

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 6426

Agency ID: 054B00022N

SR: 49.8

SD/FO: FO

IDENTIFICATION

State 1: 21 Kentucky Struc Num 8: 054B00022N
 Facility Carried 7: KY-260 Location 9: .20 MI EAST OF PNYRL PW
 Rte.(Or/Under)5A: Route On Structure Rte. Signing Prefix 5B: 3 State Hwy
 Level of Service 5C: 1 Mainline Rte. Number 5D: 00260
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility : Unknown
 SHD District 2: District 2 County Code 3: Hopkins (054)
 Place Code 4: FIPS 0000 Mile Post 11: 2.140 mi
 Feature Intersected 6: OTTER CREEK
 Latitude 16: 37d 24' 59" Longitude 17: 087d 28' 10"
 Border Bridge Code 98: Unknown (P)
 Border Bridge Number 99:

INSPECTION

Frequency 91: 24 months Inspection Date 90: 5/16/2011 Next Inspection: 05/16/2013
 FC Frequency 92A: NA FC Inspection Date 93A: NA Next FC Inspection: NA
 UW Frequency 92B: NA UW Inspection Date 93B: NA Next UW Inspection: NA
 SI Frequency 92C: NA SI Date 93C: NA Next SI: NA
 Element Frequency: 24 months Element Inspection Date: 05/16/2011 Next Elem. Insp. Due: 05/16/2013

CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 2 2-way traffic Temporary Structure 103: Not Applicable (P)
 Highway System 104: 0 Not on NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 08 Rural min Collector
 Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NRHP
 Owner 22: 01 State Highway Agency
 Custodian 21: 01 State Highway Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 1
 Main Span Material/Design 43A/B:
 5 Prestressed Concrete 05 Multiple Box Beam
 Deck Type 107: 2 Concrete Precast Panel
 Wearing Surface 108A: 6 Bituminous
 Membrane 108B: 8 Unknown
 Deck Protection 108C: None

CONDITION

Deck 58: N N/A (NBI) Super 59: 5 Fair Sub 60: 5 Fair
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 6 Bank Slumping

LOAD RATING AND POSTING

Inventory Rating Method 65: 2 AS Allowable Stress Operating Rating Method 63: 2 AS Allowable Stress
 Inventory Rating 66: HS11.1 Operating Rating 64: HS11.1
 Design Load 31: 1 M 9 (H 10) Posting 70: 4 0.1-9.9%below
 Posting status 41: P Posted for load

AGE AND SERVICE

Year Built 27: 1962 Year Reconstructed 106: 0
 Type of Service on 42A: 1 Highway
 Type of Service under 42B: 5 Waterway
 Lanes on 28A: 2 Lanes Under 28B: 0 Detour Length 19: 6.8 mi
 ADT 29: 2,190 Truck ADT 109: 10 % Year of ADT 30: 2011

APPRAISAL

Bridge Rail 36A: 0 Substandard Approach Rail 36C: 0 Substandard
 Transition 36B: 0 Substandard Approach Rail Ends 36D: 0 Substandard
 Str. Evaluation 67: 5 Deck Geometry 68: 2 Intolerable - Replace
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
 Waterway Adequacy 71: 7 Above Minimum Approach Alignment 72: 8 Equal Desirable Crit
 Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 42.0 ft Structure Length 49: 44.0 ft
 Curb/Sdwk Width L 50A: 0.8 ft Curb/Sidewalk Width R 50B: 0.8 ft
 Width Curb to Curb 51: 22.5 ft Width Out to Out 52: 24.5 ft
 Approach Roadway Width 32: 18.0 ft Median 33: 0 No median (w/ shoulders)
 Deck Area: 1,078. sq. ft
 Skew 34: 15.00 ° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 22.46 ft
 Minimum Vertical Clearance Over Bridge 53: 328.1 ft
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR
 Minimum Vertical Underclearance 54B: 0.0 ft
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR
 Minimum Lateral Underclearance R 55: 0.0 ft
 Minimum Lateral Underclearance L 56: 0.0 ft

PROPOSED IMPROVEMENTS

Bridge Cost 94: \$ 0 Type of Work 75: Unknown (P)
 Roadway Cost 95: \$ 0 Length of Improvement 76: 0.0 ft
 Total Cost 96: \$ 0 Future ADT 114: 2,671
 Year of Cost Estimate 97: Unknown Year of Future ADT 115: 2031

NAVIGATION DATA

Navigation Control 38: 0 Permit Not Required
 Vertical Clearance 39: 0.0 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: 1 Not Required Lift Bridge Vertical Clearance 116:

ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	13/1	Unp Conc Deck/AC Ovl	(SF)	968	100 %	968	0 %	0	0 %	0	0 %	0	0 %	0
1	104/1	P/S Conc Box Girder	(LF)	352	0 %	0	72 %	252	28 %	100	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	89	50 %	44	0 %	0	50 %	45	0 %	0	0 %	0
1	334/1	Metal Rail Coated	(LF)	88	0 %	0	0 %	0	86 %	76	14 %	12	0 %	0
1	361/1	Scour Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	503/1	Curbs	(LF)	88	91 %	80	9 %	8	0 %	0	0 %	0	0 %	0

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Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	611/1	Embankment Erosion	(EA)	1	0%	0	100%	1	0%	0	0%	0	0%	0
1	612/1	Chan Algn	(EA)	1	0%	0	100%	1	0%	0	0%	0	0%	0

Str Unit	Elm/Env	Description	Element Notes
1	13/1	Concrete Deck - Unprotected w/ AC	recent asphalt overlay
1	104/1	P/S Conc Closed Web/Box Girder	Beams 3,4,5,6,7 from the rt. have 15'-20' longitudinal cracks on the bottom of the beams with efflorescence. Water is leaking thru the asphalt between all beams as indicated by efflorescence between beams. Metal rods were not inserted between beams in the original construction.
1	215/1	Reinforced Conc Abutment	The conc. pile bent abuts. are experiencing erosion on the front exposing additional areas of the timber piling and sheet piling. The sheet pile is seperating in 3 areas allowing the approach roadway emb. to spill through on abut. 2. The abuts. are mapcracking. Abut. 2 is cracking and spalling on the bottom exposing rusting reinf steel. All the timber piling on abutment 1 have moderate to heavy deterioration at the ground line some of the timber piling have hollow sounds..
1	334/1	Metal Bridge Railing - Coated	The steel guardrail is rusting and pitting. Two of the post are loose from the curb on the sw corner and the rail and end treatmet are damaged.
1	361/1	Scour	There is a scour hole forming behind an old conc. abut. that was left in the channel when the newer structure was built. Old abutment needs to be removed.
1	503/1	Reinforced Concrete Curbs and T	The conc. curbs are spalled where the guardrail post have been pulled loose from the curb. The ends of the curbs are spalling.
1	611/1	Embankment Erosion	The banks of the channel and embankment around wings are eroding around the structure.
1	612/1	Channel Alignment	The channel is moving eastward eroding the banks of the channel around the structure on the east end.

BRIDGE NOTES

9.3

PAST INSPECTION

Inspection Date: 05/16/2011 Type: 2 Standard (24 months)
 Inspector: DWOODS Pontis User Key: APORTER - Shea
 Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

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Structure Inventory and Appraisal Sheet (English Units)

PAST INSPECTION

Inspection Date: 05/13/2009

Type: 2 Standard (24 months)

Inspector: JBEASLEY

Pontis User Key: JBEASLEY - Jona

Scope:

NBI:

Other:

Element:

Underwater:

Fracture Critical:

INSPECTION NOTES

PAST INSPECTION

Inspection Date: 06/13/2007

Type: 2 Standard (24 months)

Inspector: DLARKIN

Pontis User Key: DLARKIN - Denny

Scope:

NBI:

Other:

Element:

Underwater:

Fracture Critical:

INSPECTION NOTES

Structure Inventory and Appraisal Sheet (English Units)

PAST INSPECTION

Inspection Date: 11/01/2006

Type: 1 SIA (Initial Inventory)

Inspector: -1

Pontis User Key: PONTIS - Pontis F

Scope:

NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

INSPECTOR WORK CANDIDATES

Work Candidate ID	Action	Object	Agency Status	Agency Priority	Assigned to a Project	Rec. Date
A-KYTC-1567E3DC-000000EC	Rehab Elem	R/Conc Abutment	Approved	High	No	5/16/2011
A-KYTC-1567E3DC-000000F0	Scour	Scour Smart Flag	Approved	High	No	5/16/2011
A-KYTC-1567E3DC-000000F4	Pr Maint	Embankment Erosion	Approved	High	No	5/16/2011
A-KYTC-1567E3DC-000000F6	Pr Maint	Chan Algn	Approved	High	No	5/16/2011