Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 11610 Agency ID: 097B00101N SR: 38.3 SD/FO: SD

IDENTIFICATION

State 1: 21 Kentucky
Struc Num 8: 097B00101N
Facility Carried 7: KY-1166
Location 9: 2.15 MI. SW- JCT KY 1165
Rte.(On/Under)5A: Route On Structure
Rte. Signing Prefix 5B: 3 State Hwy
Level of Service 5C: 1 Mainline
Rte. Number 5D: 01166
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: 2.157 mi
Feature Intersected 6: RT FORK MACES CRK.
Latitude 16: 37d 10' 05"
Longitude 17: 083d 10' 37"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99:

INSPECTION

Frequency 91: 24 months
Inspection Date 90: 4/11/2012
Next Inspection: 04/11/2014
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: 04/11/2012
Next Elem. Insp. Due: 04/11/2014

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: 0 None
Deck Protection 108C: 8 Unknown

CONDITION

Deck 58: 6 Satisfactory
Super 59: 6 Satisfactory
Sub 60: 4 Poor
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: HS18.9
Operating Rating 64: HS30.6
Design Load 31: 4 M 18 (H 20)
Posting 70: 5 At/Above Legal Loads
Posting status 41: A Open, no restriction

AGE AND SERVICE

Year Built 27: 1965
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: 98.8 mi
ADT 29: 1,020
Truck ADT 109: %
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: 4
Deck Geometry 68: 3 Intolerable - Correct
Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
Waterway Adequacy 71: 9 Above Desirable
Approach Alignment 72: 8 Equal Desirable Crit
Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 27.9 ft
Structure Length 49: 32.2 ft
Curb/Sdwlk Width L 50A: 0.6 ft
Curb/Sidewalk Width R 50B: 0.6 ft
Width Curb to Curb 51: 22.0 ft
Width Out to Out 52: 24.3 ft
Approach Roadway Width 32: (w/ shoulders) 20.0 ft
Median 33: 0 No median
Deck Area: 780.6 sq. ft
Skew 34: 0.00 °
Structure Flared 35: 0 No flare
Vertical Clearance 10: 99.99 ft
Horiz. Clearance 47: 21.98 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: 1,244
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: 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	13/1	Unp Conc Deck/AC Ovl	(SF)	704	0 %	0	100 %	704	0 %	0	0 %	0	0 %	0
1	104/1	P/S Conc Box Girder	(LF)	256	88 %	224	0 %	0	13 %	32	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	80	0 %	0	0 %	0	63 %	50	38 %	30	0 %	0
1	334/1	Metal Rail Coated	(LF)	64	0 %	0	84 %	54	16 %	10	0 %	0	0 %	0
1	503/1	Curbs	(LF)	59	8 %	0	92 %	59	0 %	0	0 %	0	0 %	0
1	611/3	Embankment Erosion	(EA)	1	100 %	1	0 %	0	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	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	13/1	Concrete Deck - Unprotected w/ AC	Asphalt overlay does not extend to the curbs along the full length of the deck. No Reflective Crack suppression membrane was used to waterproof the deck. Both conditions need to be addressed.
1	104/1	P/S Conc Closed Web/Box Girder	Beam #1 has a 6' longitudinal crack with rust staining. Appears to be prestress cable.
1	215/1	Reinforced Conc Abutment	Both abutments are badly deteriorated. Heavy cracking, spalling, efflorescence. The worst areas of spalling at the corner haunches from the ground up, have been patched but will be short lived due to the poor condition of the concrete the patches are attached to.
1	334/1	Metal Bridge Railing - Coated	Ends of the beams and the end treatments are rusting with some heavy section loss. Most of the posts and post flanges are deteriorated from de-icing chemicals being splashed on them by traffic.
1	503/1	Reinforced Concrete Curbs and Tin	Curb is heavily deteriorated at SW corner.
1	611/3	Embankment Erosion	The bank is beginning to erode on the NW corner, there is some cracking in the roadway surface.
1	612/1	Channel Alignment	< none >
1	613/1	Vegetation	< none >

BRIDGE NOTES

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PAST INSPECTION

Inspection Date: 04/11/2012 Type: 2 Standard (24 months)

Inspector: JSHEFFELL Pontis User Key: JSHEFFELL - Jere

Scope:

NBI: ☒ Other: ☐ Element: ☒

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

Tension rod is in place.