Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 11653 Agency ID: 097C00045N SR: 7.3 SD/FO: SD

IDENTIFICATION

State 1: 21 Kentucky Struc Num 8: 097C00045N
Facility Carried 7: OLD BEECH FRK RD Location 9: 5' W. KY 699
Rte.(On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 4 County Hwy
Level of Service 5C: 1 Mainline Rte. Number 5D: 01539
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: 0.010 mi
Feature Intersected 6: LEATHERWOOD CREEK
Latitude 16: 37d 04' 36" Longitude 17: 083d 06' 38"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99:

INSPECTION

Frequency 91: 12 months Inspection Date 90: 4/24/2012 Next Inspection: 04/24/2013
FC Frequency 92A: 24 months FC Inspection Date 93A: 2/1/2007 Next FC Inspection: 2/1/2009
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: 04/24/2012 Next Elem. Insp. Due: 04/24/2013

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: 1
Main Span Material/Design 43A/B:
3 Steel 02 Stringer/Girder

Deck Type 107: 1 Concrete-Cast-in-Place
Wearing Surface 108A: 1 Monolithic Concrete
Membrane 108B: 0 None
Deck Protection 108C: 8 Unknown

CONDITION

Deck 58: 7 Good Super 59: 3 Serious Sub 60: 3 Serious
Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 7 Minor Damage

LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor Operating Rating Method 63: 1 LF Load Factor
Inventory Rating 66: HS1.7 Operating Rating 64: HS1.7
Design Load 31: 0 Other or Unknown Posting 70: 0 >39.9% below
Posting status 41: P Posted for load

AGE AND SERVICE

Year Built 27: 1980 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: 100 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: 2 Deck Geometry 68: 4 Tolerable
Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
Waterway Adequacy 71: 8 Equal Desirable Approach Alignment 72: 2 Intolerable - Replace
Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 60.0 ft Structure Length 49: 63.0 ft
Curb/Sdwlk Width L 50A: 0.7 ft Curb/Sidewalk Width R 50B: 0.7 ft
Width Curb to Curb 51: 12.1 ft Width Out to Out 52: 13.5 ft
Approach Roadway Width 32: (w/ shoulders) 8.9 ft Median 33: 0 No median
Deck Area: 847.3 sq. ft
Skew 34: 0.00 ° Structure Flared 35: 0 No flare
Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 11.81 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: $ 126,000 Type of Work 75: 31 Repl-Load Capacity
Roadway Cost 95: $ 0 Length of Improvement 76: 6.2 ft
Total Cost 96: $ 125,000 Future ADT 114: 121
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)	756	0 %	0	100 %	756	0 %	0	0 %	0	0 %	0
1	106/1	Unpnt Stl Opn Girder	(LF)	126	0 %	0	0 %	0	100 %	126	0 %	0	0 %	0
1	217/1	Other Mtl Abutment	(LF)	60	50 %	30	0 %	0	0 %	0	50 %	30	0 %	0
1	360/3	Settlement SmFlag	(EA)	1	0 %	0	0 %	0	100 %	1	0 %	0	0 %	0
1	503/1	Curbs	(LF)	126	100 %	126	0 %	0	0 %	0	0 %	0	0 %	0
1	601/1	MisAlign/ot of plane	(EA)	1	100 %	1	0 %	0	0 %	0	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	605/1	Transitions	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	606/1	Drains	(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	< none >
1	106/1	Unpainted Steel Open Girder/Beam	Salvaged beams, very rusty.
1	217/1	Other Material Abutment	West end abutment has a large crack directly beneath girder #1. Wingwall segment of the wall has moved out of plane approximately two (2") inches. Bearing for girder #1 is affected. Further deterioration of the abutment wall could result in the total loss of bearing and failure of the structure. A concrete abutment wall is needed to replace the affected one ASAP. CONDITION WORSENING 2/27/2012
1	360/3	Settlement	Abut 1 has settled under B2.
1	503/1	Reinforced Concrete Curbs and Tin	< none >
1	601/1	Alignment, Out-of-Plane	< none >
1	605/1	Transitions (Approach/Deck)	Considerable difference in elevation between the roadway and deck surface on both ends.
1	606/1	Drains	< none >
1	612/1	Channel Alignment	< none >
1	613/1	Vegetation	< none >

BRIDGE NOTES

This structure is a 2-girder structure. Therefore, during a Fracture Critical inspection, the entire length of both girders should be inspected from within arms reach using a snooper truck or other suitable equipment.

PAST INSPECTION

Inspection Date: 04/24/2012 Type: 3 Substandard (12 months)

Inspector: JSHEFFELL Pontis User Key: JSHEFFELL - Jere

Scope:

NBI: ☒ Other: ☐ Element: ☒

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

Abut #2 failing beneath beam #1 leaving bearing in question. POST FOR 3 TONS!