Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 11612 Agency ID: 097B00103N SR: 10.5 SD/FO: SD

IDENTIFICATION

State 1: 21 Kentucky Struc Num 8: 097B00103N
Facility Carried 7: KY-1146 Location 9: 75' SE OF JCT KY 476
Rte.(On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 3 State Hwy
Level of Service 5C: 1 Mainline Rte. Number 5D: 01146
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: 2.690 mi
Feature Intersected 6: TRACE FORK
Latitude 16: 37d 17' 54" Longitude 17: 083d 10' 03"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99:

INSPECTION

Frequency 91: 24 months Inspection Date 90: 3/26/2012 Next Inspection: 03/26/2014
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: 03/26/2012 Next Elem. Insp. Due: 03/26/2014

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: 3
Main Span Material/Design 43A/B:
8 Masonry 19 Culvert

Deck Type 107: N N/A (NBI)
Wearing Surface 108A: N N/A (no deck (NBI))
Membrane 108B: N N/A (no deck (NBI))
Deck Protection 108C: N N/A (no deck (NBI))

CONDITION

Deck 58: N N/A (NBI) Super 59: N N/A (NBI) Sub 60: N N/A (NBI)
Culvert 62: 4 Considerable Damage 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: HS8.3 Operating Rating 64: HS12.2
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: 1950 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: 1,280 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: 2 Intolerable - Replace
Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
Waterway Adequacy 71: 4 Tolerable Approach Alignment 72: 8 Equal Desirable Crit
Scour Critical 113: 8 Stable Above Footing

GEOMETRIC DATA

Length Max Span 48: 11.2 ft Structure Length 49: 36.1 ft
Curb/Sdwlk Width L 50A: 0.0 ft Curb/Sidewalk Width R 50B: 0.0 ft
Width Curb to Curb 51: 20.3 ft Width Out to Out 52: 22.6 ft
Approach Roadway Width 32: (w/ shoulders) 22.0 ft Median 33: 0 No median
Deck Area: 817. sq. ft
Skew 34: 45.00 ° Structure Flared 35: 0 No flare
Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 0.00 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: 1,561
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	243/1	Misc Culvert	(LF)	96	0 %	0	92 %	88	0 %	0	8 %	8	0 %	0
1	361/1	Scour Smart Flag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	500/1	RC Culv Wing	(LF)	24	50 %	12	0 %	0	50 %	12	0 %	0	0 %	0
1	501/1	RC Culv Head	(LF)	79	0 %	0	52 %	41	48 %	38	0 %	0	0 %	0
1	607/1	Utilities	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	610/1	Chan Drift	(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	0 %	0	100 %	1	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	243/1	Other Culvert	Light to moderate abrasive damage from debris born debris. Minor scaring from machinery impact during past drift removal operations.Barrel#1-80% silted, #2-70%, #3-20%. 5 to 8 foot of Wall between barrels 1 and 2 at the inlet end was broke during drift removal
1	361/1	Scour	< none >
1	500/1	Reinforced Concrete Culvert Wing	< none >
1	501/1	Reinforced Concrete Culvert Headv	Roadway level is above that of the upstream headwall and has roadway runoff pouring over it. The result is chemical contamination and spalling of the top corner concrete. Re-bar is exposed and has approximately 20% LOS.
1	607/1	Utilities	While the line (gas I assume), is not damaged it runs through Barrel #3 in hap-hazard manner that prevents the barrel being cleaned out as it should be. Line is not mounted to the structure, simply runs through the barrel.
1	610/1	Channel Drift	< none >
1	612/1	Channel Alignment	< none >
1	613/1	Vegetation	< none >

BRIDGE NOTES

PAST INSPECTION

Inspection Date: 03/26/2012 Type: 2 Standard (24 months)

Inspector: SHERALD Pontis User Key: SHERALD - Sam I

Scope:

NBI: ☒ Other: ☐ Element: ☒

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

See pictures and sketch for broke wall