APPENDIX D
STRUCTURE INFORMATION

90 Inspection Date - 8/1/13
Inspector - ABUSH (194)

114B00005N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 200 Foot - 3 Span Concrete continuous Tee Beam
2 District: 03 **3 County:** Warren **16 Latitude:** 37º00'46.00" **7 Longitude:** 86º22'46.00"
7 Facility Carried U.S. 31W **Milepoint:** 17.780
6A Feature Intersected: SEABOARD RAILROAD
9 Location: .15 MI N.E. OF KY 446 NTR

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	**61 Channel:**	N
59 Superstructure:	7	**62 Culvert:**	N
60 Substructure:	7	**Sufficiency Rating:**	81

DESIGN

Substandard:	No
Fracture Critical:	No
43A Main Span Material:	(2) Concrete Continuous
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	3
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(4) Low Slump Concrete
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	PCC
Overlay Thickness:	1.300 in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(1) Meets Standards
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	36.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	36.0 tons
Truck Capacity Type I:	43 tons
Truck Capacity Type II:	44 tons
Truck Capacity Type III:	47 tons
Truck Capacity Type IV:	59 tons

GEOMETRIC DATA

48 Max Length Span:	80.000 ft
49 Structure Length:	200.000 ft
32 Approach Roadway:	51.837 ft
33 Median:	(2) Closed w/o Barrier
34 Skew:	40°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	5.249 ft
50B Curb/Sidewalk Width R:	5.249 ft
47 Horiz. Clearance:	56.499 ft
51 Width Curb to Curb:	53.999 ft
52 Width Out to Out:	64.501 ft

ADMINISTRATIVE

27 Year Built:	1954
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(2) Railroad
37 Historical Significance:	(5) Not Eligible
21 Custodian:	(01) State Hwy Agency
22 Owner:	(01) State Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(R) Railroad beneath struct.
54B Min. Vert. Underclearance:	23.501 ft
55A Lateral Under Reference:	(R) Railroad beneath struct.
55B Min. Lat. Underclearance R:	13.451 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	-1 tons
Field Postings Type I:	-1 tons
Field Postings Type II:	-1 tons
Field Postings Type III:	-1 tons
Field Postings Type IV:	-1 tons

Inspection Report with SI&A Data

16: Re Conc Top Flange

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	12,900.26	12,255.25	95%	645.01	5%	0	0%	0	0%

THERE IS MAP CRACKING AND EXPOSED AGGREGATE THROUGHTOUT THE WEARING SURFACE. ALONG WITH SEVERAL LARGE AREAS OF DELAMINATION.

THERE IS A 20 FT. BY 2 FT. DELAMINATED AREA NEAR CENTER SPAN IN THE RIGHTHAND LANE NORTHBOUND.

SOUTH BOUND LEFT LANE 1 ft. X 2 ft. SPALL AROUND OLD PATCH IN SPAN #3 WITH A 2 ft. X 3 ft. DELAM JUST SOUTH OF THIS LOCATION

110: Re Conc Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,584	1,584	100%	0	0%	0	0%	0	0%

THERE ARE HAIRLINE STIRRUP CRACKS ON SOME BEAMS.

205: Re Conc Column

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	12	12	100%	0	0%	0	0%	0	0%

< none >

215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	164	157	96%	6	4%	1	1%	0	0%

ABUTMENT #1 HAS 2 VERTICAL CRACKS

ABUTMENT #4 HAS 8 VERTICAL CRACKS WITH EFFLORESCENCE.

ABUTMENT #1 HAS A SPALL WITH STEEL EXPOSED.

THE SHEAR KEY AT ABUTMENT #1 BETWEEN BEAMS #2 AND #3 HAS A SPALL WITH STEEL EXPOSED.

Inspection Report with SI&A Data

301: Pourable Joint Seal

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	64.5	57.5	89%	3	5%	0	0%	4	6%

THE SILICONE END JOINT AT ABUTMENT #1 NORTH BOUND SIDE HAS 14 ft. OF COMPLETE FAILURE.

303: Assem Jnt With Seal

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	64.5	64.5	100%	0	0%	0	0%	0	0%

< none >

310: Elastomeric Bearing

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

THE MASONRY PLATES UNDER THE ELASTOMERIC BEARING PAD HAVE MODERATE SURFACE RUST.

311: Moveable Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	16	16	100%	0	0%	0	0%	0	0%

< none >

313: Fixed Bearing

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

< none >

90 Inspection Date - 8/1/13
Inspector - ABUSH (194)

114B00005N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	400	400	100%	0	0%	0	0%	0	0%

510: Wearing Surfaces

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10,805.25	0	0%	10,805.25	100%	0	0%	0	0%

515: Steel Protective Coating

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

804: Sidewalk

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	600	600	100%	0	0%	0	0%	0	0%

1/3 OF THE QUANTITY REPRESENTS THE MEDIAN.

851: Transitions

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

POTHOLES IN THE ROADWAY AT BOTH ENDS OF THE BRIDGE AT THE TRANSITIONS

Inspection Report with SI&A Data

855: Debris on Super									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	1	100%	0	0%	0	0%

THERE IS DEBRIS ON ABUTMENT #4 AROUND THE ELASTOMERIC BEARING PADS.

857: Embankment Erosion									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	1	100%	0	0%	0	0%

WATER RUNOFF FROM THE ROADWAY IS FLOWING UNDER THE BRIDGE AT ABUTMENT #4 AND CREATING GULLYS THAT ARE WASHING AWAY THE SLOPE UNDER THE BRIDGE.

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

THERE IS A SMALL AMOUNT OF VEGETATION IN SPAN #2 NEAR PIER #3 UNDER BEAMS #7 AND #8.

7358: DO NOT USE Concrete Cracking									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(SF)	10,800	10,260	95%	540	5%	0	0%	0	0%

THERE IS MAP CRACKING AND EXPOSED AGGREGATE THROUGHTOUT THE WEARING SURFACE. ALONG WITH SEVERAL LARGE AREAS OF DELAMINATION.

THERE IS A 20 FT. BY 2 FT. DELAMINATED AREA NEAR CENTER SPAN IN THE RIGHTHAND LANE NORTHBOUND.

SOUTH BOUND LEFT LANE 1 ft. X 2 ft. SPALL AROUND OLD PATCH IN SPAN #3 WITH A 2 ft. X 3 ft. DELAM JUST SOUTH OF THIS LOCATION

90 Inspection Date - 8/1/13
Inspector - ABUSH (194)

114B00005N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

7359: DO NOT USE Concrete Effloresceno									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(SF)	10.76	10.76	100%	0	0%	0	0%	0	0%

THERE IS MAP CRACKING AND EXPOSED AGGREGATE THROUGHTOUT THE WEARING SURFACE. ALONG WITH SEVERAL LARGE AREAS OF DELAMINATION.

THERE IS A 20 FT. BY 2 FT. DELAMINATED AREA NEAR CENTER SPAN IN THE RIGHTHAND LANE NORTHBOUND.

SOUTH BOUND LEFT LANE 1 ft. X 2 ft. SPALL AROUND OLD PATCH IN SPAN #3 WITH A 2 ft. X 3 ft. DELAM JUST SOUTH OF THIS LOCATION

STRUCTURE NOTES

INSPECTION NOTES

WORK

Action:	-1

Generated by abush on 08/01/2013

POTHOLES IN THE ROADWAY AT BOTH ENDS OF THE BRIDGE AT THE TRANSITIONS

Action:	-1

Generated by abush on 08/01/2013

THE SILICONE END JOINT AT ABUTMENT #1 NORTH BOUND SIDE HAS 14' OF COMPLETE FAILURE.

Action:	-1

Generated by abush on 08/01/2013

WATER RUNOFF FROM THE ROADWAY IS FLOWING UNDER THE BRIDGE AT ABUTMENT #4 AND CREATING GULLYS THAT ARE WASHING AWAY THE SLOPE UNDER THE BRIDGE. COULD USE SOME PREVENTATIVE MAINTENANCE.

114B00005N

KYTC Bridge Inspection Report

Summary:
Inspection Date: 8/1/13
Inspector: ABUSH (194)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Inspector Signature:

District Review Date: 8/27/13
District Reviewer: DSTEWART (37)

IDENTIFICATION

Bridge ID (8):	114B00005N	**District Number:**	3
Route Carried (7):	U.S. 31W	**County (3):**	114 Warren
Mile Point:	17.785	**Feature Intersected (6):**	SEABOARD RAILROAD
Location (9):	.15 MI N.E. OF KY 446 NTR	**Road Name:**	LOUISVILLE RD
Structure Description:	200 Foot - 3 Span Concrete continuous Tee Beam		

NBI CONDITION

Deck (58):	7
Superstructure (59):	7
Substructure (60):	7
Culverts (62):	N
Channel/Protection (61):	N

SCHEDULE TAB

Schedule:	Required (Y/N)	Last Date	Frequency	Next Date
NBI (90):		8/1/13	**(91):** 24 mos	8/1/15
Fracture Critical (92A):	N	**(93A):** 1/1/01	**(92A):** mos	1/1/01
Underwater (92B):	N	**(93B):** 1/1/01	**(92B):** mos	1/1/01
Other Special (92C):	N	**(93C):** 1/1/01	**(92C):** mos	1/1/01
Elemental:	NA		24 mos	8/1/15

Load Rating and Posting

Truck Type	Typ I	Typ II	Typ III	Typ IV	Gross
Recomm. Posting:	43	44	47	59	
Field Posting:	-1	-1	-1	-1	-1

Posting Status (41): A Open, no restriction
Signs Posted: **Cardinal:** N **Non-Cardinal:** N

WATERWAY

Scour Critical (113):	N
Observed 113 Rating:	N
Waterway Adeq. (71):	N

DECK/WEARING SURFACE

Deck Type (107): 1 Concrete-Cast-In-Place
Wearing Surface/Protective System (108): **Type:** 4 **Membrane:** 0 **Protection:** 0
Traffic Safety Features (36): **Bridge Rail:** 0 **Transition:** 0 **Appr. Rail:** 1 **Rail Ends:** 1
Overlay: Y
Overlay Type: PCC **(34) Skew:** 40
Overlay Thickness: 1.3 **(51) Curb-to-Curb Width:** 54

Vertical Clearances

Minimum Vertical Overclearance (53):	99.99
Minimum Vertical Underclearance (54):	23.50
Maximum Vertical Clearance (10):	99.99
Minimum Vertical Clearance:	0.00

Sufficiency Ratings

SR: 81 **SD/FO:** 0 Not Deficient

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
110/3	R/Conc Open Girder	LF	1584.00	1584.00	0.00	0.00	0.00	0.00
18/3	P Conc Deck/Thin Ovl	SF	10800.00	0.00	10800.00	0.00	0.00	0.00

114B00005N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 8/1/13
Inspector: ABUSH (194)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
205/3	R/Conc Column	EA	12.00	12.00	0.00	0.00	0.00	0.00
215/3	R/Conc Abutment	LF	164.00	157.00	6.00	1.00	0.00	0.00
301/3	Pourable Joint Seal	LF	64.50	57.50	3.00	4.00	0.00	0.00
303/3	Assembly Joint/Seal	LF	64.50	64.50	0.00	0.00	0.00	0.00
310/3	Elastomeric Bearing	EA	8.00	8.00	0.00	0.00	0.00	0.00
311/3	Moveable Bearing	EA	16.00	16.00	0.00	0.00	0.00	0.00
313/3	Fixed Bearing	EA	8.00	8.00	0.00	0.00	0.00	0.00
331/3	Conc Bridge Railing	LF	400.00	400.00	0.00	0.00	0.00	0.00
358/3	Deck Cracking SmFlag	EA	1.00	1.00	0.00	0.00	0.00	0.00
359/3	Soffit Smart Flag	EA	1.00	1.00	0.00	0.00	0.00	0.00
505/3	RC Sidewalk	LF	600.00	600.00	0.00	0.00	0.00	0.00
605/3	Transitions	EA	1.00	1.00	0.00	0.00	0.00	0.00
609/3	Debris on Superstruc	EA	1.00	1.00	0.00	0.00	0.00	0.00
611/3	Embankment Erosion	EA	1.00	1.00	0.00	0.00	0.00	0.00
613/3	Vegetation	EA	1.00	1.00	0.00	0.00	0.00	0.00

Element Condition State Data

Str Unit	Elm/Env	Description	Description
1	110/3	R/Conc Open Girder	THERE ARE HAIRLINE STIRRUP CRACKS ON SOME BEAMS.
1	18/3	P Conc Deck/Thin Ovl	THERE IS MAP CRACKING AND EXPOSED AGGREGATE THROUGHTOUT THE WEARING SURFACE. ALONG WITH SEVERAL LARGE AREAS OF DELAMINATION. THERE IS A 20 FT. BY 2 FT. DELAMINATED AREA NEAR CENTER SPAN IN THE RIGHTHAND LANE NORTHBOUND. SOUTH BOUND LEFT LANE 1' X 2' SPALL AROUND OLD PATCH IN SPAN #3 WITH A 2' X 3' DELAM JUST SOUTH OF THIS LOCATION
1	205/3	R/Conc Column	
1	215/3	R/Conc Abutment	ABUTMENT #1 HAS 2 VERTICAL CRACKS ABUTMENT #4 HAS 8 VERTICAL CRACKS WITH EFFLORESCENCE. ABUTMENT #1 HAS A SPALL WITH STEEL EXPOSED. THE SHEAR KEY AT ABUTMENT #1 BETWEEN BEAMS #2 AND #3 HAS A SPALL WITH STEEL EXPOSED.
1	301/3	Pourable Joint Seal	THE SILICONE END JOINT AT ABUTMENT #1 NORTH BOUND SIDE HAS 14' OF COMPLETE FAILURE.
1	303/3	Assembly Joint/Seal	
1	310/3	Elastomeric Bearing	THE MASONRY PLATES UNDER THE ELASTOMERIC BEARING PAD HAVE MODERATE SURFACE RUST.

114B00005N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 8/1/13
Inspector: ABUSH (194)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Str Unit	Elm/Env	Description	Description
1	311/3	Moveable Bearing	
1	313/3	Fixed Bearing	
1	331/3	Conc Bridge Railing	
1	358/3	Deck Cracking SmFlag	TRANSVERSE AND LONGITUDINAL CRACKING RANDOMLY THROUGHOUT ENTIRE DECK
1	359/3	Soffit Smart Flag	THERE ARE FULL DEPTH CRACKS WITH EFFLORESCENCE IN THE DECK SOFFIT. A SPALL WITH EXPOSED STEEL WAS NOTED IN THE CURB SOFFIT, NEAR ABUTMENT #2 AND BEAM END #1.
1	505/3	RC Sidewalk	1/3 OF THE QUANTITY REPRESENTS THE MEDIAN.
1	605/3	Transitions	POTHOLES IN THE ROADWAY AT BOTH ENDS OF THE BRIDGE AT THE TRANSITIONS
1	609/3	Debris on Superstruc	THERE IS DEBRIS ON ABUTMENT #4 AROUND THE ELASTOMERIC BEARING PADS.
1	611/3	Embankment Erosion	WATER RUNOFF FROM THE ROADWAY IS FLOWING UNDER THE BRIDGE AT ABUTMENT #4 AND CREATING GULLYS THAT ARE WASHING AWAY THE SLOPE UNDER THE BRIDGE.
1	613/3	Vegetation	THERE IS A SMALL AMOUNT OF VEGETATION IN SPAN #2 NEAR PIER #3 UNDER BEAMS #7 AND #8.

Structure Notes

Inspection Notes

Work Candidates

Inspector Candidates:

Candidate ID:	Status	Priority	Assigned	Action	Elem	Date Recommended
A-KYTC-198CFF65-00000060	Approved	Medium	Unassigned	41	301	8/1/13
A-KYTC-198CFF65-00000064	Approved	High	Unassigned	41	605	8/1/13
A-KYTC-198CFF65-00000066	Approved	Medium	Unassigned	61	611	8/1/13

90 Inspection Date - 8/5/13
Inspector - RSEMAR (193)

114B00034N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 247 Foot - 4 Span Steel Stringer/Multi-beam or Girder
2 District: 03 **3 County:** Warren **16 Latitude:** 37°00'38.00" **7 Longitude:** 86°22'54.00"
7 Facility Carried KY-446-10 NC Y **Milepoint:** 0.190
6A Feature Intersected: US 31-W
9 Location: WB OVER US 31W NTRCHNGE

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	**61 Channel:**	N
59 Superstructure:	6	**62 Culvert:**	N
60 Substructure:	8	**Sufficiency Rating:**	79

DESIGN

Substandard:	No
Fracture Critical:	Yes
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	4
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(3) Latex Concrete/Similar
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Latex
Overlay Thickness:	1.500 in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(1) Meets Standards
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(1) Meets Standards
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	110.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	75.0 tons
Truck Capacity Type I:	50 tons
Truck Capacity Type II:	51 tons
Truck Capacity Type III:	54 tons
Truck Capacity Type IV:	65 tons

GEOMETRIC DATA

48 Max Length Span:	67.999 ft
49 Structure Length:	247.001 ft
32 Approach Roadway:	23.950 ft
33 Median:	(0) No Median
34 Skew:	36°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	2.500 ft
50B Curb/Sidewalk Width R:	2.500 ft
47 Horiz. Clearance:	23.000 ft
51 Width Curb to Curb:	23.000 ft
52 Width Out to Out:	27.500 ft

ADMINISTRATIVE

27 Year Built:	1965
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(1) Highway
37 Historical Significance:	(5) Not Eligible
21 Custodian:	(01) State Hwy Agency
22 Owner:	(01) State Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(H) Hwy beneath struct.
54B Min. Vert. Underclearance:	15.499 ft
55A Lateral Under Reference:	(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:	11.155 ft
56 Min. Lat. Underclearance L:	9.186 ft

POSTINGS

41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	-1 tons
Field Postings Type I:	-1 tons
Field Postings Type II:	-1 tons
Field Postings Type III:	-1 tons
Field Postings Type IV:	-1 tons

Inspection Report with SI&A Data

12: Re Concrete Deck									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
SQ.FT	6,792.54	6,792.54	100%	0	0%	0	0%	0	0%

OVERALL ROUGH FINISH WITH SOME CRACKING AND SHRINKAGE CRACKING, THROUGHOUT OVERLAY. THE OVERLAY WAS COMPLETED IN TWO POURS, ONE EACH ALONG THE LENGTH OF THE BRIDGE TO CENTERLINE - THE NORTH HALF OF THE OVERLAY EXHIBITS WORSE CRACKING WITH SOME MINOR SEPARATION.

107: Steel Opn Girder/Beam									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	980	0	0%	980	100%	0	0%	0	0%

PAINT SYSTEM IS FAILING OVER THE ENTIRE STRUCTURE DUE TO CRACKING AND POOR ADHESION.

THERE ARE FIVE LOCATIONS MARKED FOR CRACKED SPOT WELDS THAT CONNECT THE VERTICAL STIFFENER TO THE TOP FLANGE OF THE GIRDER IN A TENSION ZONE. THERE SHOULDN ft.T BE ANY WELDING AT THESE LOCATIONS. THESE WELDS HAVE CRACKED AND THE WELD HAS BROKEN ENTIRELY THROUGH. THE CRACK DID NOT PROPAGATE INTO THE BASE METAL AT ALL.
-GIRDER #2 SPAN #3 VERTICAL STIFFENER #1
-GIRDER #3 SPAN #2 VERTICAL STIFFENER #3
-GIRDER #1 SPAN #2 VERTICAL STIFFENER #1
-GIRDER #1 AND #2 AT THE VERTICAL STIFFENER OVER PIER #2

THE TOP OF GIRDERS #1 AND #4 AT ABUTMENT #1 ARE IN CONTACT WITH THE BACKWALL.

LOSS OF CAMBER IN BEAM #4 IN SPANS 1 AND 4.

205: Re Conc Column									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
EACH	6	5	83%	1	17%	0	0%	0	0%

SPALL IN COLUMN #2 IN PIER 2

90 Inspection Date - 8/5/13
Inspector - RSEMAR (193)

114B00034N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

215: Re Conc Abutment									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	66	66	100%	0	0%	0	0%	0	0%
< none >									

234: Re Conc Pier Cap									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	90	90	100%	0	0%	0	0%	0	0%
< none >									

301: Pourable Joint Seal									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	27.5	27.5	100%	0	0%	0	0%	0	0%
THE SILICONE SEAL AT ABUTMENT #5 IS IN GOOD CONDITION.									

302: Compressn Joint Seal									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	27.5	27.5	100%	0	0%	0	0%	0	0%
THE JOINT AT ABUTMENT #1 IS FILLED WITH ROADWAY DEBRIS.									

Inspection Report with SI&A Data

311: Moveable Bearing									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
EACH	16	2	13%	14	88%	0	0%	0	0%

THE BEARING DEVICES AND THE END DIAPHRAGMS HAVE SOME RUSTING AND SECTION LOSS DUE TO LEAKAGE THROUGH THE PREVIOUSLY LOCATED SLIDING PLATE EXPANSION DEVICES (REPLACED 2001).

HEAVY RUSTING OF BEARIGN DEVICES AT ABUTMENT #1 WITH LOSS OF SECTION IN ANCHOR BOLTS.

313: Fixed Bearing									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
EACH	4	4	100%	0	0%	0	0%	0	0%

< none >

333: Other Bridge Railing									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	494	494	100%	0	0%	0	0%	0	0%

< none >

510: Wearing Surfaces									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
SQ.FT	5,686.41	5,686.41	100%	0	0%	0	0%	0	0%

Inspection Report with SI&A Data

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

803: Curb									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(LF)	494	494	100%	0	0%	0	0%	0	0%

< none >

804: Sidewalk									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(LF)	494	494	100%	0	0%	0	0%	0	0%

< none >

850: 2nd Elem									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	1	100%	0	0%	0	0%

THE DIAPHRAGMS AT THE WEST END OF THE BRIDGE, OVER ABUTMENT #1, ARE BADLY RUSTED WITH A 15% LOSS OF SECTION. THE RUSTING WAS CAUSED BY WATER LEAKAGE THROUGH THE OLD SLIDING PLATE EXPANSION DAM. 100% SECTION LOSS IN WEB AND LOWER FLANGE OF DIAPHRAGM #1 OVER ABUTMENT #1.

Inspection Report with SI&A Data

860: Erosion Ctrl/Prt									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	1	100%	0	0%	0	0%
ROADWAY RUNOFF UNDER THE CONCRETE SLOPE PROTECTION HAS CAUSED THE BOTTOM SLABS OF THE SLOPE PROTECTION TO SETTLE.									

7356: DO NOT USE Steel Cracking/Fatige									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	1	100%	0	0%	0	0%	0	0%
SEE NOTE IN ELEMENT #107 FOR FIVE (5) LOCATIONS OF CRACKED WELDS.									

7362: DO NOT USE Superstruct Traf Impt									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	1	100%	0	0%	0	0%	0	0%
HIGH LOAD IMPACT DAMAGE TO THE LOWER FLANGE OF GIRDER #2 IN SPAN #3. GIRDERS #1, #3, AND #4 ALSO HAVE MINOR SURFACE DAMAGE FROM THE SAME HIGH LOAD. IMPACT DAMAGE TO THE LOWER WEB IN GIRDER #1 IN SPAN #2 NEAR MIDSPAN									

STRUCTURE NOTES

INSPECTION NOTES

WORK	
Action:	

114B00034N

KYTC Bridge Inspection Report

Summary:
Inspection Date: 8/5/13
Inspector: RSEMAR (193)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Inspector Signature:

District Review Date: 8/27/13
District Reviewer: DSTEWART (37)

IDENTIFICATION

Bridge ID (8):	114B00034N	**District Number:**	3
Route Carried (7):	KY-446-10 NC Y	**County (3):**	114 Warren
Mile Point:	0.190	**Feature Intersected (6):**	US 31-W
Location (9):	WB OVER US 31W NTRCHNGE	**Road Name:**	INTERSTATE DR NC
Structure Description:	247 Foot - 4 Span Steel Stringer/Multi-beam or Girder		

NBI CONDITION

Deck (58):	**7**
Superstructure (59):	**6**
Substructure (60):	**8**
Culverts (62):	**N**
Channel/Protection (61):	**N**

SCHEDULE TAB

Schedule:	Required (Y/N)	Last Date	Frequency	Next Date
NBI (90):		8/5/13	**(91):** 24 mos	8/5/15
Fracture Critical (92A):	N	**(93A):** 1/1/01	**(92A):** mos	1/1/01
Underwater (92B):	N	**(93B):** 1/1/01	**(92B):** mos	1/1/01
Other Special (92C):	N	**(93C):** 1/1/01	**(92C):** mos	1/1/01
Elemental:	NA		24 mos	8/5/15

Load Rating and Posting

Truck Type	Typ I	Typ II	Typ III	Typ IV	Gross
Recomm. Posting:	50	51	54	65	
Field Posting:	-1	-1	-1	-1	-1

Posting Status (41): A Open, no restriction
Signs Posted: **Cardinal:** N **Non-Cardinal:** N

WATERWAY

Scour Critical (113):	N
Observed 113 Rating:	N
Waterway Adeq. (71):	N

DECK/WEARING SURFACE

Deck Type (107):	1 Concrete-Cast-In-Place								
Wearing Surface/Protective System (108):		**Type:**	3	**Membrane:**	0	**Protection:**	0		
Traffic Safety Features (36):		**Bridge Rail:**	0	**Transition:**	1	**Appr. Rail:**	1	**Rail Ends:**	1
Overlay:	Y								
Overlay Type:	Latex	**(34) Skew:**	36						
Overlay Thickness:	1.5	**(51) Curb-to-Curb Width:**	23						

Vertical Clearances

Minimum Vertical Overclearance (53):	99.99
Minimum Vertical Underclearance (54):	15.49
Maximum Vertical Clearance (10):	99.99
Minimum Vertical Clearance:	0.00

Sufficiency Ratings

SR: 79 **SD/FO:** 2 Functionally Obsolete

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
107/3	Paint Stl Opn Girder	LF	980.00	0.00	980.00	0.00	0.00	0.00
18/3	P Conc Deck/Thin Ovl	SF	5557.50	5557.50	0.00	0.00	0.00	0.00

114B00034N

KYTC Bridge Inspection Report

Summary:
Inspection Date: 8/5/13
Inspector: RSEMAR (193)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
205/3	R/Conc Column	EA	6.00	5.00	1.00	0.00	0.00	0.00
215/3	R/Conc Abutment	LF	66.00	66.00	0.00	0.00	0.00	0.00
234/3	R/Conc Cap	LF	90.00	90.00	0.00	0.00	0.00	0.00
301/3	Pourable Joint Seal	LF	27.50	27.50	0.00	0.00	0.00	0.00
302/3	Compressn Joint Seal	LF	27.50	27.50	0.00	0.00	0.00	0.00
311/3	Moveable Bearing	EA	16.00	2.00	14.00	0.00	0.00	0.00
313/3	Fixed Bearing	EA	4.00	4.00	0.00	0.00	0.00	0.00
333/3	Other Bridge Railing	LF	494.00	494.00	0.00	0.00	0.00	0.00
356/3	Steel Fatigue SmFlag	EA	1.00	1.00	0.00	0.00	0.00	0.00
362/3	Traf Impact SmFlag	EA	1.00	1.00	0.00	0.00	0.00	0.00
503/3	Curbs	LF	494.00	494.00	0.00	0.00	0.00	0.00
505/3	RC Sidewalk	LF	494.00	494.00	0.00	0.00	0.00	0.00
601/3	MisAlign/ot of plane	EA	1.00	1.00	0.00	0.00	0.00	0.00
604/3	2nd Elem Dist	EA	1.00	1.00	0.00	0.00	0.00	0.00
614/3	Eros Contr	EA	1.00	1.00	0.00	0.00	0.00	0.00

Element Condition State Data

Str Unit	Elm/Env	Description	Description
1	107/3	Paint Stl Opn Girder	PAINT SYSTEM IS FAILING OVER THE ENTIRE STRUCTURE DUE TO CRACKING AND POOR ADHESION. THERE ARE FIVE LOCATIONS MARKED FOR CRACKED SPOT WELDS THAT CONNECT THE VERTICAL STIFFENER TO THE TOP FLANGE OF THE GIRDER IN A TENSION ZONE. THERE SHOULDN'T BE ANY WELDING AT THESE LOCATIONS. THESE WELDS HAVE CRACKED AND THE WELD HAS BROKEN ENTIRELY THROUGH. THE CRACK DID NOT PROPAGATE INTO THE BASE METAL AT ALL. -GIRDER #2 SPAN #3 VERTICAL STIFFENER #1 -GIRDER #3 SPAN #2 VERTICAL STIFFENER #3 -GIRDER #1 SPAN #2 VERTICAL STIFFENER #1 -GIRDER #1 AND #2 AT THE VERTICAL STIFFENER OVER PIER #2 THE TOP OF GIRDERS #1 AND #4 AT ABUTMENT #1 ARE IN CONTACT WITH THE BACKWALL. LOSS OF CAMBER IN BEAM #4 IN SPANS 1 AND 4.
1	18/3	P Conc Deck/Thin Ovl	OVERALL ROUGH FINISH WITH SOME CRACKING AND SHRINKAGE CRACKING, THROUGHOUT OVERLAY. THE OVERLAY WAS COMPLETED IN TWO POURS, ONE EACH ALONG THE LENGTH OF THE BRIDGE TO CENTERLINE - THE NORTH HALF OF THE OVERLAY EXHIBITS WORSE CRACKING WITH SOME MINOR SEPARATION.
1	205/3	R/Conc Column	SPALL IN COLUMN #2 IN PIER 2
1	215/3	R/Conc Abutment	
1	234/3	R/Conc Cap	
1	301/3	Pourable Joint Seal	THE SILICONE SEAL AT ABUTMENT #5 IS IN GOOD CONDITION.

114B00034N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 8/5/13
Inspector: RSEMAR (193)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Str Unit	Elm/Env	Description	Description
1	302/3	Compressn Joint Seal	THE JOINT AT ABUTMENT #1 IS FILLED WITH ROADWAY DEBRIS.
1	311/3	Moveable Bearing	THE BEARING DEVICES AND THE END DIAPHRAGMS HAVE SOME RUSTING AND SECTION LOSS DUE TO LEAKAGE THROUGH THE PREVIOUSLY LOCATED SLIDING PLATE EXPANSION DEVICES (REPLACED 2001). HEAVY RUSTING OF BEARIGN DEVICES AT ABUTMENT #1 WITH LOSS OF SECTION IN ANCHOR BOLTS.
1	313/3	Fixed Bearing	
1	333/3	Other Bridge Railing	
1	356/3	Steel Fatigue SmFlag	SEE NOTE IN ELEMENT #107 FOR FIVE (5) LOCATIONS OF CRACKED WELDS.
1	362/3	Traf Impact SmFlag	HIGH LOAD IMPACT DAMAGE TO THE LOWER FLANGE OF GIRDER #2 IN SPAN #3. GIRDERS #1, #3, AND #4 ALSO HAVE MINOR SURFACE DAMAGE FROM THE SAME HIGH LOAD. IMPACT DAMAGE TO THE LOWER WEB IN GIRDER #1 IN SPAN #2 NEAR MIDSPAN
1	503/3	Curbs	
1	505/3	RC Sidewalk	
1	601/3	MisAlign/ot of plane	LOSS OF CAMBER IN BEAM #4 IN SPANS 1 AND 4. GIRDER #3 IN SPAN #1 JUST WEST OF THE SPLICE PLATE THE LOWER FLANGE IS SLIGHTLY BENT OUT OF PLANE. GIRDER #2 IN SPAN #1 BETWEEN PIER #2 AND THE SPLICE PLATE THE LOWER FLANGE IS BENT SLIGHTLY OUT OF PLANE
1	604/3	2nd Elem Dist	THE DIAPHRAGMS AT THE WEST END OF THE BRIDGE, OVER ABUTMENT #1, ARE BADLY RUSTED WITH A 15% LOSS OF SECTION. THE RUSTING WAS CAUSED BY WATER LEAKAGE THROUGH THE OLD SLIDING PLATE EXPANSION DAM. 100% SECTION LOSS IN WEB AND LOWER FLANGE OF DIAPHRAGM #1 OVER ABUTMENT #1.
1	614/3	Eros Contr	ROADWAY RUNOFF UNDER THE CONCRETE SLOPE PROTECTION HAS CAUSED THE BOTTOM SLABS OF THE SLOPE PROTECTION TO SETTLE.

Structure Notes

Inspection Notes

Work Candidates

Inspector Candidates:

Candidate ID:	Status	Priority	Assigned	Action	Elem	Date Recommended
A-KYTC-15CEA849-0000001F	Approved	High	Unassigned	33	311	8/5/13

90 Inspection Date - 2/6/14
Inspector - ABUSH (194)

114R00602N - **8 Bridge ID**
Standard -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 29.5 Foot - Single Span Steel Stringer/Multi-beam or Girder
2 District: 03 **3 County:** Warren **16 Latitude:** 37°00'42.00" **7 Longitude:** 86°23'24.00"
7 Facility Carried CXS RAILROAD **Milepoint:** 0.080
6A Feature Intersected: PLUM SPRINGS LOOP
9 Location: 400 FT. N. JCT US 31W

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	N	**61 Channel:**	N
59 Superstructure:	7	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	-2

DESIGN

Substandard:	No
Fracture Critical:	No FC Details
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	N/A (NBI)
108A Wearing Surface:	(N) N/A no deck (NBI)
108B Membrane:	(N) N/A no deck (NBI)
108C Deck Protection:	(N) N/A no deck (NBI)
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	0.000 in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(5) Abover Tolerable
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

LOAD RATINGS

63 Operating Type:	(5) No rating analysis performed
64 Operating Rating:	-1.1 tons
65 Inventory Type:	(5) No rating analysis performed
66 Inventory Rating:	-1.1 tons
Truck Capacity Type I:	tons
Truck Capacity Type II:	tons
Truck Capacity Type III:	tons
Truck Capacity Type IV:	tons

GEOMETRIC DATA

48 Max Length Span:	27.500 ft
49 Structure Length:	29.501 ft
32 Approach Roadway:	27.001 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.000 ft
50B Curb/Sidewalk Width R:	0.000 ft
47 Horiz. Clearance:	18.999 ft
51 Width Curb to Curb:	17.000 ft
52 Width Out to Out:	0.000 ft

ADMINISTRATIVE

27 Year Built:	1925
106 Year Reconstructed:	0
42A Type of Service On:	(2) Railroad
42B Type of Service Under:	(1) Highway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(27) Railroad
22 Owner:	(27) Railroad
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	14.800 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(H) Hwy beneath struct.
54B Min. Vert. Underclearance:	14.800 ft
55A Lateral Under Reference:	(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:	1.001 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	-1 tons
Field Postings Type I:	-1 tons
Field Postings Type II:	-1 tons
Field Postings Type III:	-1 tons
Field Postings Type IV:	-1 tons

Inspection Report with SI&A Data

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	118	106	90%	12	10%	0	0%	0	0%

BEAM #1 HAS IMPACT DAMAGE AT MIDSPAN, ON THE LOWER FLANGE/BUILT UP PLATE.

THERE ARE LOCATIONS THAT HAVE MINOR SURFACE RUSTING.

515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

217: Masonry Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	106	0	0%	81	76%	25	24%	0	0%

THERE IS SOME DETERIORATION OF THE MORTAR BETWEEN SEVERAL STONES IN EACH ABUTMENT . THERE ARE ALSO SOME RANDOMLY LOCATED MINOR CRACKS AND SLIGHT DETERIORATION AMONG SOME STONES.

THERE IS A FULL-DEPTH CRACK IN THE SECOND STONE BACK FROM THE NW WINGWALL. A FULL-DEPTH CRACK WAS ALSO NOTED IN THE THIRD STONE BACK FROM THE TOE OF NE WING-BREAK, THIRD COARSE ABOVE GROUND LEVEL.

THE ENTIRE SECOND COARSE OF STONES IN THE NE WING AND ONE STONE OF THE NW WING, NEAR GROUND LINE, ARE SHOWING MODERATE AMOUNTS OF DETERIORATION AND SECTION LOSS.

234: Re Conc Pier Cap

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	106	105	99%	0	0%	1	1%	0	0%

THE CONCRETE BEARING PEDESTAL ON ABUTMENT #2 UNDER THE BEARING DEVICE FOR BEAM #1, HAS A LARGE SPALL & SOME CRACKING.

THERE IS A SMALL SPALL IN THE LOWER PORTION OF THE CONCRETE BEARING PEDESTAL FACE ON ABUTMENT #1.

Inspection Report with SI&A Data

311: Moveable Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	8	7	88%	1	13%	0	0%	0	0%

SLIDING STEEL PLATE BEARING DEVICES WERE ADDED BETWEEN THE SOLE PLATE AND THE CONCRETE BEARING PEDESTAL UNDER ALL GIRDERS, @ EACH END, IN 1997.

515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

800: Culv Wingwall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	47	27	57%	7	15%	13	28%	0	0%

47 ft. TOTAL FEET: 27 ft. OF WHICH IS CONCRETE AND 20 ft. OF WHICH IS STONE. 13 ft. OF STONE IS IN CONDITION STATE 3: 3 ft. AT SOUTH EAST AND 10 FEET AT NORTH WEST. CONCRETE PORTION HAS NO PROBLEMS. 7 ft. OF STONE IN CONDITION STATE 2.

859: Vegetation

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

VINES GROWING ON THE SOUTH WEST WING WALL

Inspection Report with SI&A Data

7360: DO NOT USE Settlement

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

THE NW WINGWALL IS SEPARATED FROM ABUTMENT #1 APPROXIMATELY 2 3/4 in. AT THE TOP AND APPROXIMATELY 1 in. AT THE BOTTOM (SEE PHOTOS) WATCH CLOSELY ON EACH INSPECTION.

STRUCTURE NOTES

INSPECTION NOTES

WORK

Action:	-1 - Converted Work Candidates

Generated by abush on 02/06/2014

VINES GROWING ON THE SOUTH WEST WING WALL NEED TO BE REMOVED.