its wartime dead.

From a 5,000-volt transformer located approximately 35 feet above High street will extend two lighting conduits, carried down the pole and underground, with an enclosure of verified tile placed over the conduit cadmium-plated raceways in which will rest 5,000-volt lead-encased cables.

The entire enclosure is protected by 2x12 creosoted timbers sunk to a depth of four feet below the surface. From an engineering point of view this provides the very highest type of installation possible, as all steel conduits are protected from outside moisture and corrosion by the tile enclosure, on which all joints are securely made by concrete.

Spectacular lighting effects will be attained from four "luminaries," or stations, of special design, two to be placed at each entrance to the bridge.

These luminaries will be of cast bronze construction, with medium density glass panels. Each luminarie will contain two 5,000-volt lamps. These luminaries will extend four feet and nine inches above large concrete pylons located at each bridge entrance.

As such concentration of light is unusual except on especially designed structures, twelve months will be required to produce these hand-made units as the glass will be obtained from old world craftsmen of Milan, Italy. When completed, these units will present an unusually unique and beautiful appearance.

Lighting along the bridge roadway proper will be produced by direct illumination from lighting stations placed at intervals along the balustrade, with a lighting center approximately fifteen feet above the roadway.

The essential character of each unit is such as to distribute light in the most important directions and to grade in proportion to the distance the light must travel to reach the surface to be illuminated.

Vertical prisms on the inner surface of the glass in each unit will

(Continued On Page Four)

KY-Bridges

MILT MCKEE

KY.'S MEMORIAL BRIDGE TO BE BEST LIGHTED STRUCTURE

(Continued From Page One)

through proper construction of the outer element bend the light laterally to produce candle power intensity necessary to provide uniform illumination on both horizontal and vertical planes at various points over the bridgeway surface.

This system will produce an unbroken flood of light extending the full length and width of the structure.

Signal, or navigation lighting will consist of two 360-degree green, mid-channel span lights to indicate channel and clearance. Each of the piers of the principal will be marked with four 180-degree red pier lights, as required by the United States Lighthouse Service.

All switching will be predetermined and automatic.

Research departments of two of the nation's greatest electric companies, with their lighting experts and engineers, have assisted the original designers in producing the utmost in modern, efficient and appropriate bridge lighting, just as the best skilled mechanics available will cooperate to transform the visions of artists and engineers into tangible achievements of light, concrete and steel—as a constant tribute to the organizations which worked so long and so faithfully to obtain a lasting memorial to Kentucky's war dead.

37-60-63
Engineering News Record
V. 119 n 17 1937 p 672
#1

shows the beams being poured after floor slabs, made by the Massey Concrete Products Corp., have been placed. Ordinary aggregate was used for the concrete in the beams in order to provide greater ease in placing. Using a relatively wet mix, no difficulty was experienced in securing proper filling underneath the slabs and up through the dowel holes.

The designer of the system assumes that the slab and supporting beams act as a monolithic structure, and may be designed in accordance with the ordinary T-beam principles. Preliminary tests made at Armour Institute on floor panels and on a 10 x 10-ft. test panel seem to indicate that the slabs and beams may be considered to act as a unit.

Kentucky Builds Record Bridge*

by E. D. SMITH

Assistant Bridge Engineer, Kentucky State Highway Department, Frankfort, Ky.

Longest continuous steel deck girders in the country, 474 ft. in three spans, will be used at Frankfort

THE RIVER CROSSING of the Capital Memorial Bridge, now under construction over the Kentucky River in Frankfort Ky., consists of a three-span continuous steel deck-girder unit 474 ft. long, believed to be the longest in this country. A pleasing appearance being a major design consideration, since the bridge will cross the river in direct line with Capitol Ave., a deck-type bridge was chosen so as to leave the view of the State Capitol unobstructed. The main span of the continuous unit is 200 ft. and the flanking spans 137 ft. Comparative estimates, using a 300-ft. steel tied-arch, a 300-ft. steel Warren truss, and a 300-ft. half-through concrete arch, indicated that the bridge as designed will be as economical as any of the other types considered. The foundations for the continuous spans are carried to rock while piles are used beneath the piers of the three 67-ft. steel girder spans that compose the south approach. Foundation construction is now under way.

Design features

A minimum vertical navigation clearance of 45 ft. was required for the main span which necessitated girders of shallow depth. The 200-ft. main span proved to be about the longest that could be used and still maintain the shallow depth and comply with the deflection require-

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...nts of the Bureau of Public Roads. The structure was designed for an H-20 live load, and an impact factor of 18 per cent was used on the continuous deck plate girder. Copper-bearing structural steel will be used throughout. Moments, shears and reactions were computed for the continuous unit by the Hardy Cross method of distributing fixed end moments, (*Transactions*, Am. Soc. C. E., Vol. 96). The beam constants were determined as outlined in the discussion of Professor Cross' paper by Prof. George E. Large. A dead-load plus one-half live load deflection curve was made for the continuous unit, using M/EI as a loading, and camber will be placed in the girders corresponding to this calculated deflection by adjusting the outline of the web plates to compensate for the deflection.

Five girders in span

There will be five longitudinal girders in the continuous unit spaced 7½ ft. on centers, with cross-frames at 12 ft. intervals and lateral bracing attached to the bottom flange of the girders. The concrete roadway slab, resting directly on the top flanges of the girders, will provide top lateral stiffness. Web plates will be ½ in. thick for the interior girders and 9/16 in. thick for the exterior girders, and will vary in depth from 150 in. over the main piers to 84 in. at the center of the main span. Flange angles will be 8x8x¾ in.; two ¾-in. cover plates will be used on the interior girders while the exterior girders will have two 18x¾ in. plates and two 18x1 in. plates. All girder stiffener angles will be either milled to bear or fit tight with the girder flange angles.

The reinforced concrete deck will provide for a 30 ft. clear roadway and there will be two 6-ft. cantilevered sidewalks. The 8-in. slab with the main reinforcement transverse to the direction of the traffic will be reinforced with ⅝ in. round deformed bars on 5-in. centers, top and bottom. Transverse expansion joints at about 35 ft. intervals will be made with 24-oz. soft sheet copper and premolded joint filler. A ¼-in. integral concrete wearing surface will be used since a finish of this type has proved satisfactory on other state bridges. Reinforced concrete hand rails and special lighting fixtures have been designed to enhance the appearance of the bridge.

Administration

The plans were prepared by the bridge department of the Kentucky department of highways. Robert Humphreys is commissioner of highways, Thomas H. Cutler, chief engineer, G. L. Logan, director of construction, H. R. Creal, bridge engineer, W. W. Pardon, district engineer, and H. E. Rudy, resident engineer. The substructure is being built by the Sandy Hites Co., Kansas City, Mo. ($174,000). The steel superstructure is being fabricated by the Bethlehem Steel Co. ($158,000). The square foot roadway cost of the bridge will be about $12.

Building a Beautiful Bridge

Engineering News Record V 123 n25 1939 p59

37-60-63

E. D. Smith
Kentucky State Highway Department,
Frankfort, Ky.

Contents in Brief—Believing that bridges should be ornamental as well as useful, the Kentucky State Highway Bridge engineers started out to design beauty into the new Capital Memorial Bridge at Frankfort. They ended up with a deck girder structure with a three-span continuous unit of 474 ft. that received the American Institute of Steel Construction award for the most beautiful bridge of its class. This article tells how the bridge was built.

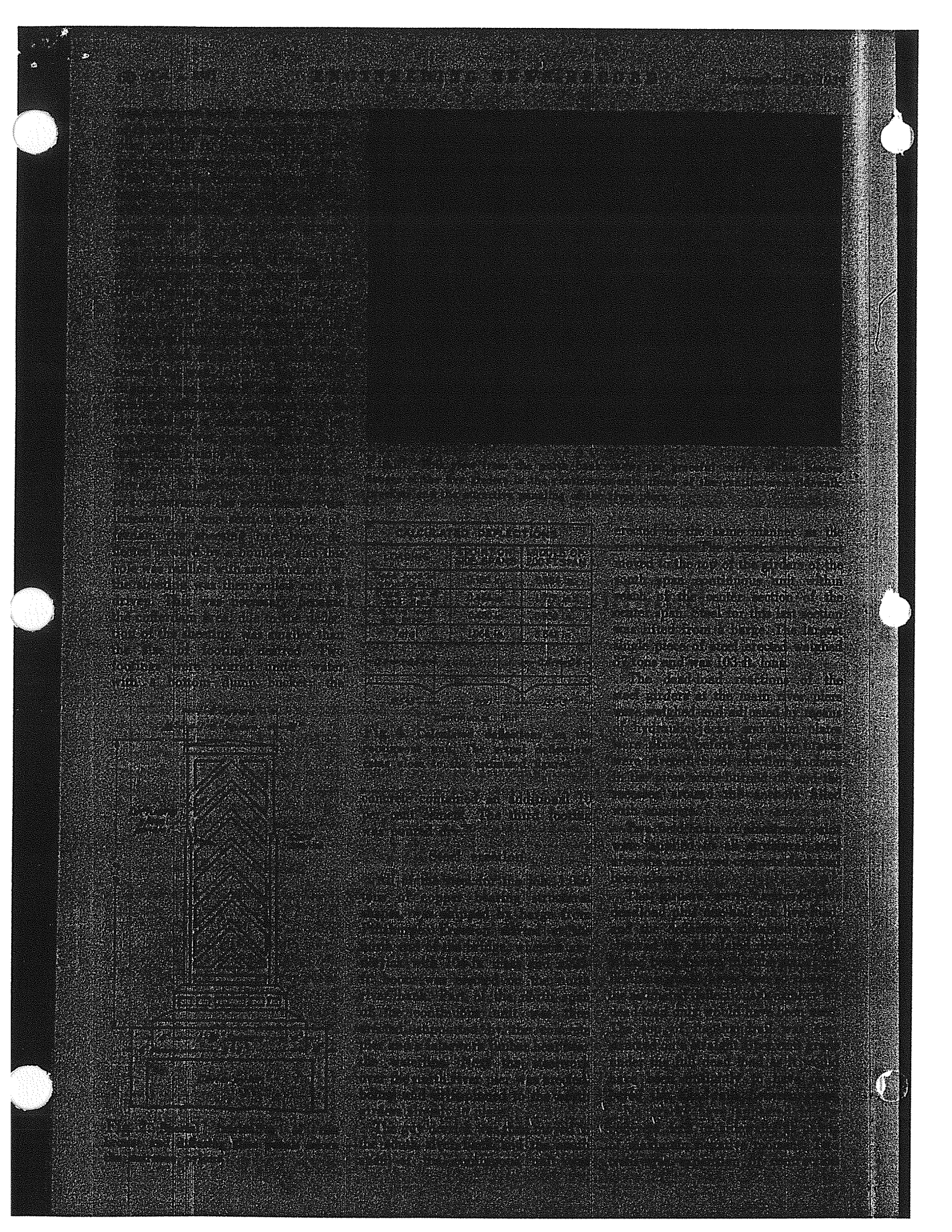
A few weeks ago the American Institute of Steel Construction placed a stainless steel plaque on the Capital Memorial Bridge over the Kentucky River at Frankfort, Ky., designating it as the most beautiful steel bridge of its price class for the year. Naturally, the bridge engineers of the state highway department are pleased with this award, but it was not by accident that the bridge was one of beauty. From the start the designers had in mind the creation of a [illegible] approach, one [illegible] attractive natural [illegible] and [illegible] to the Capitol. [illegible] ally before it was designed structurally.

The general design is a 3-span continuous deck plate girder with a center span of 200 ft. and side spans of 137 ft. each. This 474-ft. continuous steel deck girder is one of the longest of its kind in the country. In addition to the main span there are three 67-ft. simple deck plate girders on the south approach and one 26-ft. concrete deck girder span, widened and built on a curve, on the north approach. Permanent creosoted timber inspection walks, supported by [illegible] and handrails were placed [illegible] the girders of the continuous unit. The bridge [illegible] a reinforced concrete deck with a 30-ft. roadway and two 6-ft. sidewalks, which are cantilevered on steel brackets and support reinforced concrete handrails. (For further details of the design see *ENR* Oct. 21, 1937, p. 672.)

Foundation construction

The two main river piers were built to rock in steel sheetpile cofferdams without any difficulty. Precast concrete piles, 14x14 in. square, were driven for all but one pier and the abutment on the south bank. The piles were designed for a load of 35 tons, and were driven to a bearing of 70 tons each according to the *Engineering News* formula.

A special foundation was required for pier S-1, located on the south bank about 100 ft. landward from the river edge. Because the river bank at this location had been breaking away and moving toward the stream, it was decided to carry the [illegible]da-



joints were placed in the concrete deck at 6-ft. centers over each of the main river piers, and at intervals of 35 ft. over the remainder of the deck. Vibrations at the center of the main span are hardly noticeable when heavy trucks cross the bridge at average speed.

Roadway lighting

Special attention was given to the lighting of the roadway. The adopted system consists of six standard luminaires and four special luminaires on a 6.6-amp. separate series street lighting circuit. The standard luminaires have medium alabaster rippled glassware and external ornamental ribs; special luminaires, 5 ft. high, located at the ends of the bridge, are of cast bronze with medium density diffusing glass panels (Fig. 2). One 6,000-lumen lamp is used in each standard luminaire and two 6,000-lumen lamps are used in the special fixtures. The luminaires are of decorative design and are pleasing in appearance both day and night. Ornamental fluted steel shafts support the lights 16 ft. above the sidewalk.

Sodium lighting was considered, but because of the relatively short length of structure and because of incandescent lighting used on the approaches, incandescent lights were used throughout.

Navigation lights consist of two 360-deg. green mid-channel span lamps, and each of the main river piers is marked with two 180-deg. red pier lamps. The units, equipped with 100-watt, 110-volt lamps, are controlled by a time clock.

The substructure was built by the Sandy Hites Co., Kansas City, Mo., at a contract cost of $174,000. Steel superstructure was fabricated and erected by the Bethlehem Steel Co. at a cost of $158,000. Total cost of the bridge is about $12 per sq.ft. of roadway.

The plans were prepared by the bridge department of the Kentucky department of highways. Robert Humphreys is commissioner of highways; Thomas H. Cutler, state highway engineer; C. L. Logan, director of construction; H. R. Creal, bridge engineer; W. W. Pardon, district engineer; and H. E. Rudy, resident engineer. Mack Galbreath, senior highway engineer in Kentucky, represented the Federal Roads Administration on the project.

Drought Has Not Changed TVA Water Power Estimates

T. B. PARKER
Chief Engineer, Tennessee Valley Authority
Knoxville, Tenn.

Contents in Brief—The effect of the current drought on the flow of the Tennessee River is outlined and comparisons with previous dry years are given diagrammatically. This information was furnished by Mr. Parker at the request of the editors to help the readers of this journal to evaluate widespread report of the serious effect of the drought on the water-power resources of the TVA.

THE PRESENT DROUGHT has not yet become so severe as to cause revision of our estimates of available system power as based upon past records. The draw-down of Norris Reservoir, which began the middle of August to supplement deficient natural streamflow downstream, has followed very closely the plan for normal operation of the reservoir. The elevation of the reservoir throughout the draw-down period this fall has been considerably higher than would be anticipated for the usual type of dry year which begins earlier in the season. At the present time the lowering of the reservoir is still proceeding according to schedule, the elevation being about 950 on this date, which is approximately the elevation planned long in advance.

How much lower the reservoir will be drawn down obviously depends on the amount of rainfall during the next few weeks. Rainfall may be expected to increase, and the flood season begin between now and Jan. 1, as indicated by a long period of record.

Fig. 1 shows by weeks the estimated flow at Florence prior to any regulation from the authority's projects during three years (1904, 1925 and 1933) having critically dry periods with respect to power production, as compared with 1939 (to Dec. 2) after revision to exclude the effect of regulation of the river through TVA projects upstream.

Fig. 2 shows for the current year the estimated flow at Pickwick Landing prior to TVA regulation as compared with that after regulation by Norris and main-river reservoirs. About 80 per cent of the benefit is due to Norris. Also shown is the possible effect of the Hiwassee releases, had that project been in operation during the current year. The beneficial effect of other TVA reservoirs

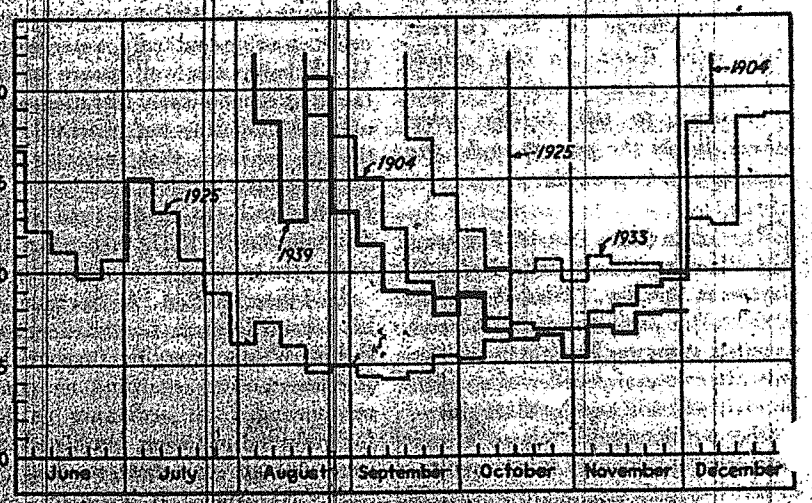


Fig. 1. Flow of the Tennessee River at Florence, Ala. (Muscle Shoals) during dry years. Years 1904 to 1933 do not include effect of regulation by reservoirs built subsequent to 1924.

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *37-0060-B00065*

I. LOCATION		
District: *5*	Cultural Region: *Bluegrass*	
County: *Franklin*		City: Frankfort
Route: *0060*	Road Name: ST CLAIR & BRIDGE STS IN FRANKFORT	
Spanning: KENTUCKY RIVER		
Location Description: ST CLAIR-200FT N OF 2ND S		

II. DESIGN INFORMATION		
Main Type:truss	Subtype 1: *Pennsylvania Petit*	Subtype 2:
Overall Length: *406*	Width (assumed decimal):*240*	Connection:*Pins*
General Description:*1-406 STEEL THRU TRUSS SPAN - BUILT 1893*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years):*8*
Other:		

IV. MODIFICATION/CONDITION
Major rehab 1956.

V. ENVIRONMENT (describe)
Located in Frankfort Historic District, listed on the National Register of Historic Places in 1979. Subject of water color painting of important local artist, Paul Sawyer.

VI. HISTORICAL BACKGROUND	
Name of Bridge: *Singing Bridge*	
Bridge Plate Inscription: *Yes*	
Construction Date: *1893*	Source: *Bridge Plate*
Designer:	Builder: *King Bridge Company, Cleveland, Ohio*

VII. HISTORICAL NARRATIVE

Site of pontoon bridge 1805-10, suspension bridge 1816-35, timber covered bridge 1848.

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

6 extant bridges of this truss sub-type.

1 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

The oldest Pennsylvania petit truss in Kentucky. Located in the Frankfort Commercial Historic District and was listed on the National Register of Historic Places in 1979.

IX. SOURCES

29

X. NATIONAL REGISTER STATUS

1

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #

A History Of Frankfort's Bridges

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Frankfort

Franklin

Singing Bridge Once Longest In Ky.

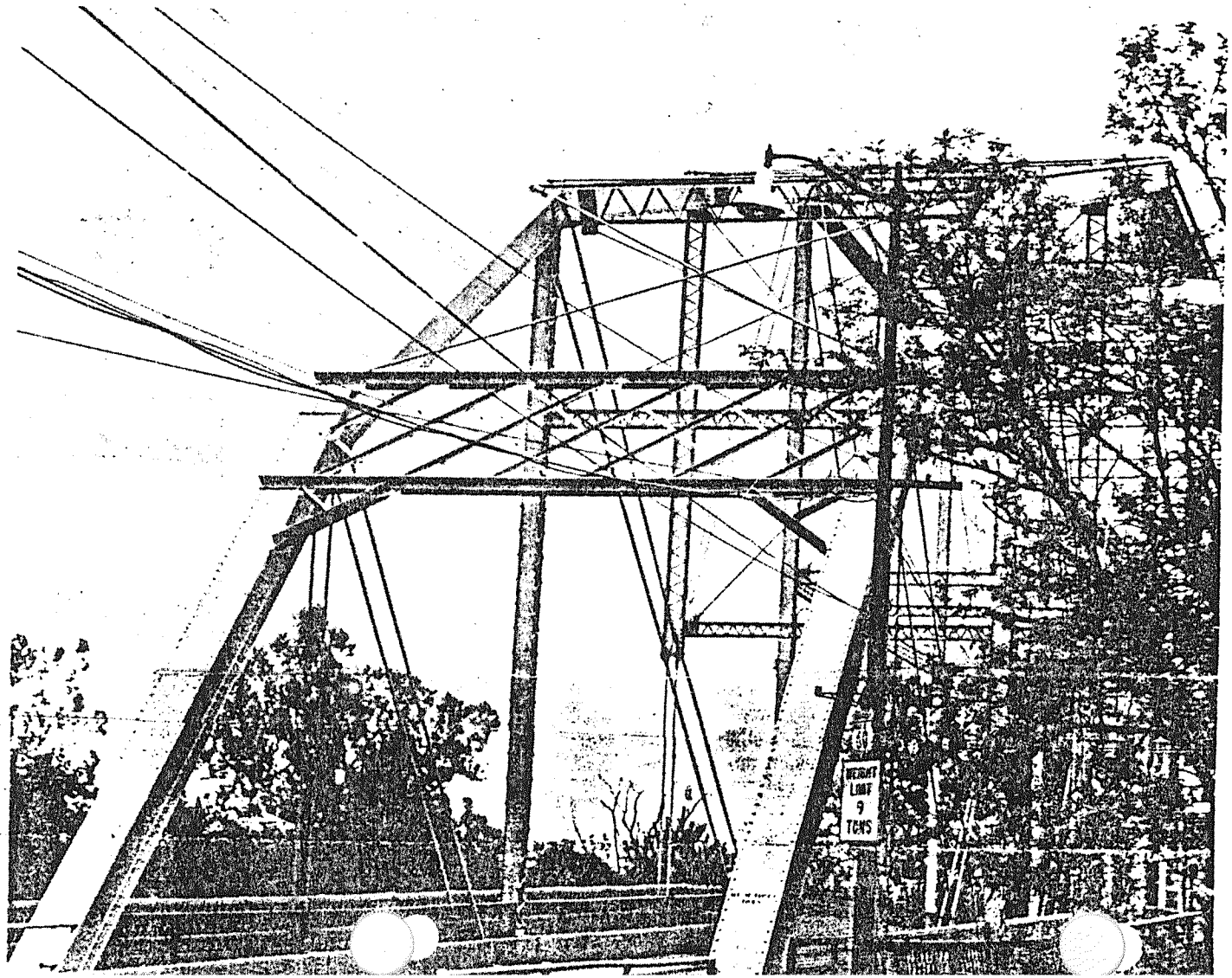
37-60-B65

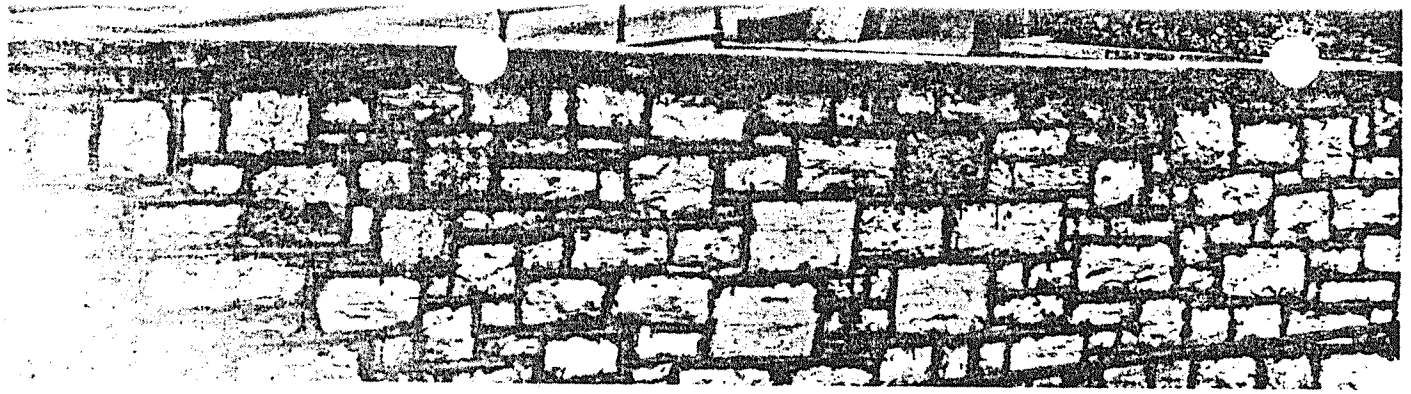
In 1792, two ferries were in operation in Frankfort — one was James Wilkinson's, which ran from the foot of Wilkinson Street to the old Brown's Ferry Road leading west from Taylor Avenue; the other one was located at the east end of Todd Street. On December 7, 1794, a law was enacted which gave free ferry transportation for all citizens living on the south side of the river "on each county court day, days of holding court of Quarter Session, days of public election, and General Muster." This was no great matter, for prior to 1800 there were only four families on the south side of the river.

But the town grew rapidly and it soon became apparent that a bridge was needed for Frankfort's many travelers. The Lexington Gazette, Kentucky's first newspaper, and the first west of the Allehanies, on January 30, 1800, ran the following ad:

". . . committee will receive bids for the construction of a bridge across the Kentucky River. . . according to the Acts of the last General Assembly. . . which shall be 400 feet long, sixteen feet wide, and clear six and one-half feet the highest water known; to be oiled, tarred or pitched with good convenient roof."

In 1805, this Act was repealed and during that Session of the Legislature three more Acts were passed [illegible]orizing bridge construction. None of these were ever completed and the





The "Singing Bridge," named for the humming sound caused by cars which move over it.

This resulted in a pontoon bridge which [illegible] to the foot of Ann Street [illegible] consisted of several anchored boats covered with planks for the roadway and a railing on each side for protection.

On January 25, 1810, an Act was approved to incorporate the Frankfort Bridge Company for the purpose of erecting a bridge across the river from the south end of St. Clair Street, Stock was raised by subscription not to exceed $30,000.00, in shares of $100.00 each," provided such bridge shall not contain more than one pier in the channel of the river and which pier shall not be less than sixty feet high from its fundation." Great difficulty was experience in laying a foundation for the western abutment. Workmen in the coffer dam were beset by quicksand and water rushing into the working space faster than the area could be pumped out, even though they labored night and day.

According to tradition, Thomas Metcalfe, who later became Governor, erected the north pier, and possibly did other work on the bridge in his profession as a stone mason. The cost was about $25,000.00; the span was 334 feet, with one pier sixty-five feet high in the middle of the river. The two chains were made in Pittsburg, and weighed about twelve tons, of inch and a quarter square bar. This bridge was uncovered, with a railing on each side. It was a toll bridge and the cost for travelling it was twice the amount charged by the ferries.

In 1825, when Lafayette visited Frankfort, it was so adorned with flowers that it was called the "Bridge of the Flowers."

But by 1835 it had partially fallen and Sherman Day, in Circleville, Ohio, who was the contractor and builder, was contracted to make good the loss. This he promised to do, after he had built one other bridge, but apparently he was never heard from again.

In December, 1835, the bridge collapsed completely, and two drivers, their teams and wagons plunged into an icy grave; two pedestrians were also killed.

Frankfort remained without a bridge until the completion of the covered bridge in 1848, which was later immortalized by Paul Sawyier's painting. The bridge was built by a joint stock company of Springfield, Massachusetts. Out of county travelers paid a toll of 6½ cents on foot or horseback, and the same per head of cattle, two cents for hogs or goats, 25 cents for hogsheads of tobacco, rolled or carried over, and 50 cents for all carriages or wagons.

During the Civil War this bridge was in danger of destruction by the troup on several occassions.

On June 21, 1878, the City of Frankfort and the County of Franklin purchased the old covered bridge for $7,000.00 and it became toll free. But in 1893, after Kentucky had ceded river control to the United States Government, the War Department ordered all bridges must clear a certain level above the high water mark. The old bridge did not qualify and in 1893 it was razed.

For the bridge now standing (locally called the "singing bridge" because of the humming sound created when driving over it) the city issued $50,000.00 worth of bonds and the county issued $33,000.00. The King Bridge of Cleveland, Ohio, built it and at the time of its completion it was the longest single-span bridge in Kentucky.

While it was being erected a free ferrage was open for foot passengers; this created a great adventure for school children and a great headache for the parents.

It has been told, and I cannot vouch for it, that when the steel mesh flooring was laid on the bridge it was too long and that tons of ice were placed upon it creating a contraction which allowed the mesh to fit into the allotted space.

But after the close of World War I, the expanding community demanded that there be another bridge and this became the dream of the Kentucky War Mothers.

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *37-1026-C00005* 1997 Steel - Steps

I. LOCATION		
District: *5*	Cultural Region: *Bluegrass*	
County: *Franklin*		City:
Route: *1026*	Road Name: *STROHMEIR ROAD*	
Spanning: *ELKHORN CREEK*		
Location Description: *0.1 MI. WEST OF US 127*		

II. DESIGN INFORMATION		
Main Type: *truss*	Subtype 1: *Pratt Through*	Subtype 2:
Overall Length: *136*	Width (assumed decimal): *111*	Connection: *Pin*
General Description: *SINGLE SPAN (136'6") THROUGH STEEL TRUSS*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *steel*	Abutments: *Stone*	Piers:
Railings:	Lighting:	Estimated Remaining Life (years): *1*
Other:		

IV. MODIFICATION/CONDITION
New deck 1990.

V. ENVIRONMENT (describe)

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription:	
Construction Date: *1877*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

29 extant bridges built during this period.

145 extant bridges built in this region.

227 extant bridges of this type.

26 extant bridges of this type built during this period.

66 extant bridges of this truss sub-type.

13 extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records; previous survey

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
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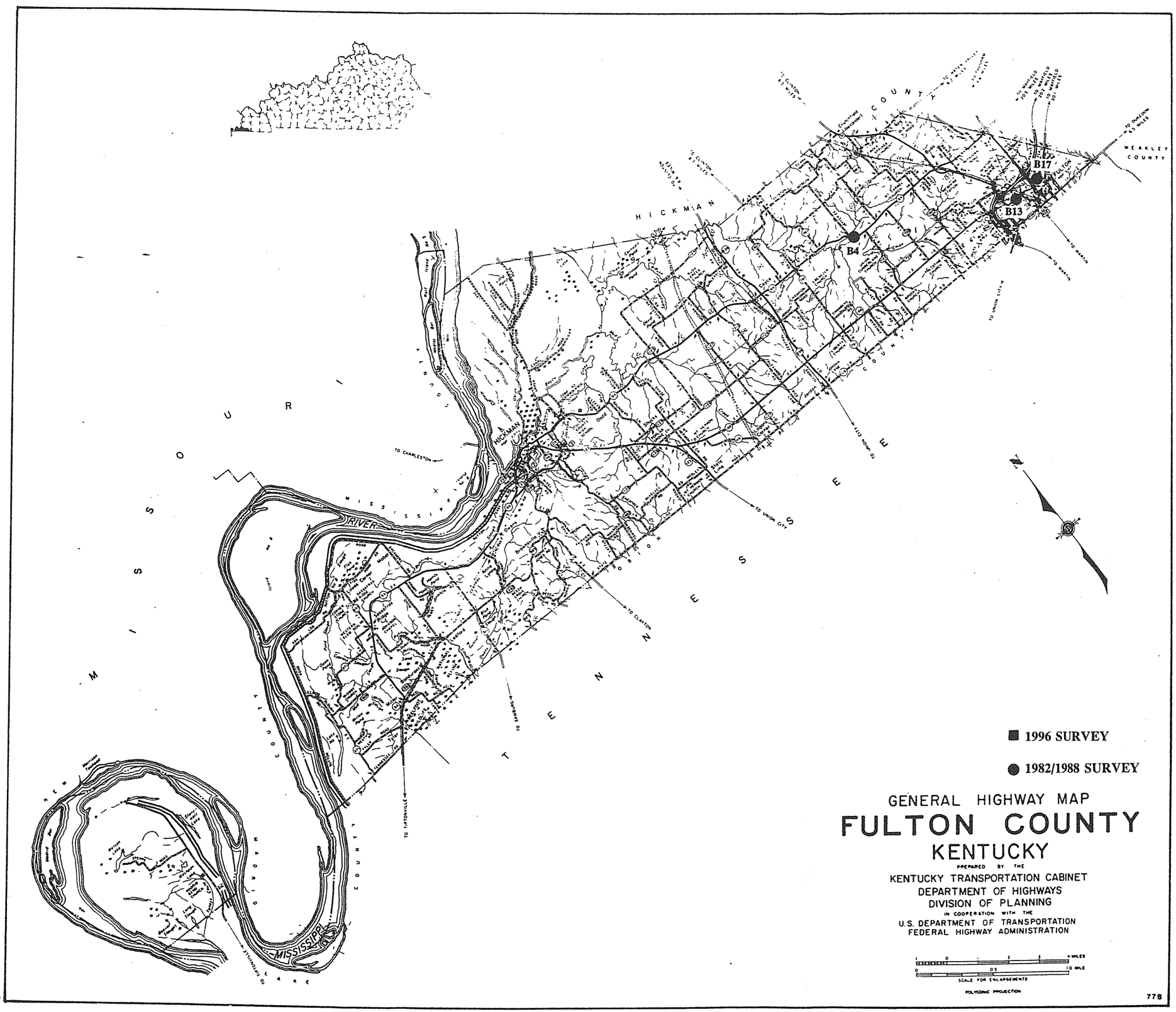
Franklin 37-1026-C5


HICKMAN COUNTY
B17
FULTON
B13
B4
WEAKLEY COUNTY
TO MARTIN
TO UNION CITY
TO CLAYTON
TO SAMBURG
TO TIPTONVILLE
TO CHARLESTON
MISSISSIPPI RIVER
MISSISSIPPI COUNTY
NEW MADRID COUNTY
MISSISSIPPI
TENNESSEE
1996 SURVEY
1982/1988 SURVEY
GENERAL HIGHWAY MAP
FULTON 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 ENLARGEMENTS
POLYCONIC PROJECTION
778

FULTON COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
Y		38	Fulton	0045	B00013	1	Purchase	1937	T Beam	8
Y		38	Fulton	0045	B00017	1	Purchase	1926	T Beam	8
Y		38	Fulton	0094	B00004	1	Purchase	1925	T Beam	8
		38	Fulton	0116	B00018	1	Purchase	1938	T Beam	8
		38	Fulton	0166	B00022	1	Purchase	1938	T Beam	8
		38	Fulton	0166	B00023	1	Purchase	1938	T Beam	8
		38	Fulton	0239	B00011	1	Purchase	1941	T Beam	8
		38	Fulton	1128	B00042	1	Purchase	1938	girder	8
		38	Fulton	1128	B00058	1	Purchase	1938	girder	8
		38	Fulton	1128	B00059	1	Purchase	1938	girder	8
		38	Fulton	1212	B00057	1	Purchase	1938	girder	8
		11	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *38-0094-B00004*

I. LOCATION		
District: *1*	Cultural Region: *Purchase*	
County: *Fulton*		City:
Route: *0094*	Road Name: *HICKMAN-FULTON*	
Spanning: *LITTLE BAYOU DE CHIEN*		
Location Description: *1.0 MI EAST OF JCT KY 781*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *24*	Width (assumed decimal):*200*	Connection:
General Description: *1-20 FT R.C.D.G. SPAN - 45 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Guard Rail*	Lighting: *None*	Estimated Remaining Life (years):*6*
Other:		

IV. MODIFICATION/CONDITION
EXCESS ASPH OVRLY

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

36 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/39-41	*01789;;;*



Fulton 38-94-B4 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *38-0045-B00013*

I. LOCATION		
District: *1*	Cultural Region: *Purchase*	
County: *Fulton*		City: *Fulton*
Route: *0045*	Road Name: *FULTON-CLINTON*	
Spanning: *IC (NOR) RAILROAD*		
Location Description: *OVER ILL CEN RR SWITCH-YD*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *420*	Width (assumed decimal):*240*	Connection:
General Description: *6-57 FT R.C.D.G. SPANS & 1-63 FT R.C.D.G. SPANS -20 DEG*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *Concrete*
Railings: *Concrete*	Lighting: *None*	Estimated Remaining Life (years):*8*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Industrial/commercial

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1937*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

83 extant bridges built during this period.

36 extant bridges built in this region.

103 extant bridges of this type.

5 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

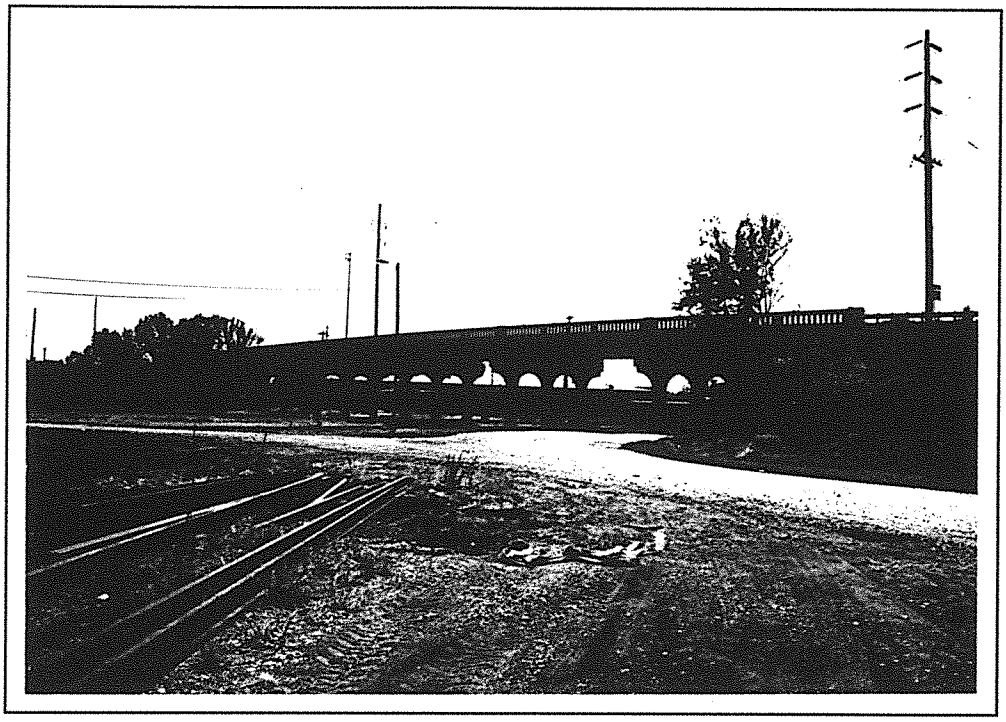
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/33-38	*06758:::*



Fulton 38-45-B13 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *38-0045-B00017*

I. LOCATION		
District: *1*	Cultural Region: *Purchase*	
County: *Fulton*		City:
Route: *0045*	Road Name: *FULTON-MAYFIELD*	
Spanning: *HARRIS FORK*		
Location Description: *.20 MI EAST OF JCT US 45B*		

II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *49*	Width (assumed decimal):*190*	Connection:
General Description: *1-45 FT R.C.D.G. SPANS 30 DEG SKEW*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Guard Rail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1926*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

36 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

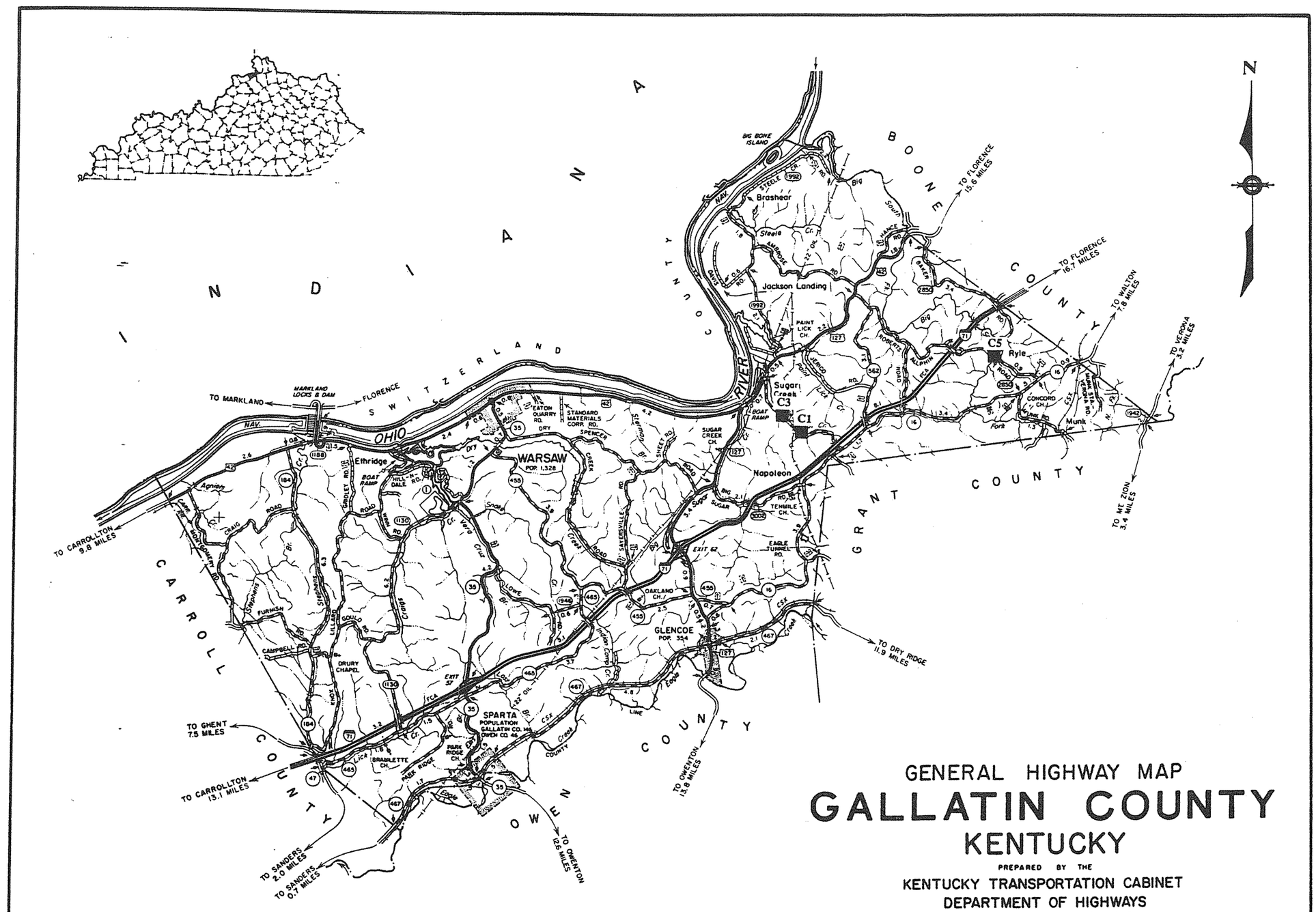
8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/29-32	*G--63:::*



Fulton 38-45-B17 1996



GENERAL HIGHWAY MAP

GALLATIN 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

0 1 2 3 4 MILES

■ 1996 SURVEY

● 1982/1988 SURVEY

GALLATIN COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		39	Gallatin	0016	B00006	6	Bluegrass	1934	T Beam	8
		39	Gallatin	0042	B00004	6	Bluegrass	1929	T Beam	8
		39	Gallatin	0127	B00008	6	Bluegrass	1938	T Beam	8
Y		39	Gallatin	1001	C00001	6	Bluegrass	1925	girder	8
Y		39	Gallatin	1001	C00003	6	Bluegrass	1925	girder	8
Y		39	Gallatin	1004	C00005	6	Bluegrass	1925	girder	8
		39	Gallatin	3002	B00038	6	Bluegrass	1940	girder	8
		7	Grand Count							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *39-1001-C00001*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Gallatin*		City:
Route: *1001*	Road Name: *LITTLE SUGAR ROAD*	
Spanning: *LITTLE SUGAR CREEK*		
Location Description: *1.1 MI NW OF JCT KY 16*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *24*	Width (assumed decimal):*147*	Connection:
General Description: *SINGLE SPAN (22.3') PRESTRESS CONCRETE BOX BEAM*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *prestressed concrete*	Abutments: *1 stone, 1 concrete*	Piers: *None*
Railings: *Guard rail*	Lighting: *None*	Estimated Remaining Life (years):*16*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/residential/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

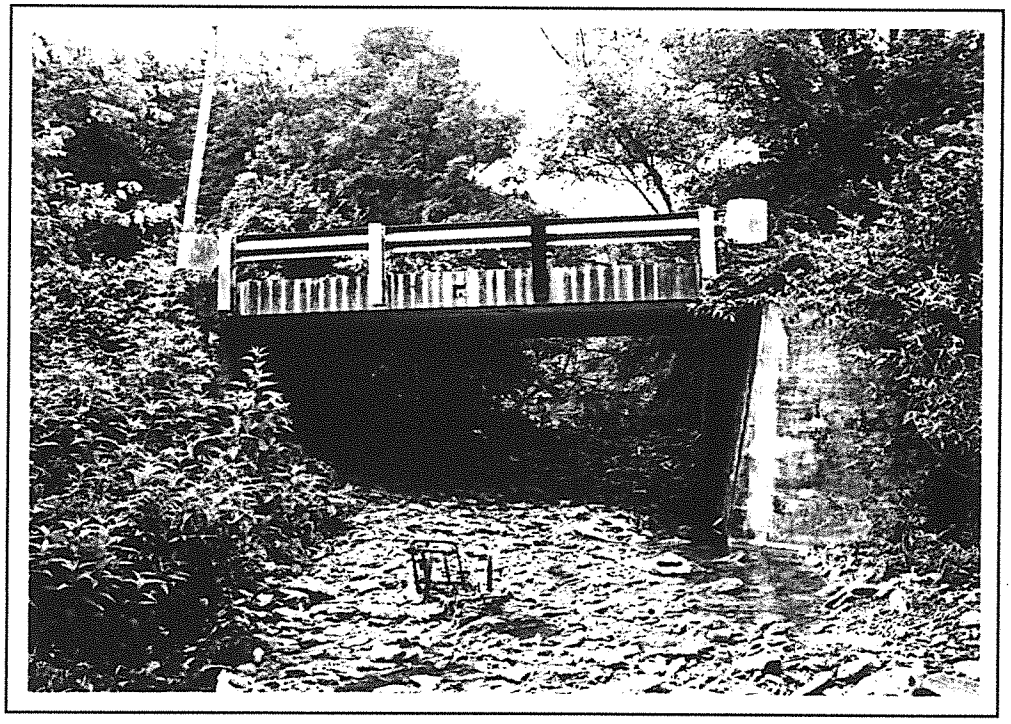
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/63-65	...



Gallatin 39-1001-C1 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *39-1001-C00003*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Gallatin*		City:
Route: *1001*	Road Name: *LITTLE SUGAR ROAD*	
Spanning: *LITTLE SUGAR CREEK*		
Location Description: *1.6 MI NW OF JCT KY 16*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *25*	Width (assumed decimal):*146*	Connection:
General Description: *SINGLE SPAN (24.0') PRESTRESS CONCRETE BOX BEAM*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *prestressed concrete*	Abutments: *Stone*	Piers: *None*
Railings: *Guard rail*	Lighting: *None*	Estimated Remaining Life (years):*2*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

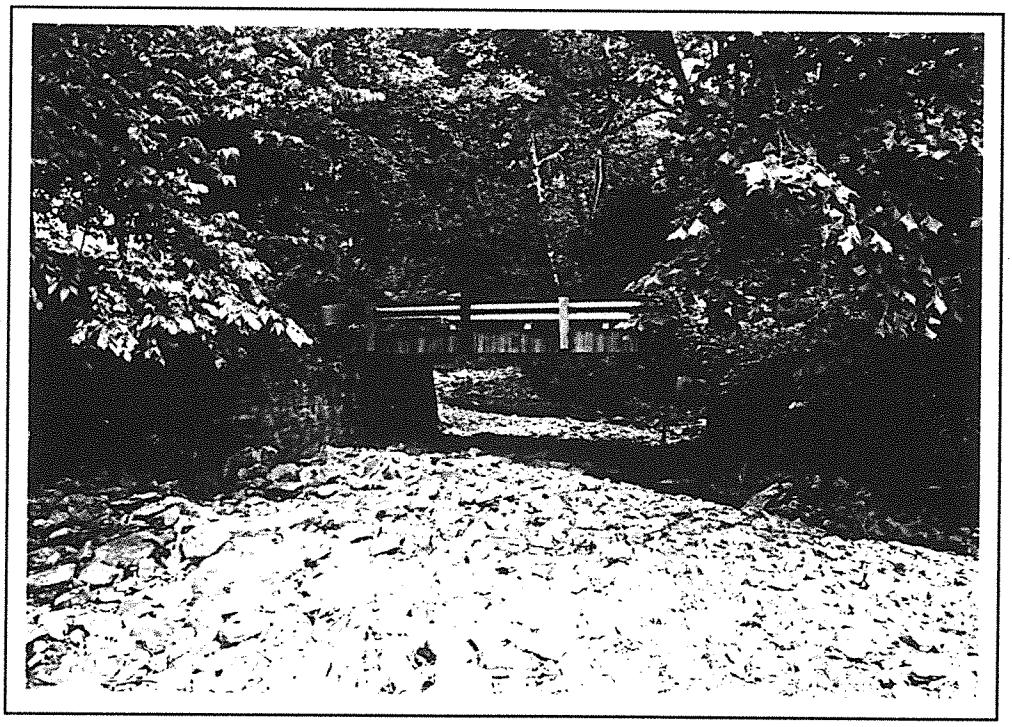
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/22-25	...



Gallatin 39-1001-C3 1996

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *39-1004-C00005*

I. LOCATION		
District: *6*	Cultural Region: *Bluegrass*	
County: *Gallatin*		City:
Route: *1004*	Road Name: *ALLPHIN ROAD*	
Spanning: *BIG SOUTH FORK*		
Location Description: *1 MI NW OF JCT KY 16*		

II. DESIGN INFORMATION		
Main Type: *girder*	Subtype 1:	Subtype 2:
Overall Length: *35*	Width (assumed decimal):*145*	Connection:
General Description: *SINGLE SPAN (34'-0") PRESTRESS CONCRETE BOX BEAM*		

III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *prestressed concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Guard rail*	Lighting: *None*	Estimated Remaining Life (years):*15*
Other:		

IV. MODIFICATION/CONDITION

V. ENVIRONMENT (describe)
Rural/agricultural/residential

VI. HISTORICAL BACKGROUND	
Name of Bridge:	
Bridge Plate Inscription: *No*	
Construction Date: *1925*	Source: *KYDOT Records*
Designer:	Builder:

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

61 extant bridges of this type.

13 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
3507/26-28	...



Gallatin 39-1004-C5 1996

GENERAL HIGHWAY MAP

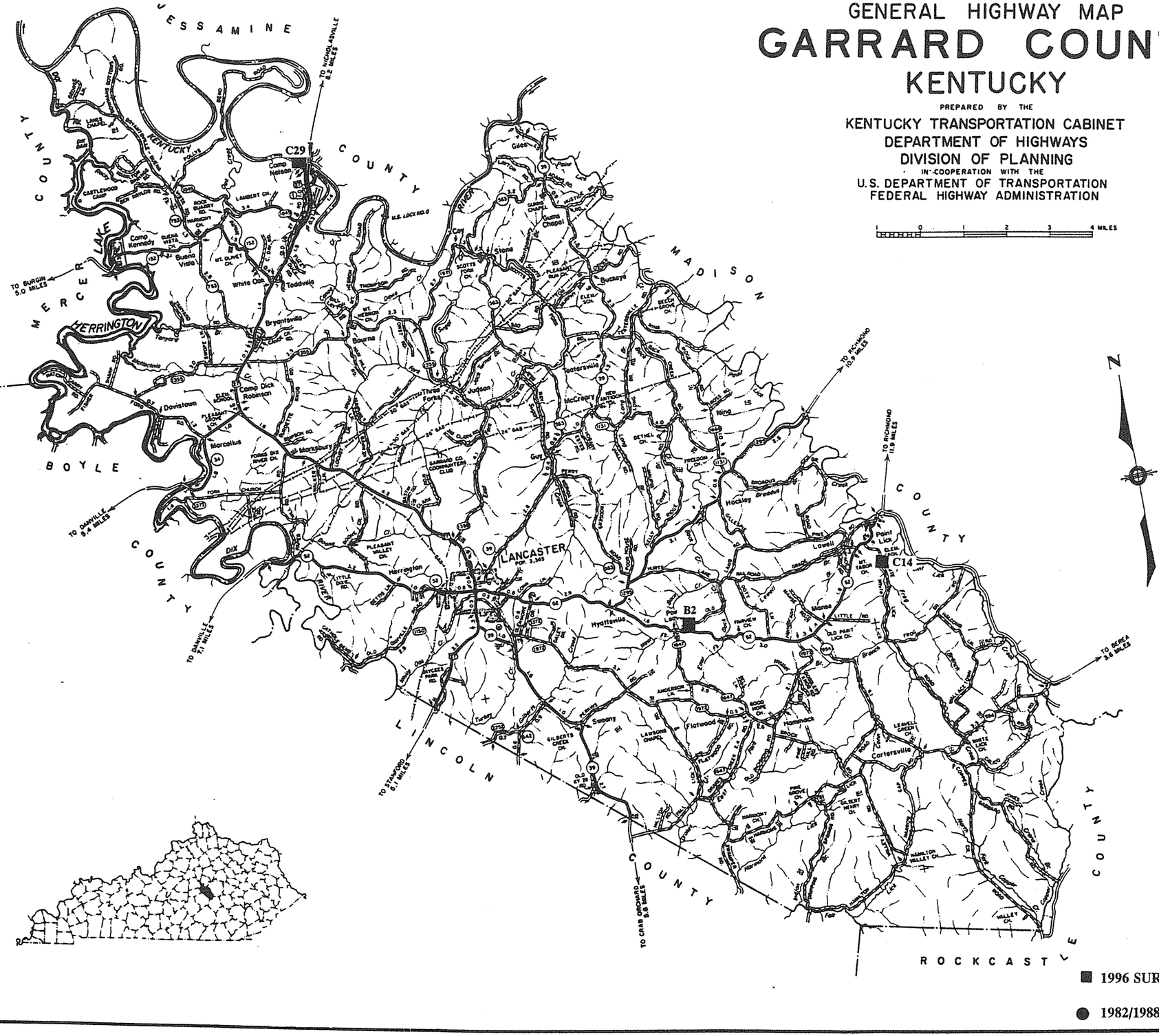
GARRARD COUNTY

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 0 1 2 3 4 MILES



■ 1996 SURVEY

● 1982/1988 SURVEY

GARRARD COUNTY

96 Survey	1982/88 Survey	County Code	County	Route	Termini	District	Region	Construction	Main Type	NR Status
		40	Garrard	0039	B00001	7	Bluegrass	1930	T Beam	7
		40	Garrard	0039	B00006	7	Bluegrass	1927	T Beam	8
Y		40	Garrard	0052	B00002	7	Bluegrass	1921	T Beam	8
		40	Garrard	0052	B00004	7	Bluegrass	1948	girder	8
		40	Garrard	0954	B00012	7	Bluegrass	1949	T Beam	8
Y		40	Garrard	1109	C00014	7	Bluegrass	1915	truss	8
		40	Garrard	1205	C00025	7	Bluegrass	1927	T Beam	8
		40	Garrard	1972	B00025	7	Bluegrass	1935	girder	8
Y		40	Garrard	5351	C00029	7	Bluegrass	1927	truss	3
		9	**Grand Count**							

1996
KENTUCKY HISTORIC BRIDGE SURVEY

BRIDGE #: *40-0052-B00002*

I. LOCATION		
District: *7*	Cultural Region: *Bluegrass*	
County: *Garrard*		City:
Route: *0052*	Road Name: *LANCASTER-RICHMOND*	
Spanning: *W FK BACK CREEK*		
Location Description: *.05 MI E OF JCT KY 1647*		
II. DESIGN INFORMATION		
Main Type: *T Beam*	Subtype 1:	Subtype 2:
Overall Length: *32*	Width (assumed decimal):*180*	Connection:
General Description: *1-30 FT R.C.D.G.*		
III. STRUCTURAL/ORNAMENTAL INFORMATION		
Primary Material: *concrete*	Abutments: *Concrete*	Piers: *None*
Railings: *Metal guardrail*	Lighting: *None*	Estimated Remaining Life (years):*10*
Other: *Evidence of abutments of earlier bridge to south of current structure*		
IV. MODIFICATION/CONDITION		
V. ENVIRONMENT (describe)		
Rural		
VI. HISTORICAL BACKGROUND		
Name of Bridge:		
Bridge Plate Inscription: *NO*		
Construction Date: *1921*	Source: *KYDOT Records*	
Designer:	Builder:	

VII. HISTORICAL NARRATIVE

VIII. CONTEXT

233 extant bridges built during this period.

145 extant bridges built in this region.

103 extant bridges of this type.

86 extant bridges of this type built during this period.

_extant bridges of this truss sub-type.

_ extant bridges of this truss sub-type built during this period.

VIII. STATEMENT OF SIGNIFICANCE

IX. SOURCES

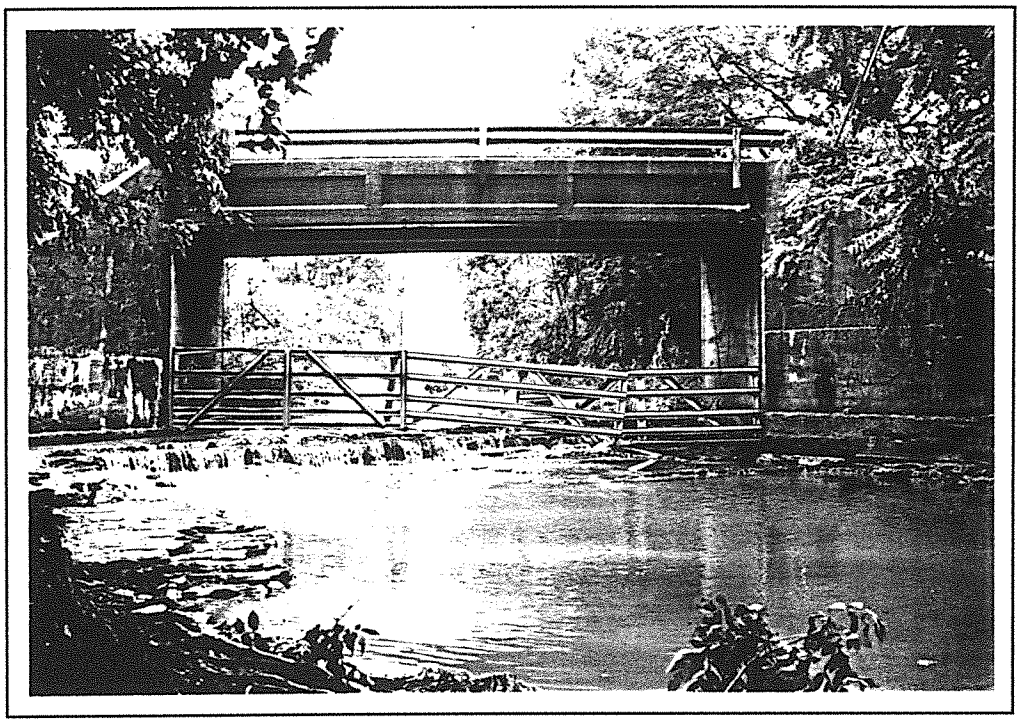
KYDOT records

X. NATIONAL REGISTER STATUS

8

1. Determined Eligible 1982 Survey.
2. Determined Eligible 1988 Survey.
3. Determined Eligible 1996 Survey.
4. Determined Eligible by Consensus with SHPO.
5. Determined Not Eligible with SHPO Concurrence.
6. Determined Not Eligible by Keeper.
7. Determined Not Eligible by KTC Staff in Categorical Exclusion Project.
8. Determined Not Eligible in 1996 Survey.
9. Replaced or Removed From the KTC System.

XII. PHOTO #	XIII. DRAWING #
2/5-9	*00792:::*



Garrard 40-52-B2 1996