Bridge Inspection Report

056B00209N
Inspector: Marcella Kennedy
Entered by: MKENNEDY
12/02/2024
Standard (24 months)

IDENTIFICATION

Structure Num (8):	056B00209N
NBI Number	056B00209N
Structure Name:	
Location (9):	0.45 MI N OF I-264
Carries (7):	I-65
Type of Service (42A):	1 Highway
Feature Crossed (6):	PHILLIPS LN
Type of Service (42B):	1 Highway
Placecode (4):	Not Applicable
County (3):	Jefferson (056)
State (1):	21 Kentucky
Admin Area:	Inventory
District:	District 5
Latitude (16):	38° 11' 48"
Longitude (17):	85° 44' 1"
Owner (22):	State Highway Agency
Maint. Resp. (21):	State Highway Agency
Year Built (27):	1957
Year Recon (106):	1985
Border State (98A):	Not Applicable (P)
Border Number (99):	
% Responsibility (98B):	

Fair **Heath Index:** 79.99

SubStd: No **SubStd Reason:** Not Sub-Standa

Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Routine	24	12/2/2024	12/2/2026
Element	24	12/2/2024	12/2/2026
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)		1/1/1901	1/1/1901

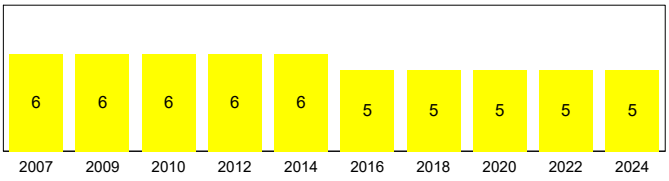
LOAD RATING AND POSTING

Posting Status(41):	B Posting Recommended
Posting (70):	4 0.1-9.9%below
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Recmd Date:	9/3/2020
Posted Date:	9/29/2020

Required Postings (Tons.)		Field Postings (Tons.)	
Gross:		**Gross:**	
Truck Type 1:		**Truck Type 1:**	
Truck Type 2:		**Truck Type 2:**	
Truck Type 3:		**Truck Type 3:**	
Truck Type 4:		**Truck Type 4:**	
SUV 5:		**SUV 5:**	
SUV 6:		**SUV 6:**	
SUV 7:		**SUV 7:**	
EV Single Axle:	16.00	**EV Single Axle:**	16.00
EV Tadem Axle:	29.00	**EV Tadem Axle:**	29.00
EV Gross:	41.00	**EV Gross:**	41.00

DECK GEOMETRY

Deck Geometry (68):	9 Above Desirable Crit
Deck Area:	19,325.00 ft²
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	1 Monolithic Concrete
Membrane (108B):	0 None
Deck Protection (108C):	1 Epoxy Coated Reinforci
Approach Roadway width (32):	127.00 ft.
Width Curb to Curb (51):	127.00 ft.
O. to O. Width (52):	133.00 ft.
Curb / Sidewalk Width L (50A):	0.00 ft.
Curb / Sidewalk Width R (50B):	0.00 ft.
Median (33):	3 Closed Med w/Barriers

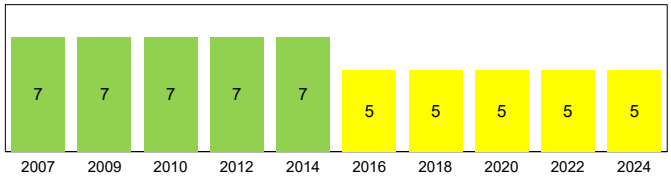


DECK CONDITION

Deck Rating (58):	5 Fair
Bridge Rail (36A):	0 Substandard
Transition (36B):	0 Substandard
Approach Rail (36C):	0 Substandard
Approach Rail Ends (36D):	0 Substandard

SUPERSTRUCTURE GEOMETRY

# of Main Spans (45):	3
# of Approach Spans (46):	0
Main Material (43 A):	4 Steel Continuous
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	57.10 ft.
Structure Length (49):	145.30 ft.
NBIS Length (37):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	20°
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	No || bridge exists
Approach Alignment (72):	8 Equal Desirable Crit

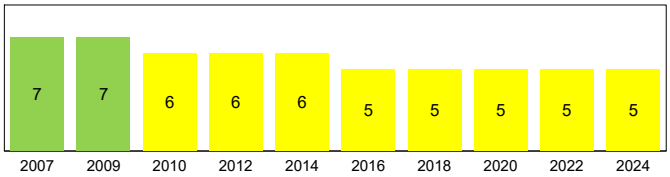


SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	5 Above Min Tolerable

SUBSTRUCTURE GEOMETRY

Navigation Control (38):	NA-no waterway
Nav Vert Clearance (39):	0.00 ft.
Nav Horiz Clearance (40):	0.00 ft.
Pier Protection (111):	Not Applicable (P)
Lift Bridge Vertical Clearance (116):	
Scour Rating (113):	N Not Over Waterway
Waterway Adequacy (71):	N Not applicable



SUBSTRUCTURE CONDITION

Substructure Rating (60):	5 Fair
Channel Rating (61):	N N/A (NBI)

KYTC FIELDS

Overlay:	No	**Scour Observed:**	N/A
Overlay Type:	None	**Scour Risk :**	N/A
Overylay Thickness:		**Scour Analysis/Assessment :**	Not Required
Overlay Year:		**Scour POA :**	Not Required
Cross Section:	Not Required	**Scour POA Date :**	
Cross Section Date:		**Next Cross Section Due Date :**	

1ST NON-CARD ROUTE ON: I-65 NC

ROADWAY LOCATION

Pos Prefix (5A):	1st Non-Card Route
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	131.24 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	8
Detour Length (19):	2.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	129,829 Cars/Day
Pct Trucks (109):	12.00%
ADT Year (30):	2022

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	61.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

ROUTE UNDER STRUCTURE: PHILLIPS LN

ROADWAY LOCATION

Pos Prefix (5A):	One Route Under
Kind of Hwy (5B):	5 City Street
Route Num (5D):	01024
LRS Route (13A/B):	
Milepost (11):	1.15 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	2
Detour Length (19):	2.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	16 Urban Minor Arterial
Level Service (5C):	0 None of the below
NHS (104):	0 Not on NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
Toll Facility (20):	3 On free road
ADT (29):	7,790 Cars/Day
Pct Trucks (109):	0.00%
ADT Year (30):	2020

CLEARANCES

Vertical (10):	14.92 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	22.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

ROUTE ON STRUCTURE: I-65

ROADWAY LOCATION

Pos Prefix (5A):	Route On Structure
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	131.25 mi
Suffix (5E):	0 N/A (NBI)
Lanes On (28A):	8
Detour Length (19):	0.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	129,829 Cars/Day
Pct Trucks (109):	12.00%
ADT Year (30):	2022

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	66.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

STRUCTURE NOTES

-BRIDGE IS REQUIRED TO BE POSTED AT THE FOLLOWING WEIGHT LIMITS: EV SINGLE – 16 TONS, EV TANDEM – 29 TONS, EV GROSS – 41 TONS.
-MINIMUM VERTICAL UNDER-CLEARANCE MEASURED AT 14'-11". SHOULD BE POSTED AT 14'-8".
-In 2023, AECOM used infrared thermography to identify and locate areas of concrete delamination and overlay debonding in the deck, plus they obtained core samples for testing to determine chloride ion levels in the concrete. See Media tab for results.
-2009 project (CID unknown) included joint elimination at Abutment 1 and joint replacement at Abutment 4.
-In August 1995, an in-depth inspection was performed on this structure.
-Structure has been widened three times. Plans are numbered as follows:
-DN 17948: 1955 original plans (10 beams)
-DN 17821: 1968 widening to centerline (4 beams)
-DN 18875: 1979 widening (4 beams)
-DN 20812: 1983 NB widening (2 beams)
-DN 20813: 1983 SB widening (4 beams)

INSPECTION NOTES

-BRIDGE IS NOT POSTED AT THE FOLLOWING WEIGHT LIMITS AT EITHER APPROACH: EV SINGLE – 16 TONS, EV TANDEM – 29 TONS, EV GROSS – 41 TONS. MRK 12/02/24
-PHILLIPS LANE IS POSTED AT 14'-8" AT BOTH APPROACHES. MRK 12/02/24
-Routine inspection performed by Marcella Kennedy and Daniel Coulter.
-Element 215 quantity was updated to include wingwalls paralleling the roadway at all four corners (67 feet total).

SCOUR NOTES

LOAD RATING NOTES

9/13/18 Controlling member is beam 23 with beam 22 out of service. No field posting required, EV posting required. DGA
9/2/20 Due to changed guidance from FHWA, post for EVs: 16, 29, 41 tons. DGA

COMPLIANCE NOTES

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
12	**Re Concrete Deck**	**3**	**12/02/2024**	**20,705.00**	**sq.ft**	**0.00**	**14,634.00**	**6,071.00**	**0.00**

The deck has wearing with exposed coarse aggregate throughout the top surface with scattered pop outs, plus intermittent transverse cracking; some cracks are wide (1000 SF CS3). There is moderate longitudinal cracking in the flared portion of the SB right lane. There is a 2-foot-diameter by 2-inch-deep spall near the south bridge end in the right NB lane, a 1-foot-diameter spall in SB Lane 3, and a 4-foot by 4-foot asphalt patch at the south bridge end in SB Lane 4 (21 SF CS3). Soffit has transverse cracking with efflorescence spaced at less than 3 feet nearly throughout. Some cracks are spaced at less than 1 foot, typically without efflorescence (5000 SF CS3). There is a haunch spall along Beam 22 at the impact damage in Span 2 (25 SF CS3), and a few other isolated haunch spalls (25 SF CS3). The deck moves independently from the beams at Abutment 4, Beams 7-12 and 16-18 under heavy live load.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	**Steel Opn Girder/Beam**	**3**	**12/02/2024**	**3,480.00**	**ft**	**3,147.00**	**200.00**	**100.00**	**33.00**

The deck moves independently from the beams at Abutment 4, Beams 7-12 and 16-18 under heavy live load, with gaps up to 3/8 inch between the deck and top flanges. Some beam ends have flaking corrosion near the abutments (50' CS3). Beam 13 has flaking corrosion on the flanges in Spans 2 and 3 near Pier 3 and on the top flange near Abutment 4 (50' CS3). Span 2-Beam 22 has impact damage initially noted during 09/11/18 inspection; there is up to 4 inches of out-of-plane distortion along 6 feet at the midspan diaphragm, though distortion appears to affect the full length between field splices (33' CS4). Beam 1 has minor impact damage in Span 2 and the remaining beams have some scrapes along the bottom flanges (25' CS2). The beams have scattered surface corrosion throughout, especially near the bridge ends and longitudinal joint, and on exterior beams (175' CS2).

515	Steel Protective Coating	3	12/02/2024	24,360.00	sq.ft	7,257.00	14,616.00	2,000.00	487.00

The majority of the paint is substantially effective and dulling, with areas of limited to no effectiveness near the abutments and longitudinal joint.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
205	**Re Conc Column**	**3**	**12/02/2024**	**22.00**	**each**	**17.00**	**0.00**	**5.00**	**0.00**

Pier 2-Column 6 has 3' T x 1' W x 3" D spalling with exposed rebar in the south face at the top (1 CS3). Pier 3-Columns 4, 5, and 7 have spalls, up to 2' T x 3' W x 2" D, with exposed reinforcement (3 CS3). Pier 3-Column 6 has wide vertical cracks at the top of the east face (1 CS3).

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
215	Re Conc Abutment	3	12/02/2024	371.00	ft	67.00	204.00	100.00	0.00

Abutment 1 cap has 1/4-inch-wide horizontal cracking below Bays 7-11, with some delaminations and scaling (32' CS3). Abutment 4 cap has spalling with exposed rebar as follows: two 12" diameter spalls below Beam 5, a 10' L x 1' T x 6" D spall in Bay 7 extending to the front edges of two masonry plates, a 5' L x 1' T x 3" D spall in Bay 19, and a 2' L x 3' T x 1" D spall at the east end (19' CS3). Abutment 4 cap also has wide horizontal cracking below Bay 16 (9' CS3). The backwalls have intermittent wide cracking and wide diagonal cracks with efflorescence at the ends (40' CS3). The abutments otherwise have scattered moderate cracks, plus sound patching throughout the backwalls. There are no deficiencies noted in the wingwalls.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
234	Re Conc Pier Cap	3	12/02/2024	300.00	ft	294.00	6.00	0.00	0.00

The pier caps have scattered small shallow spalls. Pier 3 cap has a small delamination at the west end.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
302	Compressn Joint Seal	3	12/02/2024	140.00	ft	0.00	27.00	43.00	70.00

Compression joint seal over Abutment 4 has total loss of adhesion in several areas, notably in the left two NB lanes and left three SB lanes. The remainder of the NB seal has partial depth tears, adhesion loss. The remainder of the SB seal has surface cracks and loose debris.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
311	Moveable Bearing	3	12/02/2024	72.00	each	21.00	3.00	47.00	1.00

The movable bearings are located at the abutments and Pier 3. Abutment bearings typically have pack rust between the rocker and bearing plates; corrosion is heavier at exterior bearings and near the longitudinal joint. Several abutment bearings have gaps between the plates and rocker and/or below the masonry plates due to pack rust. Abutment bearings are expanded at 20° F (tolerable alignment, inconsistent with temperature). Abutment 4-Girder 9 sole plate is not in contact with the rocker bearing (1/8" gap), except under live load (1 CS4). Pier 3-Beam 2 bearing and exterior bearings have surface corrosion.

515	Steel Protective Coating	3	12/02/2024	180.00	sq.ft	34.00	20.00	6.00	120.00

The paint has failed at the bearings for both abutments. The paint has limited effectiveness for the Pier 3 exterior bearings plus the Beam 2 bearing. Remaining paint is substantially to fully effective.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	**Fixed Bearing**	**3**	**12/02/2024**	**24.00**	**each**	**22.00**	**2.00**	**0.00**	**0.00**

The Pier 2 exterior bearings have surface corrosion.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
515	Steel Protective Coating	3	12/02/2024	48.00	sq.ft	44.00	0.00	4.00	0.00

The paint is fully effective on interior fixed bearings and has limited effectiveness on the exterior bearings.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	**Re Conc Bridge Railing**	**3**	**12/02/2024**	**581.00**	**ft**	**431.00**	**150.00**	**0.00**	**0.00**

The railings have scattered moderate vertical cracks.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
850	**2nd Elem**	**3**	**12/02/2024**	**1.00**	**each**	**0.00**	**0.00**	**1.00**	**0.00**

An intermediate diaphragm between Beams 12 and 13 in Span 1 has flaking corrosion on the bottom flange. Other diaphragms near the longitudinal joint have surface corrosion.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
851	**Transitions**	**3**	**12/02/2024**	**1.00**	**each**	**0.00**	**0.00**	**0.00**	**1.00**

The south approach has potholes 3-4 inches deep in the SB lanes. South approach has settled up to 1 inch in both directions of traffic.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
853	**Utilities**	**3**	**12/02/2024**	**1.00**	**each**	**0.00**	**1.00**	**0.00**	**0.00**

A light attached to the underside of the bridge in Span 2 has a failed mounting connection and is hanging by the wire. The utility access covers are damaged in the east railing near the abutments.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
859	Vegetation	3	12/02/2024	1.00	each	0.00	1.00	0.00	0.00

There is vegetation on the west end of Abutment 1 slightly restricting inspection.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
860	Erosion Ctrl/Prt	3	12/02/2024	1.00	each	0.00	0.00	1.00	0.00

Concrete slope protection has fractured and settled at several locations, including between Beams 10-12 at Abutment 1 and Beams 10-12 at Abutment 4. There is a 3" gap between the slope protection and Abutment 4 cap below Beams 11-16, with up to 50" embankment settlement below the panels.

Looking north along I-65 NB towards Eastern Parkway (US 60A)

Looking south along I-65 NB towards I-264

South bridge end over Abutment 1 (NB)

Top of the deck has a 2-foot-diameter by 2-inch-deep spall near the south bridge end in the right NB lane.

Compression joint seal over Abutment 4 (NB)

Compression joint seal over Abutment 4 has total loss of adhesion in intermittent areas (right NB edge line shown).

Looking north along I-65 SB

Looking south along I-65 SB

South bridge end over Abutment 1 (SB)

Top of the deck has a 4-foot by 4-foot asphalt patch at the south bridge end in SB Lane 4.

Compression joint seal over Abutment 4 (SB)

Close up of debris at right SB edge line

Top of the deck has wearing with exposed coarse aggregate, plus intermittent transverse cracking (NB right lane shown).

Top of the deck has some wide transverse cracks (SB lanes shown).

Top of the deck has moderate longitudinal cracking in the flared portion of the SB right lane.

Abutment 1

Abutment 1 has 1/4-inch-wide horizontal cracking below Bays 7-11, with some delaminations and scaling.

Close up

Abutment bearings are expanded at 20° F (tolerable alignment, inconsistent with temperature; Beam 12 at Abutment 1 shown). Note debris on abutment seat.

Several abutment bearings have gaps between the rocker and plates and/or masonry plate and abutment seat due to pack rust (Beam 15 at Abutment 1 shown).

Concrete slope protection has fractured and settled at several locations (looking east along Abutment 1 slope shown).

Span 1 soffit

South face of Pier 2

Typical fixed bearings at Pier 2

North face of Pier 2

Pier 2-Column 6 has 3' T x 1' W x 3" D spalling with exposed rebar in the south face at the top.

Span 2 soffit
Soffit has transverse cracking spaced at less than 3 feet nearly throughout.

Minor impact damage in Span 2-Beam 1

Beam 13 has flaking corrosion on the flanges in Spans 2 and 3 near Pier 3.

Additional view of previous photo

Span 2-Beam 22 has impact damage initially noted during 09/11/18 inspection; out-of-plane distortion is worst at the midspan diaphragm, but appears to affect the full length between field splices (33 feet CS4).

Close up - note haunch spalling and distorted stiffener

South face of Pier 3

North face of Pier 3

Typical rocker bearings at Pier 3

Pier 3-Column 5 has spalling with exposed rebar at the base, roughly 2 feet high.

Pier 3-Column 6 has wide vertical cracks in the east face at the top.

Abutment 4

Concrete slope protection has fractured and settled at several locations (Abutment 4 slope shown).

Abutment 4 cap has spalling with exposed rebar below Bay 7, 10' L x 1' T x 6" D; spalling extends to the front edges of the masonry plates for Beams 7 and 8.

Abutment 4 cap has spalling with exposed rebar below Bay 7, 10' L x 1' T x 6" D; spalling extends to the front edges of the masonry plates for Beams 7 and 8.

Abutment bearings are expanded at 20° F (tolerable alignment, inconsistent with temperature; Beams 1-6 at Abutment 4 shown).

Abutment bearings typically have pack rust between the rocker and bearing plates; corrosion is heavier at exterior bearings and near the longitudinal joint (Abutment 4-Beam 13 bearing shown).

There is a 3" gap between the slope protection and Abutment 4 cap below Beams 11-16, with up to 50" embankment settlement below the panels.

Girders have surface rust scattered throughout, with heavier rust near the beam ends and longitudinal joint (Beam 16 at Abutment 4 shown).

Abutment 4 cap has spalling with exposed rebar below Bay 19, 5' L x 1' T x 3" D.

Beam 13 has flaking corrosion on the flanges in Spans 2 and 3 near Pier 3 and Abutment 4 (top flange at Abutment 4 shown).

The deck moves independently from the beams at several locations, with gaps up to 3/8" between the deck and top flanges (Beam 16 at Abutment 4 shown).

Bridge has potential CIF details (Beam 16 in Span 3 shown).

East profile
Phillips Lane is posted for 14'-8" vertical clearance.

East profile

West profile
Phillips Lane is posted for 14'-8" vertical clearance.

Bridge Inspection Report

056B00209N
Inspector: Marcella Kennedy
Entered by: MKENNEDY
12/19/2024
Special-Other

IDENTIFICATION

Structure Num (8):	056B00209N
NBI Number	056B00209N
Structure Name:	
Location (9):	0.45 MI N OF I-264
Carries (7):	I-65
Type of Service (42A):	1 Highway
Feature Crossed (6):	PHILLIPS LN
Type of Service (42B):	1 Highway
Placecode (4):	Not Applicable
County (3):	Jefferson (056)
State (1):	21 Kentucky
Admin Area:	Inventory
District:	District 5
Latitude (16):	38° 11' 48"
Longitude (17):	85° 44' 1"
Owner (22):	State Highway Agency
Maint. Resp. (21):	State Highway Agency
Year Built (27):	1957
Year Recon (106):	1985
Border State (98A):	Not Applicable (P)
Border Number (99):	
% Responsibility (98B):	

Fair **Heath Index:** 79.99

SubStd: No **SubStd Reason:** Not Sub-Standa

Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Routine	24	12/2/2024	12/2/2026
Element	24	12/2/2024	12/2/2026
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)		12/19/2024	1/1/1901

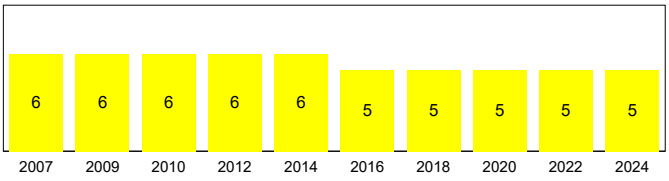
LOAD RATING AND POSTING

Posting Status(41):	P Posted for load
Posting (70):	4 0.1-9.9%below
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Recmd Date:	9/3/2020
Posted Date:	9/29/2020

Required Postings (Tons.)		Field Postings (Tons.)	
Gross:		**Gross:**	
Truck Type 1:		**Truck Type 1:**	
Truck Type 2:		**Truck Type 2:**	
Truck Type 3:		**Truck Type 3:**	
Truck Type 4:		**Truck Type 4:**	
SUV 5:		**SUV 5:**	
SUV 6:		**SUV 6:**	
SUV 7:		**SUV 7:**	
EV Single Axle:	16.00	**EV Single Axle:**	16.00
EV Tadem Axle:	29.00	**EV Tadem Axle:**	29.00
EV Gross:	41.00	**EV Gross:**	41.00

DECK GEOMETRY

Deck Geometry (68):	9 Above Desirable Crit
Deck Area:	19,325.00 ft²
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	1 Monolithic Concrete
Membrane (108B):	0 None
Deck Protection (108C):	1 Epoxy Coated Reinforci
Approach Roadway width (32):	127.00 ft.
Width Curb to Curb (51):	127.00 ft.
O. to O. Width (52):	133.00 ft.
Curb / Sidewalk Width L (50A):	0.00 ft.
Curb / Sidewalk Width R (50B):	0.00 ft.
Median (33):	3 Closed Med w/Barriers

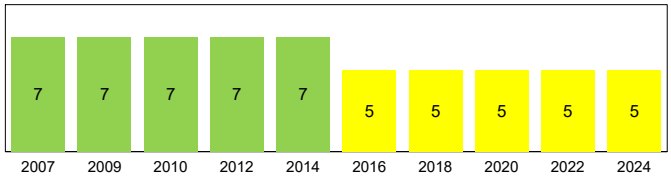


DECK CONDITION

Deck Rating (58):	5 Fair
Bridge Rail (36A):	0 Substandard
Transition (36B):	0 Substandard
Approach Rail (36C):	0 Substandard
Approach Rail Ends (36D):	0 Substandard

SUPERSTRUCTURE GEOMETRY

# of Main Spans (45):	3
# of Approach Spans (46):	0
Main Material (43 A):	4 Steel Continuous
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	57.10 ft.
Structure Length (49):	145.30 ft.
NBIS Length (37):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	20°
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	No || bridge exists
Approach Alignment (72):	8 Equal Desirable Crit

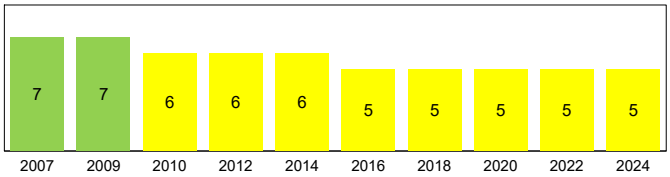


SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	5 Above Min Tolerable

SUBSTRUCTURE GEOMETRY

Navigation Control (38):	NA-no waterway
Nav Vert Clearance (39):	0.00 ft.
Nav Horiz Clearance (40):	0.00 ft.
Pier Protection (111):	Not Applicable (P)
Lift Bridge Vertical Clearance (116):	
Scour Rating (113):	N Not Over Waterway
Waterway Adequacy (71):	N Not applicable



SUBSTRUCTURE CONDITION

Substructure Rating (60):	5 Fair
Channel Rating (61):	N N/A (NBI)

KYTC FIELDS

Overlay:	No	**Scour Observed:**	N/A
Overlay Type:	None	**Scour Risk :**	N/A
Overylay Thickness:		**Scour Analysis/Assessment :**	Not Required
Overlay Year:		**Scour POA :**	Not Required
Cross Section:	Not Required	**Scour POA Date :**	
Cross Section Date:		**Next Cross Section Due Date :**	

1ST NON-CARD ROUTE ON: I-65 NC

ROADWAY LOCATION

Pos Prefix (5A):	1st Non-Card Route
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	131.24 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	8
Detour Length (19):	2.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	129,829 Cars/Day
Pct Trucks (109):	12.00%
ADT Year (30):	2022

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	61.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

ROUTE UNDER STRUCTURE: PHILLIPS LN

ROADWAY LOCATION

Pos Prefix (5A):	One Route Under
Kind of Hwy (5B):	5 City Street
Route Num (5D):	01024
LRS Route (13A/B):	
Milepost (11):	1.15 mi
Suffix (5E):	0 N/A (NBI)
Lanes Under (28B):	2
Detour Length (19):	2.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	16 Urban Minor Arterial
Level Service (5C):	0 None of the below
NHS (104):	0 Not on NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
Toll Facility (20):	3 On free road
ADT (29):	7,790 Cars/Day
Pct Trucks (109):	0.00%
ADT Year (30):	2020

CLEARANCES

Vertical (10):	14.92 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	22.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

ROUTE ON STRUCTURE: I-65

ROADWAY LOCATION

Pos Prefix (5A):	Route On Structure
Kind of Hwy (5B):	1 Interstate Hwy
Route Num (5D):	00065
LRS Route (13A/B):	IO0065_000/00
Milepost (11):	131.25 mi
Suffix (5E):	0 N/A (NBI)
Lanes On (28A):	8
Detour Length (19):	0.00 mi

ROADWAY CLASSIFICATION

Funct Class (26):	11 Urban Interstate
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	1 On Interstate STRAHNET
Toll Facility (20):	3 On free road
ADT (29):	129,829 Cars/Day
Pct Trucks (109):	12.00%
ADT Year (30):	2022

CLEARANCES

Vertical (10):	99.99 ft.
Min Vert Over (53):	99.99 ft.
Vert Ref (54A):	H Hwy beneath struct
Undrclearnce (54B):	14.92 ft.
Horizontal (47):	66.00 ft.
Min Lat Left (56):	0.00 ft.
Min Lat Right (55B):	12.30 ft.
Horiz Ref (55A):	H Hwy beneath struct
Underclearance (69):	3 Intolerable - Correct

STRUCTURE NOTES

-BRIDGE IS REQUIRED TO BE POSTED AT THE FOLLOWING WEIGHT LIMITS: EV SINGLE – 16 TONS, EV TANDEM – 29 TONS, EV GROSS – 41 TONS.
-MINIMUM VERTICAL UNDER-CLEARANCE MEASURED AT 14'-11". SHOULD BE POSTED AT 14'-8".
-In 2023, AECOM used infrared thermography to identify and locate areas of concrete delamination and overlay debonding in the deck, plus they obtained core samples for testing to determine chloride ion levels in the concrete. See Media tab for results.
-2009 project (CID unknown) included joint elimination at Abutment 1 and joint replacement at Abutment 4.
-In August 1995, an in-depth inspection was performed on this structure.
-Structure has been widened three times. Plans are numbered as follows:
-DN 17948: 1955 original plans (10 beams)
-DN 17821: 1968 widening to centerline (4 beams)
-DN 18875: 1979 widening (4 beams)
-DN 20812: 1983 NB widening (2 beams)
-DN 20813: 1983 SB widening (4 beams)

INSPECTION NOTES

-BRIDGE IS POSTED AT THE FOLLOWING WEIGHT LIMITS AT EITHER APPROACH: EV SINGLE – 16 TONS, EV TANDEM – 29 TONS, EV GROSS – 41 TONS. MRK 12/19/24
-Special inspection performed by Marcella Kennedy.
-The purpose of this special inspection is to verify the correct weight limit posting. Routine inspection dated 12/02/24 noted that both weight limit signs were missing, but now signs are installed for EV Single at 16 tons, EV Tandem at 29 tons, and EV Gross at 41 tons at both approaches per posting memo dated 09/03/20.
-Item 41 has been updated from Posting Recommended to Posted.

SCOUR NOTES

LOAD RATING NOTES

9/13/18 Controlling member is beam 23 with beam 22 out of service. No field posting required, EV posting required. DGA
9/2/20 Due to changed guidance from FHWA, post for EVs: 16, 29, 41 tons. DGA

COMPLIANCE NOTES

056B00209N Special Inspection 2024-12-19

Looking north along I-65 NB towards Eastern Parkway (US 60A)
Correct EV weight limit sign is in place for NB traffic.

Looking south along I-65 SB towards I-264
Correct EV weight limit sign is in place for SB traffic.