Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 11635 Agency ID: 097C00006N SR: 4.3 SD/FO: SD

IDENTIFICATION

State 1: 21 Kentucky Struc Num 8: 097C00006N
Facility Carried 7: BLACK HAWK RD Location 9: .1 MI SW OF JCT KY 15
Rte.(On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 4 County Hwy
Level of Service 5C: 1 Mainline Rte. Number 5D: 01107
Directional Suffix 5E: 0 N/A (NBI) % Responsibility : Unknown
SHD District 2: District 10 County Code 3: Perry (097)
Place Code 4: FIPS 0000 Mile Post 11: 0.082 mi
Feature Intersected 6: CARR FORK
Latitude 16: 37d 12' 10" Longitude 17: 083d 06' 02"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99:

INSPECTION

Frequency 91: 12 months Inspection Date 90: 3/7/2012 Next Inspection: 03/07/2013
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: 12 months Element Inspection Date: 03/07/2012 Next Elem. Insp. Due: 03/07/2013

CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
Direction of Traffic 102: 3 1-lane Br for 2-way 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: 09 Rural Local
Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NRHP
Owner 22: 02 County Hwy Agency
Custodian 21: 02 County Hwy Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 4
Main Span Material/Design 43A/B:
3 Steel 02 Stringer/Girder

Deck Type 107: 1 Concrete-Cast-in-Place
Wearing Surface 108A: 4 Low Slump Concrete
Membrane 108B: 0 None
Deck Protection 108C: None

CONDITION

Deck 58: 6 Satisfactory Super 59: 3 Serious 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: 1 LF Load Factor Operating Rating Method 63: 1 LF Load Factor
Inventory Rating 66: HS7.2 Operating Rating 64: HS7.2
Design Load 31: 0 Other or Unknown Posting 70: 2 20.0-29.9%below
Posting status 41: P Posted for load

AGE AND SERVICE

Year Built 27: 1940 Year Reconstructed 106: 0
Type of Service on 42A: 1 Highway
Type of Service under 42B: 5 Waterway
Lanes on 28A: 1 Lanes Under 28B: 0 Detour Length 19: 98.8 mi
ADT 29: 65 Truck ADT 109: Unknown Year of ADT 30: 2006

APPRAISAL

Bridge Rail 36A: 0 Substandard Approach Rail 36C: 0 Substandard
Transition 36B: 0 Substandard Approach Rail Ends 36D: 0 Substandard
Str. Evaluation 67: 3 Deck Geometry 68: 2 Intolerable - Replace
Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
Waterway Adequacy 71: 9 Above Desirable Approach Alignment 72: 3 Intolerable - Correct
Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 29.9 ft Structure Length 49: 116.1 ft
Curb/Sdwlk Width L 50A: 0.0 ft Curb/Sidewalk Width R 50B: 0.0 ft
Width Curb to Curb 51: 10.3 ft Width Out to Out 52: 10.3 ft
Approach Roadway Width 32: (w/ shoulders) 13.1 ft Median 33: 0 No median
Deck Area: 1,199.9 sq. ft
Skew 34: 0.00 ° Structure Flared 35: 1 Yes, flared
Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 11.48 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: $ 223,000 Type of Work 75: 31 Repl-Load Capacity
Roadway Cost 95: $ 0 Length of Improvement 76: 11.5 ft
Total Cost 96: $ 222,000 Future ADT 114: 79
Year of Cost Estimate 97: 1994 Year of Future ADT 115: 2026

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	12/1	Bare Concrete Deck	(SF)	1,195	0 %	0	100 %	1,195	0 %	0	0 %	0	0 %	0
1	107/1	Paint Stl Opn Girder	(LF)	464	0 %	0	0 %	0	50 %	232	50 %	232	0 %	0
1	211/1	Other Mtl Pier Wall	(LF)	36	67 %	24	0 %	0	33 %	12	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	28	0 %	0	100 %	28	0 %	0	0 %	0	0 %	0
1	234/1	R/Conc Cap	(LF)	36	100 %	36	0 %	0	0 %	0	0 %	0	0 %	0
1	361/1	Scour Smart Flag	(EA)	1	0 %	0	100 %	1	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	363/1	Section Loss SmFlag	(EA)	1	0 %	0	0 %	0	0 %	0	100 %	1	0 %	0
1	503/1	Curbs	(LF)	232	100 %	232	0 %	0	0 %	0	0 %	0	0 %	0
1	606/1	Drains	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	610/1	Chan Drift	(EA)	1	100 %	1	0 %	0	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	12/1	Concrete Deck - Bare	Concrete deck is in good condition with only light wear. The apparent joints in the deck are not joints at all, but costruction cold joints. They are unsealed and so far do not leak.
1	107/1	Painted Steel Open Girder/Beam	See notes for section loss
1	211/1	Other Material Pier Wall	P3 wet stone masonry pier wall is not in bad condition but the workmanship is not up to par with the other piers.
1	215/1	Reinforced Conc Abutment	Both concrete abutments have moderate to heavy horizontal cracking. No serious spalling or loss of bearing.
1	234/1	Reinforced Conc Cap	< none >
1	361/1	Scour	Scour along Pier #4 has not exposed the footer as yet. Needs stone placed along the splash zone to prevent further erosion.
1	363/1	Section Loss	The main 18" beams are in good condition with little rust. The secondary 10" beams carried by the 18" beams are heavily deteriorated. Substancial section loss to the lower flanges and webs. Heavy pitting is widespread. Load recommendation is at 13 ton. May need another analysis to determine if this recommendation is accurate.
1	503/1	Reinforced Concrete Curbs and Tir	< none >
1	606/1	Drains	< none >
1	610/1	Channel Drift	< none >
1	612/1	Channel Alignment	< none >
1	613/1	Vegetation	< none >

BRIDGE NOTES

40.9

PAST INSPECTION

Inspection Date: 03/07/2012 Type: 3 Substandard (12 months)

Inspector: DWATTS Pontis User Key: DWATTS - Doug V

Scope:

NBI: ☒ Other: ☐ Element: ☒

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

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