90 Inspection Date - 11/13/14 **Inspector -** Hancock, Taylor (300)

Inspection Report with SI&A Data

Struc	cture Description:	490.23 Fo	ot - 5 Span S	Steel cont	inuous Strin	ger/ľ	Multi-	beam or Girder	NBI	
		County:	•		I de: 38º11'2	•		' Longitude: 85°44'26.00"	Element	3
7 E:	acility Carried STAI	-						Milepoint: 0.300	Fracture Critical	-
	eature Intersected:								Underwater	
	ocation: JCT FREE			r, OD2					Special	
	ture Description:			tool cont	inuqua Strin	aor/l	A1+;	hoom or Cirdor		
S 11111			ON RATINGS			00'		GEOMETR		
58 D	eck: 7		61 Channe	l:	N		48	Max Length Span:	129.370 ft	
59 SI	uperstructure: 6		62 Culvert		Ν		49	Structure Length:	490.229 ft	
50 SI	ubstructure: 7		Sufficiency	Rating:	99.1		32	Approach Roadway:	-3.281 ft	
						er/ľ	33	Median:	(0) No Median	
		DESI	GN			-00	34	Skew:	45°	
Subs	tandard:		No			00	35	Flare:	No Flare	
Fract	ure Critical:		Not Coded				50A	Curb/Sidewalk Width L:	0.000 ft	
43A	Main Span Materia	l:	(4) Steel C	ontinuous	6		50B	Curb/Sidewalk Width R:	0.000 ft	
43B	Main Span Design:	:	(02) Stringe	er / Girde	r		47	Horiz. Clearance:	55.774 ft	
45	Number of Spans I	Main:	5			er/ľ	51	Width Curb to Curb:	-3.281 ft	
44A	Approach Span Ma	aterial:	Not Applica	able		00	52	Width Out to Out:	59.292 ft	
44B	Approach Span De	sign:	Not Applica	able			48	Max Length Span:	129.370 ft	
16	Number of Approa	ch Spans	:0					ADMINIST	RATIVE	
107	Deck Type:		(1) Concret	te-Cast-in	n-Place		27	Year Built:	1988	
108A	Wearing Surface:		(5) Epoxy (Overlay		er/ľ	106	Year Reconstructed:	0	
108B	Membrane:		(0) None			00		Type of Service On:	(1) Highway	
108C	Deck Protection:		(1) Epoxy (Coated Re	einforcing			Type of Service Under:	(1) Highway	
Overl	lay Y/N:		Yes		0		37	Historical Significance:	(5) Not Eligible	
	lay Type:		Ероху				21	Custodian:	(01) State Hwy Agency	
	lay Thickness:		0.400 in				22	Owner:	(01) State Hwy Agency	
	lay Date:		2010						(N) No II Structure Exists	
	,						52	Width Out to Out:	59.292 ft	
		APPRA	AISAL				-	CLEARA		
36A	Bridge Railings:		(1) Meets S				10	Vert. Clearance:	20.997 ft	
36B	Transitions		(1) Meets S				53	Min. Vert. Clearance Over:		
36C	Approach Guardra	il:	(1) Meets S	Standards	6			Vert. Under Reference:	(H) Hwy beneath struct.	
36D	Approach Guardra	il Ends:	(1) Meets S	Standards	3			Min. Vert. Underclearance:	16.749 ft	
71	Waterway Adequad	cy:	(N) Not Ap	olicable				Lateral Under Reference:	(H) Hwy beneath struct.	
72	Approach Alignme	ent:	(8) Equal D	esirable	Crit			Min. Lat. Underclearance R		
113	Scour Critical:		(N) Not ove	er Waterw	vay		56	Min. Lat. Underclearance L		
Reco	mmended Scour Cr	itical:	(N) Not ove	er Waterw	vay		10	Vert. Clearance:	99.999 ft	
		LOAD RA	TINGS					POSTI		
63	Operating Type:		Factor (LF)				41	Posting Status:	(A) Open, No Restriction	
54	Operating Rating:	. ,	. ,					is Posted Cardinal:	No	
5			Factor (LF)				_	is Posted Non-Cardinal:	No	
56 56		36.0 tons					-	d Postings Gross:	tons	
	Capacity Type I:	tons						d Postings Type I:	tons	
	Capacity Type I:	tons						d Postings Type II:	tons	
	< Capacity Type III: < Capacity Type IV:	tons tons						d Postings Type III: d Postings Type IV:	tons tons	

12: Re 0	Concrete Deck								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,067	23,253	80%	5,814	20%	0	0%	0	0%
	s 3/8" epoxy-uretha nal and transverse				or to 2012 i	nspection. Unders	side of the o	deck has	

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	27,453	27,453	100%	0	0%	0	0%	0	0%

107: Ste	el Opn Girder/Bo	eam							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,432	2,230	65%	1,030	30%	172	5%	0	0%
		· · ·							

Paint system is chalking. There are areas in varying levels of failure, ranging from freckled to moderate rust (worst rust at A1).

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,046.07	0	0%	1,046.07	100%	0	0%	0	0%

205: Re	Conc Column								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
Masonry	coating is beginni	ing to fail.							

215: Re 0	Conc Abutment								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	198	179	90%	19	10%	0	0%	0	0%
Abutments	s have minor crac	cking. The south a	butment b	reastwall has som	ie scaling to	oward the west sid	de.		

234: Re C	Conc Pier Cap								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
NDN								· · ·	

300: Stri	ip Seal Exp Join	t							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	127	67%	63	33%	0	0%	0	0%
The asse	mbly joints were i	replaced by strip s	aals nrior t	o the 2012 inspec	tion loints	are partially filled	with arave	I from the enoxy	

The assembly joints were replaced by strip seals prior to the 2012 inspection. Joints are partially filled with gravel from the epoxy overlay.

311: Mo	veable Bearing								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	27	96%	1	4%	0	0%
Paint sys	tem is starting to	fail with the exterio	or bearing ((A6, G1) being the	worst. Mo	veable bearings a	re at A1, P	2, P5, and A6.	

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	2.6	0	0%	2.51	96%	0.09	4%	0	0%

313: Fixe	ed Bearing								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%
Paint sys	tem is starting to	fail with the exterio	or bearings	being the worst.					
,	C C		0	Ū					

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	1.3	0	0%	1.3	100%	0	0%	0	0%

331: Re	Conc Bridge Rai	iling							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	741	76%	239	24%	0	0%	0	0%
Minor cra	acking throughout	the barrier wall.							

STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES

Inspection by Royce Meredith (QTL), Terry King, and Taylor Hancock - 11/13/2014.

This inspection was performed on 11/13/2014 requiring the use of the new bridge elements (NBE's, BME's and ADE's). Due to the delayed implementation of BrM, findings were first recorded on paper, and are now being transferred into the system. TH 11/17/2014

Action: -

WORK

Truck Capacity Type IV: tons

Inspection Report with SI&A Data

Structure Description: 490.23 F	oot - 5 Span Steel continuous Stri	nger/I	/lulti-	beam or Girder	NBI >
2 District: 05 3 County	: Jefferson 16 Latitude: 38°11'2	23.00'	7	' Longitude: 85°44'26.00"	Element >
7 Facility Carried STANDIFOR	DFIELD			Milepoint: 0.300	Fracture Critical
6A Feature Intersected: I-264 E/					Underwater
9 Location: JCT FREEDOM W					Special
Structure Description: 400.23 E		oger/N	/ulti_	heam or Girder	
	ION RATINGS	00'		GEOMET	RIC DATA
58 Deck: 7	61 Channel: N		48	Max Length Span:	129.370 ft
59 Superstructure: 7	62 Culvert: N		49	Structure Length:	490.229 ft
60 Substructure: 7	Sufficiency Rating: 99.1		32	Approach Roadway:	-3.281 ft
		er/N	33	Median:	(0) No Median
DE	SIGN	-00'	34	Skew:	45°
Substandard:	No	00	35	Flare:	No Flare
Fracture Critical:	Not Coded		50A	Curb/Sidewalk Width L:	0.000 ft
43A Main Span Material:	(4) Steel Continuous		50B	Curb/Sidewalk Width R:	0.000 ft
43B Main Span Design:	(02) Stringer / Girder		47	Horiz. Clearance:	55.774 ft
45 Number of Spans Main:	5	er/N	51	Width Curb to Curb:	-3.281 ft
44A Approach Span Material:	Not Applicable	00'	52	Width Out to Out:	59.292 ft
44B Approach Span Design:	Not Applicable		48	Max Length Span:	129.370 ft
46 Number of Approach Span	ns: 0			ADMINIS	TRATIVE
107 Deck Type:	(1) Concrete-Cast-in-Place		27	Year Built:	1988
108A Wearing Surface:	(5) Epoxy Overlay	er/N	106	Year Reconstructed:	0
108B Membrane:	(0) None	00′		Type of Service On:	(1) Highway
108C Deck Protection:	(1) Epoxy Coated Reinforcing			Type of Service Under:	(1) Highway
Overlay Y/N:	Yes		37	Historical Significance:	(5) Not Eligible
Overlay Type:	Other		21	Custodian:	(01) State Hwy Agency
Overlay Thickness:	0.400 in		22	Owner:	(01) State Hwy Agency
Overlay Date:			101	Parallel Structure:	(N) No II Structure Exists
			52	Width Out to Out:	59.292 ft
	RAISAL			CLEAR	ANCES
36A Bridge Railings:	(1) Meets Standards		10	Vert. Clearance:	20.997 ft
36B Transitions	(1) Meets Standards		53	Min. Vert. Clearance Over:	99.999 ft
36C Approach Guardrail:	(1) Meets Standards		54A	Vert. Under Reference:	(H) Hwy beneath struct.
36D Approach Guardrail Ends:			54B	Min. Vert. Underclearance	: 16.749 ft
71 Waterway Adequacy:	(N) Not Applicable		55A	Lateral Under Reference:	(H) Hwy beneath struct.
72 Approach Alignment:	(8) Equal Desirable Crit		55B	Min. Lat. Underclearance F	R: 12.000 ft
113 Scour Critical:	(N) Not over Waterway		56	Min. Lat. Underclearance L	_: 11.500 ft
Recommended Scour Critical:	(N) Not over Waterway		10	Vert. Clearance:	99.999 ft
LOAD F	RATINGS			POST	INGS
63 Operating Type: (1) Load	d Factor (LF)		41	Posting Status:	(A) Open, No Restriction
64 Operating Rating: 60.0 ton				ns Posted Cardinal:	No
	d Factor (LF)		-	s Posted Non-Cardinal:	No
66 Inventory Rating: 36.0 ton				d Postings Gross:	-1 tons
Truck Capacity Type I: tons	-			d Postings Type I:	-1 tons
				d Postings Type II:	-1 tons
Iruck Canacity Lyne II' tone					
Truck Capacity Type II: tons Truck Capacity Type III: tons				d Postings Type III:	-1 tons

Field Postings Type IV:

-1 tons

Units SQ.FT	Total Qty 29,066.66	Qty. St. 1 27,322.66	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27 322 66				5		Q(y) 01. 4	/0 111 4
I		21,022.00	94%	1,744	6%	0	0%	0	0%
Deck has 3/8	in. epoxy-uretha	ane waterproofir	ng overlay	placed prior to 20	12 inspecti	ion.	I		
	. ,		0		·				

510:	Wearing	Surfaces
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Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	27,458.21	25,810.71	94%	1,647.49	6%	0	0%	0	0%

7358: DC	O NOT USE Concre	ete Cracking							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%
	0/0 :				40.1				

Deck has 3/8 in. epoxy-urethane waterproofing overlay placed prior to 2012 inspection.

7359: DO	O NOT USE Cond	rete Efflorescen	с						
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has	3/8 in. epoxy-ure	thane waterproofin	ng overlay	placed prior to 20	12 inspecti	on.		· · ·	

TUT. Ste	el Opn Girder/Be	am							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,432	0	0%	3,432	100%	0	0%	0	0%
Paint sys	tem is starting to f	ail, varying from a	areas of fre	ckled rust to heav	y rust.		I		

	515: Steel Protective Coating											
Units Total Qty Qty. St. 1 % in 1 Qty. St. 2 % in 2 Qty. St. 3	% in 3	Qty. St. 4	% in 4									
FT 0.3 0.3 100% 0 0% 0	0%	0	0%									

205: Re	Conc Column								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
Masonry	coating is beginni	ing to fail.							

215: Re	Conc Abutment								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	204	185	91%	19	9%	0	0%	0	0%

Abutments have minor cracking. The south abutment breastwall has some scaling toward the west side.

234: Re 0	Conc Pier Cap								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
NDN	L							· · · ·	

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	127	67%	63	33%	0	0%	0	0%
The asse overlay.	mbly joints were r	eplaced by strip s	eals prior to	o the 2012 inspec	tion. Joints	are partially filled	with grave	I from the epoxy	

311: Moveable Bearing

0111. 1110	Veable Dealing						-		
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%
Paint sys	tem is starting to	fail with the exterio	or bearing l	being the worst.					

515: Ste	el Protective Co	ating							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

313: Fixe	ed Bearing								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%
Paint syst	tem is starting to t	fail with the exterio	or bearing l	being the worst.					

Qty. St. 1 % in 1 Qty. St. 2 % in 2 Qty. St. 3 % in 3 Qty. St. 4 % in 4
0.09 100% 0 0% 0 0% 0 0%
0.09 100% 0 0% 0 0% 0

331: Re	Conc Bridge Rai	iling							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	735	75%	245	25%	0	0%	0	0%
Minor cra	acking throughout	the barrier wall.							

STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES

WORK

Action:

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Truck Capacity Type II: tons

Truck Capacity Type III: tons

Truck Capacity Type IV: tons

		Inspection Rep	ort	witl	h SI&A Data		
Structure Descriptio	n: 490.23 Fc	oot - 5 Span Steel continuous S	ringer/	Multi-	beam or Girder	NBI	Х
2 District: 05	3 County:	Jefferson 16 Latitude: 38°1	1′23.00	" 7	7 Longitude: 85°44'26.00"	Element	Х
7 Facility Carried	STANDIFOR) FIELD			Milepoint: 0.300	Fracture Critical	
6A Feature Intersect	ed: I-264 E/V	V, RAMPS F4, CD2				Underwater	
9 Location: JCT F	REEDOM WA	Y AND 1264				Special	
		oot - 5 Snan Steel continuous S	ringer/	Multi_			
	-	ON RATINGS	00		GEOMETR		
58 Deck:	7	61 Channel: N		48	Max Length Span:	129.370 ft	
59 Superstructure:	7	62 Culvert: N		49	Structure Length:	490.229 ft	
60 Substructure:	7	Sufficiency Rating: 99.1		32	Approach Roadway:	-3.281 ft	
	DES	ICN	er/	33	Median:	(0) No Median	
	DES	-	00		Skew:	45°	
Substandard:		No		35	Flare:	No Flare	
Fracture Critical:		Not Coded			Curb/Sidewalk Width L:	0.000 ft	
43A Main Span Mat		(4) Steel Continuous			Curb/Sidewalk Width R:	0.000 ft	
43B Main Span Des	-	(02) Stringer / Girder	er/l	47	Horiz. Clearance:	55.774 ft	
45 Number of Spa		5	00	" "	Width Curb to Curb:	-3.281 ft	
44A Approach Spar		Not Applicable	00	52	Width Out to Out:	59.292 ft	
44B Approach Spar	-	Not Applicable		48	Max Length Span:	129.370 ft	
46 Number of App	proach Spans				ADMINIST	RATIVE	
107 Deck Type:		(1) Concrete-Cast-in-Place		27	Year Built:	1988	
108A Wearing Surface	ce:	(5) Epoxy Overlay			Year Reconstructed:	0	
108B Membrane:		(0) None	00	[″] 42A	Type of Service On:	(1) Highway	
108C Deck Protectio	n:	(1) Epoxy Coated Reinforcing	J	42B	Type of Service Under:	(1) Highway	
Overlay Y/N:		No		37	Historical Significance:	(5) Not Eligible	
Overlay Type:		None		21	Custodian:	(01) State Hwy Agency	
Overlay Thickness:		-1.000 in		22	Owner:	(01) State Hwy Agency	
Overlay Date:				101	Parallel Structure:	(N) No II Structure Exists	S
	APPR	AISAL		52	Width Out to Out:	59.292 ft	
36A Bridge Railings		(1) Meets Standards			CLEARA	NCES	
36B Transitions		(1) Meets Standards		10	Vert. Clearance:	20.997 ft	
36C Approach Gua	rdrail	(1) Meets Standards		53	Min. Vert. Clearance Over:	99.999 ft	
36D Approach Gua		(1) Meets Standards		-	Vert. Under Reference:	(H) Hwy beneath struct.	
71 Waterway Ade		(N) Not Applicable		54B	Min. Vert. Underclearance:	16.749 ft	
72 Approach Alig		(8) Equal Desirable Crit		55A	Lateral Under Reference:	(H) Hwy beneath struct.	
113 Scour Critical:		(N) Not over Waterway		55B	Min. Lat. Underclearance R	: 12.000 ft	
Recommended Scou		(N) Not over Waterway		56	Min. Lat. Underclearance L:		
				10	Vert. Clearance:	99.999 ft	
	LOAD R	ATINGS			POSTI	NGS	
63 Operating Type	e: (1) Load	Factor (LF)		41	Posting Status:	(A) Open, No Restriction	
64 Operating Rati	-			-		No	
65 Inventory Type		Factor (LF)		-		No	
66 Inventory Ratir	-	3			. .	-1 tons	
Truck Capacity Type	I: tons			Fiel	d Postings Type I:	-1 tons	

Field Postings Type II:

Field Postings Type III:

Field Postings Type IV:

-1 tons

-1 tons

-1 tons

12: Re C	oncrete Deck								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%
Deck has	some exposed ag	ggregate and long	itudinal an	d transverse cracl	KS.				

SQ.FT 29,066.66 27,322.66 94% 1,744 6% 0 0%	0

7358: D	O NOT USE Cond	crete Cracking							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%
Deck has	some exposed a	agregate and long	uitudinal an	d transverse crack	10				

Deck has some exposed aggregate and longitudinal and transverse cracks.

nits Total Qty Qty. St. 1 % in 1 Qty. St. 2 % in 2 Qty. St. 3 % in 3 Qty. St. 4	% in 4
Q.FT 10.76 10.76 100% 0 0% 0 0% 0	0%
	_

107: Ste	el Opn Girder/Be	eam							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,366.99	0	0%	3,366.99	100%	0	0%	0	0%
Structura	I steel is rusting ir	n many places. Pa	aint is failin	g.					

515: Steel Protective Coating												
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4			
FT	0.3	0.3	100%	0	0%	0	0%	0	0%			

205: Re	Conc Column								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
< none >									

215: Re	Conc Abutment								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	188	99%	2	1%	0	0%	0	0%
		outment breastwal		•					

(reinforced earth walls at the west abutment and concrete slope protection at the east abutment) have minor cracks and deterioration.

234: Re	Conc Pier Cap								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
< none >			L						

303: As	sem Jnt With Sea	al							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	0	0%	186	98%	0	0%	4	2%
		ownhill side of the adjacent 8 in. dee		ints are partially fil	led with dir	t. There is a 3 ft	4 ft. section	n of the modular	

311: Moveable Bearing

311. WO	veable bearing								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%
Bearings	are rusting at the	exterior beams.							

515: Ste	el Protective Coa	ating							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

313: Fixe	ed Bearing								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%
Bearings	are rusting at the	exterior beams.							

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

331: Re	Conc Bridge Rai	iling							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	480	49%	500	51%	0	0%	0	0%
Extensive	e minor cracking i	n the barrier wall.							

STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES

WORK

Action: 1047 - Joints-Replace

Joints replaced with strip seal joints prior to the 2012 inspection.

Generated by ddudgeon on 10/25/2010 - Joints are leaking on the downhill side of the curve. Joints are partially filled with dirt. There is a 3'-4' section of the modular joint #1 broken out with an adjacent 8" deep pothole. Joints and pothole should be repaired.

Truck Capacity Type III: tons Truck Capacity Type IV: tons

Inspection Report with SI&A Data

	Inspection Repo	ort wi	th SI&A Data	
	Jefferson 16 Latitude: 38°11'2	-	7 Longitude: 85°44'26.00"	NBIXElementX
7 Facility Carried STANDIFORI			Milepoint: 0.300	Fracture Critical
6A Feature Intersected: I-264 E/				Underwater
9 Location: JCT FREEDOM WA				Special
Structure Description: 400.23 E/ NBI CONDITI	ION RATINGS	00"	GEOMETR	RIC DATA
58 Deck: 7	61 Channel: N	48	Max Length Span:	129.370 ft
59 Superstructure: 7	62 Culvert: N	49	Structure Length:	490.229 ft
60 Substructure: 7	Sufficiency Rating: 99.1	32	Approach Roadway:	-3.281 ft
		er/N ³³	Median:	(0) No Median
	SIGN		Skew:	45°
Substandard:	No	35	Flare:	No Flare
Fracture Critical:	Not Coded		Curb/Sidewalk Width L:	0.000 ft
43A Main Span Material:	(4) Steel Continuous		B Curb/Sidewalk Width R:	0.000 ft
43B Main Span Design:	(02) Stringer / Girder	47	Horiz. Clearance:	55.774 ft
45 Number of Spans Main:	5	er/N 51	Width Curb to Curb:	-3.281 ft
44A Approach Span Material:	Not Applicable	52	Width Out to Out:	59.292 ft
44B Approach Span Design:	Not Applicable	48	Max Length Span:	129.370 ft
46 Number of Approach Span			ADMINIS ⁻	TRATIVE
107 Deck Type:	(1) Concrete-Cast-in-Place	27	Year Built:	1988
108A Wearing Surface:	(5) Epoxy Overlay		Year Reconstructed:	0
108B Membrane:	(0) None	00″ <mark>42</mark> /	A Type of Service On:	(1) Highway
108C Deck Protection:	(1) Epoxy Coated Reinforcing	42	B Type of Service Under:	(1) Highway
Overlay Y/N:	No	37	Historical Significance:	(5) Not Eligible
Overlay Type:	None	21	Custodian:	(01) State Hwy Agency
Overlay Thickness:	-1.000 in	22	Owner:	(01) State Hwy Agency
Overlay Date:		10		(N) No II Structure Exists
APPR	AISAL	52	Width Out to Out:	59.292 ft
36A Bridge Railings:	(1) Meets Standards	_	CLEAR	ANCES
36B Transitions	(1) Meets Standards	10	Vert. Clearance:	20.997 ft
36C Approach Guardrail:	(1) Meets Standards	53	Min. Vert. Clearance Over:	99.999 ft
36D Approach Guardrail Ends:	(1) Meets Standards	54	Vert. Under Reference:	(H) Hwy beneath struct.
71 Waterway Adequacy:	(N) Not Applicable	54	B Min. Vert. Underclearance:	16.749 ft
72 Approach Alignment:	(8) Equal Desirable Crit	55/	A Lateral Under Reference:	(H) Hwy beneath struct.
113 Scour Critical:	(N) Not over Waterway	55	B Min. Lat. Underclearance F	R: 12.000 ft
Recommended Scour Critical:	(N) Not over Waterway	56	Min. Lat. Underclearance L	.: 11.500 ft
		10	Vert. Clearance:	99.999 ft
	RATINGS		POST	
	I Factor (LF)		Posting Status:	(A) Open, No Restriction
64 Operating Rating: 60.0 tons			Ins Posted Cardinal:	No
	I Factor (LF)		Ins Posted Non-Cardinal:	No
66 Inventory Rating: 36.0 ton:	S		Id Postings Gross:	-1 tons
Truck Capacity Type I: tons			Id Postings Type I:	-1 tons
Truck Capacity Type II: tons		Fie	Id Postings Type II:	-1 tons

Field Postings Type III:

Field Postings Type IV:

-1 tons

-1 tons

520: Conc Re Prot Sys

Inspection Report with SI&A Data

12: Re Co	oncrete Deck								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%
eck has s	some exposed add	predate and long	itudinal and	d transverse cracl	ks with efflo	prescence on the	oottom.		
Deck has s	some exposed agg	pregate and long	itudinal an	d transverse cracl	ks with efflo	prescence on the	bottom.		
Deck has s	some exposed ago	regate and long	itudinal an	d transverse cracl	ks with efflo	prescence on the	bottom.		

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%
				I			L	I	L

7358: DC	O NOT USE Cond	crete Cracking							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%

Deck has some exposed aggregate and longitudinal and transverse cracks with efflorescence on the bottom.

7359: DO	O NOT USE Cond	crete Efflorescen	с						
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has	some evnosed a	agregate and long	uitudinal an	d transverse crac	ks with offle	prescence on the l	ottom	I	

Deck has some exposed aggregate and longitudinal and transverse cracks with efflorescence on the bottom.

107: Ste	el Opn Girder/Be	eam							
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,367	0	0%	3,367	100%	0	0%	0	0%
Structura	I steel is rusting ir	n many places. Pa	aint is failin	g.					

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

205: Re	Conc Column								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
	L							L	

215: Re	Conc Abutment								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	241	239	99%	2	1%	0	0%	0	0%

Minor cracks. The west abutment breastwall has some scaling toward the north side. There are numerous cracks and spalls at the west expansion joint in the top of the backwall and the armored edge is cracked at the south spall. The largest spall amounts to a 2 ft. x 8 in. x 6 in. deep pothole in the riding surface. The top of the east abutment backwall has minor cracks and initial deterioration. The protection systems at the abutments (reinforced earth walls at the west abutment and concrete slope protection at the east abutment) have minor cracks and deterioration.

234: Re 0	Conc Pier Cap								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
	¥	¥	l		k		H		

303: Asse	em Jnt With Seal								
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	0	0%	190	100%	0	0%	0	0%
	leaking on the do								

311: Moveable Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%
Bearings	are rusting at the	exterior beams.						· · · · ·	

Qty. St. 4	% in 4
0	0%
	-

313: Fixed Bearing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%
Bearings	are rusting at the	exterior beams.							

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

331: Re Conc Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,013	0	0%	1,013	100%	0	0%	0	0%
Extensive	e minor cracking i	n the barrier wall.							

STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES

WORK

Action: 1062 - Paint-Structural

Generated by ddudgeon on 03/03/2009 - Structural steel is rusting in many places. Paint is failing and needs repainting. Concur (RM, TK, & amp; TH - 11/13/2014)

	Inspection Repo	ort v	witl	h SI&A Data		
Structure Description: 490.23 F	Foot - 5 Span Steel continuous Strir	nger/N	/ulti-	beam or Girder	NBI	
2 District: 05 3 County	: Jefferson 16 Latitude: 38°11'2	3.00"	' 7	/ Longitude: 85°44'26.00"	Element	
7 Facility Carried STANDIFOR	RD FIELD			Milepoint: 0.300	Fracture Critical	
6A Feature Intersected: I-264 E				·	Underwater	
9 Location: JCT FREEDOM W					Special	
Structure Description: 490.234	Foot - 5 Span Steel continuous Strin	<u>∽e</u> r/N	Aulti_	heam or Girder		_
NBI CONDI	TION RATINGS	00"	,	GEOMETR		
58 Deck: 7	61 Channel: N		48	Max Length Span:	129.370 ft	
59 Superstructure: 7	62 Culvert: N		49	Structure Length:	490.229 ft	
60 Substructure: 7	Sufficiency Rating: 96		32	Approach Roadway:	-3.281 ft	
				Median:	(0) No Median	
DE	SIGN	er/N 	34	Skew:	45°	
Substandard:	No		35	Flare:	No Flare	
Fracture Critical:	Not Coded		50A	Curb/Sidewalk Width L:	0.000 ft	
43A Main Span Material:	(4) Steel Continuous		50B	Curb/Sidewalk Width R:	0.000 ft	
43B Main Span Design:	(02) Stringer / Girder		47	Horiz. Clearance:	55.774 ft	
45 Number of Spans Main:	5	er/N	51	Width Curb to Curb:	-3.281 ft	
44A Approach Span Material:	Not Applicable	00"	52	Width Out to Out:	59.292 ft	
44B Approach Span Design:	Not Applicable		48	Max Length Span:	129.370 ft	
46 Number of Approach Spans: 0				ADMINIST	RATIVE	
107 Deck Type:	(1) Concrete-Cast-in-Place		27	Year Built:	1988	
108A Wearing Surface:	(5) Epoxy Overlay	er/N	106	Year Reconstructed:	0	
108B Membrane:	(0) None			Type of Service On:	(1) Highway	
108C Deck Protection:	(1) Epoxy Coated Reinforcing			Type of Service Under:	(1) Highway	
Overlay Y/N:	No		37	Historical Significance:	(5) Not Eligible	
Overlay Type:	None		21	Custodian:	(01) State Hwy Agency	
Overlay Thickness:	-1.000 in		22	Owner:	(01) State Hwy Agency	
Overlay Date:			101	Parallel Structure:	(N) No II Structure Exists	
		_	52	Width Out to Out:	59.292 ft	
	RAISAL			CLEARA	NCES	
36A Bridge Railings:	(1) Meets Standards		10	Vert. Clearance:	20.997 ft	
36B Transitions	(1) Meets Standards		53	Min. Vert. Clearance Over:	99.999 ft	
36C Approach Guardrail:	(1) Meets Standards		54A	Vert. Under Reference:	(H) Hwy beneath struct.	
36D Approach Guardrail Ends			54B	Min. Vert. Underclearance:		
71 Waterway Adequacy:	(N) Not Applicable			Lateral Under Reference:	(H) Hwy beneath struct.	
72 Approach Alignment:	(8) Equal Desirable Crit			Min. Lat. Underclearance R		
113 Scour Critical:	(N) Not over Waterway		56	Min. Lat. Underclearance L		
Recommended Scour Critical:	Unknown		10	Vert. Clearance:	99.999 ft	
LOAD	RATINGS			POSTI		_
	d Factor (LF)		41	Posting Status:	(A) Open, No Restriction	
64 Operating Rating: 60.0 to				is Posted Cardinal:	No	
			e.g.			

		LOAD KATINGS	FOX
63	Operating Type:	(1) Load Factor (LF)	41 Posting Status:
64	Operating Rating:	60.0 tons	Signs Posted Cardinal:
65	Inventory Type:	(1) Load Factor (LF)	Signs Posted Non-Cardinal:
66	Inventory Rating:	36.0 tons	Field Postings Gross:
Truck	k Capacity Type I:	tons	Field Postings Type I:
Truck	k Capacity Type II:	tons	Field Postings Type II:
Truck	k Capacity Type III:	tons	Field Postings Type III:
Truck	k Capacity Type IV:	tons	Field Postings Type IV:
•			

No

-1 tons

-1 tons

-1 tons

-1 tons

-1 tons

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
			%		%		%		%
							I		

STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES

WORK

Action: -