Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 9618 Agency ID: 077B00012N SR: 63.2 SD/FO: FO

IDENTIFICATION

State 1: 21 Kentucky
Struc Num 8: 077B00012N
Facility Carried 7: KY-30
Location 9: 1.2 MI S OF KY 402 NTRCH
Rte.(On/Under)5A: Route On Structure
Rte. Signing Prefix 5B: 3 State Hwy
Level of Service 5C: 1 Mainline
Rte. Number 5D: 00030
Directional Suffix 5E: 0 N/A (NBI)
% Responsibility : Unknown
SHD District 2: District 10
County Code 3: Magoffin (077)
Place Code 4: FIPS 0000
Mile Post 11: 7.583 mi
Feature Intersected 6: MIDDLE FORK
Latitude 16: 37d 42' 49"
Longitude 17: 083d 06' 56"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99:

INSPECTION

Frequency 91: 24 months
Inspection Date 90: 1/28/2011
Next Inspection: 01/28/2013
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: 01/28/2011
Next Elem. Insp. Due: 01/28/2013

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: 07 Rural Mjr 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: 5
Main Span Material/Design 43A/B:
1 Concrete
04 Tee Beam
Deck Type 107: 1 Concrete-Cast-in-Place
Wearing Surface 108A: 4 Low Slump Concrete
Membrane 108B: 0 None
Deck Protection 108C: 8 Unknown

CONDITION

Deck 58: 6 Satisfactory
Super 59: 5 Fair
Sub 60: 6 Satisfactory
Culvert 62: N N/A (NBI)
Channel/Channel Protection 61: 7 Minor Damage

LOAD RATING AND POSTING

Inventory Rating Method 65: 2 AS Allowable Stress
Operating Rating Method 63: 2 AS Allowable Stress
Inventory Rating 66: HS20.0
Operating Rating 64: HS38.9
Design Load 31: 2 M 13.5 (H 15)
Posting 70: 5 At/Above Legal Loads
Posting status 41: A Open, no restriction

AGE AND SERVICE

Year Built 27: 1932
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: 9.9 mi
ADT 29: 2,340
Truck ADT 109: 11 %
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: 9 Above Desirable
Approach Alignment 72: 5 Above Tolerable
Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 49.9 ft
Structure Length 49: 264.1 ft
Curb/Sdwlk Width L 50A: 0.0 ft
Curb/Sidewalk Width R 50B: 0.0 ft
Width Curb to Curb 51: 19.0 ft
Width Out to Out 52: 21.0 ft
Approach Roadway Width 32: (w/ shoulders) 19.0 ft
Median 33: 0 No median
Deck Area: 5,545.6 sq. ft
Skew 34: 0.00 °
Structure Flared 35: 0 No flare
Vertical Clearance 10: 99.99 ft
Horiz. Clearance 47: 18.70 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: $ 693,000
Type of Work 75: 34 Widen w/ Deck Reha
Roadway Cost 95: $ 0
Length of Improvement 76: 26.2 ft
Total Cost 96: $ 693,000
Future ADT 114: 2,808
Year of Cost Estimate 97: 1994
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: Not Applicable (P)
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	22/1	P Conc Deck/Rigid Ov	(SF)	5,035	100 %	5,035	0 %	0	0 %	0	0 %	0	0 %	0
1	110/1	R/Conc Open Girder	(LF)	1,060	0 %	0	94 %	1,000	6 %	60	0 %	0	0 %	0
1	205/1	R/Conc Column	(EA)	8	0 %	0	100 %	8	0 %	0	0 %	0	0 %	0
1	210/1	R/Conc Pier Wall	(LF)	48	0 %	0	100 %	48	0 %	0	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	96	0 %	0	100 %	96	0 %	0	0 %	0	0 %	0
1	234/1	R/Conc Cap	(LF)	84	0 %	0	83 %	70	17 %	14	0 %	0	0 %	0

Structure Inventory and Appraisal Sheet (English Units)

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	301/1	Pourable Joint Seal	(LF)	80	50 %	40	50 %	40	0 %	0	0 %	0	0 %	0
1	331/1	Conc Bridge Railing	(LF)	530	6 %	30	94 %	500	0 %	0	0 %	0	0 %	0
1	503/1	Curbs	(LF)	530	0 %	0	75 %	400	25 %	130	0 %	0	0 %	0
1	606/1	Drains	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	612/1	Chan Algn	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	613/1	Vegetation	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elm/Env	Description	Element Notes
1	22/1	Concrete Deck - Protected w/ Rigid	< none >
1	110/1	Reinforced Conc Open Girder/Bear	< none >
1	205/1	Reinforced Conc Column or Pile Ex	< none >
1	210/1	Reinforced Conc Pier Wall	< none >
1	215/1	Reinforced Conc Abutment	< none >
1	234/1	Reinforced Conc Cap	moderate amount of typical pier cap deterioration.
1	301/1	Pourable Joint Seal	fair cond.
1	331/1	Reinforced Conc Bridge Railing	30' concrete replaced by enforced guard rail (Good condition).
1	503/1	Reinforced Concrete Curbs and Tir	< none >
1	606/1	Drains	drains @ 50%
1	612/1	Channel Alignment	< none >
1	613/1	Vegetation	< none >

BRIDGE NOTES

–

PAST INSPECTION

Inspection Date: 01/28/2011 Type: 2 Standard (24 months)

Inspector: DWATTS Pontis User Key: DWATTS - Doug V

Scope:

NBI: ☒ Other: ☐ Element: ☒

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

59/60; light to mod deterioration throughout, fair condition.