90 Inspection Date - 1/24/2017
Inspector - BCOMBS (217)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	4
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	31.3

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	5 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	979	81%	210	17%	20	2%	0	0%

The bridge deck consist of transverse timber deck boards, there are no running boards at this time. Several of the decking boards have minor to moderate splits. The ends of several decking boards have moderate to full depth splits. Overall, the timber deck is sound and in satisfactory condition at this time. See photos.

1170: Split/Delamination (Timber)

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	0	0%	1	100%	0	0%	0	0%

See element 31.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	400	94%	26	6%	0	0%

The paint system is substantially effective in some locations and it is failing in other locations. The beams have moderate amounts of flaking paint, rusting, and minor to moderate pitting with areas of flaking corrosion on the flanges (<10%). Especially, along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Dirt and debris are present near the ends of the beams along with areas of heavy debris trapped between the beams. The upstream exterior beam in the south span is slightly bent out of plain (bowed). This has been noted on previous inspections, and does not appear to have changed. See photos.

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	907.69	0	0%	314.86	35%	365.76	40%	227.08	25%

Using old notes from 1999 the beam paint area was calculated @ 7sqft/LF x 6 beams x 70.9 ft = 2978 sqft. The area of the top flange is included in the paint area since portions of it are exposed and can be inspected.

Inspection Report with SI&A Data

1000: Corrosion									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	75	0	0%	50	67%	25	33%	0	0%
See 107									

210: Re Conc Pier Wall									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	18	0	0%	13	72%	5	28%	0	0%
Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. This pier could not be probed during this inspection due to the water depth The pier was probed around the accessible locations of the pier during the 2015 inspection and those notes are as follows, "Probing at the pier yielded 2 areas of isolated vertically exposure of the footing with no undermining: The center of the east face of the pier footing is vertically exposed up to 18" and the downstream nose of the pier footing is vertically exposed up to 2". Probing of the west face of the pier could not be performed due to the accumulation of drift/debris". See photos.									

6000: Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	13	0	0%	13	100%	0	0%	0	0%
See element 210.									

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	66	21	32%	30	45%	15	23%	0	0%
Both the east and west abutments have some minor cracking but appear to be sound at this time. The west abutment has some minor areas of spalling. Probing was not possible along the east abutment due to the water depth Areas that could be reached were probed during the 2015 inspection. The following notes are from that inspection: "east abutment, The footing is vertically exposed along the downstream end extending 2/3 of the length towards the upstream end with a maximum vertical exposure of 18" (near the middle of the abutment) with no undermining at this time. Probing was performed at the west abutment which extended from the downstream wingwall to the middle of the abutment (the upstream side could not be probed). The probed length of footing is vertically exposed up to 18" near the middle of the abutment with no undermining along the probed length." See photos.									

Inspection Report with SI&A Data

6000: Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	66	21	32%	30	45%	15	23%	0	0%

See element 215.

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate to large amounts of debris are present between the beams at the abutments, the pier, and along the flanges of the beams in the west span. This needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This has undermined the concrete slurry and rip-rap along the slopes of the approach roadway at the upstream and downstream sides. The west abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also positioned at the edge of the channel and may not have been at the time of construction. Heavy embankment erosion exist along the upstream west embankment. Erosion control countermeasures should be considered in the near future. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
Both 5 ton posting signs are in place at this time. Substandard bridge inspection by B.Combs.

WORK	
Action:	-

90 Inspection Date - 8/31/2016
Inspector - KSHUGAR (364)

035C00065N - **8 Bridge ID**
Unknown (NBI) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	
Fracture Critical	
Underwater	
Special	X

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	4
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	31.3

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	5 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

:									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
			%		%		%		%

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

This is a special NBI inspection to only verify that the proper posting signs are in place and to change item (41) to P posted for load. Both ends of the bridge are posted as recommended. Inspection by A. Greiner & W. K. Shugars

WORK

Action:	-

90 Inspection Date - 1/21/2016
Inspector - AGREINER (154)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	4
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	31.3

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	839	69%	180	15%	190	16%	0	0%

The bridge deck consist of transverse timber deck boards, there are no running boards at this time. The deck was mostly covered with snow except along the wheel paths. Minor to moderate splits were visible in several decking boards. The ends of several decking boards have moderate to full depth splits. Overall, the timber deck is sound and in satisfactory condition at this time. See photos.

1170: Split/Delamination (Timber)

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	1	100%	0	0%	0	0%	0	0%

See element 31.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is substantially effective in some locations and it is failing in other locations. The beams have moderate amounts of flaking paint, rusting, and minor to moderate pitting. Especially, along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Dirt and debris are present near the ends of the beams. The upstream exterior beam in the south span is slightly bent out of plain (bowed). This has been noted on previous inspections, and does not appear to have changed. See photos.

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	907.69	0	0%	314.86	35%	365.76	40%	227.08	25%

Using old notes from 1999 the beam paint area was calculated @ 7sqft/LF x 6 beams x 70.9 ft = 2978 sqft. The area of the top flange is included in the paint area since portions of it are exposed and can be inspected.

Inspection Report with SI&A Data

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	0	0%	13	72%	5	28%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. This pier could not be probed during this inspection due to thick ice. I probed around the accessible locations of the pier during the 2015 inspection and those notes are as follows, "Probing at the pier yielded 2 areas of isolated vertically exposure of the footing with no undermining: The center of the east face of the pier footing is vertically exposed up to 18" and the downstream nose of the pier footing is vertically exposed up to 2". Probing of the west face of the pier could not be performed due to the accumulation of drift/debris". See photos.

6000: Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	13	0	0%	13	100%	0	0%	0	0%

See element 210.

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	66	21	32%	30	45%	15	23%	0	0%

Both the east and west abutments have some minor cracking but appear to be sound at this time. The west abutment has some minor areas of spalling. Probing was not possible at the abutments due to thick ice. I probed the accessible portions of the abutments during the 2015 inspection. The following notes are from the last inspection, east abutment, "The footing is vertically exposed along the downstream end extending 2/3 of the length towards the upstream end with a maximum vertical exposure of 18" (near the middle of the abutment) with no undermining at this time. Probing was performed at the west abutment which extended from the downstream wingwall to the middle of the abutment (the upstream side could not be probed). The probed length of footing is vertically exposed up to 18" near the middle of the abutment with no undermining along the probed length. See photos.

6000: Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	66	21	32%	30	45%	15	23%	0	0%

See element 215.

Inspection Report with SI&A Data

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate to large amounts of debris are present between the beams at the abutments, the pier, and along the flanges of the beams in the west span. This needs to be removed. See photos.

856: Chan Drift

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

A minor sized drift pile is present at the upstream end of the pier. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This has undermined the concrete slurry and rip-rap along the slopes of the approach roadway at the upstream and downstream sides. The west abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also positioned at the edge of the channel and may not have been at the time of construction. Heavy embankment erosion exist along the upstream west embankment. Erosion control countermeasures should be considered in the near future. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
Both 6 tons posting signs are in place at this time. Inspected by A.Greiner.

WORK	
Action:	-

90 Inspection Date - 1/28/2015
Inspector - BJONES (302)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	**61 Channel:**	4
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	31.3

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(5) Above Tolerable
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	1,209	100%	0	0%	0	0%	0	0%

The bridge deck consist of timber deck boards and timber curbs. There are no running boards. The timber deck is in good condition at this time. See photos.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is deteriorating. Beams have moderate amounts of rusting and pitting, especially along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Beam ends are also covered with dirt and debris that needs to be cleaned off. Upstream exterior beam in south span is out of plain (bowed). This is likely due to channel drift impact damage during high water event. This has been noted on previous inspections, but has not changed. This will need to be monitored. See photos.

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	907.69	0	0%	45.42	5%	635.2	70%	227.08	25%

Using old notes from 1999 the beam paint area was calculated @ 7sqft/LF x 6 beams x 70.9 ft = 2978 sqft. The area of the top flange is included in the paint area since portions of it are exposed and can be inspected.

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	13	72%	0	0%	5	28%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. Probing at the pier yielded 2 areas of isolated vertically exposure of the footing with no undermining: The center of the east face of the pier footing is vertically exposed up to 18" and the downstream nose of the pier footing is vertically exposed up to 2". Probing of the west face of the pier could not be performed due to the accumulation of drift/debris. See photos.

Inspection Report with SI&A Data

6000: Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	18	13	72%	0	0%	5	28%	0	0%

Probing at the pier yielded 2 areas of isolated vertically exposure of the footing with no undermining: The center of the east face of the pier footing is vertically exposed up to 18" and the downstream nose of the pier footing is vertically exposed up to 2". Probing of the west face of the pier could not be performed due to the accumulation of drift/debris. See photos.

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	66	21	32%	30	45%	15	23%	0	0%

Both the east and west abutments have some minor cracking but appear to be sound at this time. The west abutment has some minor areas of spalling. Probing was performed at the east abutment. The footing is vertically exposed along the downstream end extending 2/3 of the length towards the upstream end with a maximum vertical exposure of 18" (near the middle of the abutment) with no undermining at this time. Probing was performed at the west abutment which extended from the downstream wingwall to the middle of the abutment (the upstream side could not be probed). The probed length of footing is vertically exposed up to 18" near the middle of the abutment with no undermining along the probed length. See photos.

6000: Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
FT	66	21	32%	30	45%	15	23%	0	0%

Probing was performed at the east abutment. The footing is vertically exposed along the downstream end extending 2/3 of the length towards the upstream end with a maximum vertical exposure of 18" (near the middle of the abutment) with no undermining at this time. Probing was performed at the west abutment which extended from the downstream wingwall to the middle of the abutment (the upstream side could not be probed). The probed length of footing is vertically exposed up to 18" near the middle of the abutment with no undermining along the probed length. See photos.

855: Debris on Super									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Extreme amounts of debris are present between beams and at beam seats at the abutments. This debris traps moisture and causes accelerated deterioration at these locations. This needs to be removed. See photos.

Inspection Report with SI&A Data

856: Chan Drift

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

An extreme amount drift/debris accumulation between the west abutment and pier. This blockage is causing the stream flow to be altered greatly and heavy sloughing/erosion upstream of the bridge. This needs to be addressed and corrected in the near future. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. Heavy bank sloughing exist just upstream of the west abutment. The heavy bank sloughing of the west bank extends for hundreds of feet upstream of the bridge. Erosion control countermeasures should be considered in the near future. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

The bridge is posted at 6 tons. Both 6 ton posting signs are in place at this time. There is an extreme amount of drift/debris accumulated between the west abutment and pier. In the near future this drift/debris needs to be removed to prevent structural degrading/damage to the bridge. The condition of the channel and approach roadway could also be negatively affected if the removal of the drift/debris is not performed in the near future.
Inspected by B. Jones.

Inspection Report with SI&A Data

WORK	
Action:	-

90 Inspection Date - 1/2/2014
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	61 Channel:	5
59 Superstructure:	5	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	32.3

DESIGN

Substandard:	Weight
43A **Main Span Material:**	(3) Steel
43B **Main Span Design:**	(02) Stringer / Girder
45 **Number of Spans Main:**	2
44A **Approach Span Material:**	Not Applicable (0)
44B **Approach Span Design:**	Not Applicable (00)
46 **Number of Approach Spans:**	0
107 **Deck Type:**	(8) Wood or Timber
108A **Wearing Surface:**	(7) Wood or Timber
108B **Membrane:**	(0) None
108C **Deck Protection:**	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A **Bridge Railings:**	(0) Substandard
36B **Transitions**	(0) Substandard
36C **Approach Guardrail:**	(0) Substandard
36D **Approach Guardrail Ends:**	(0) Substandard
71 **Waterway Adequacy:**	(6) Equal Minimum
72 **Approach Alignment:**	(3) Intolerable - Correct
92A **Fracture Critical Inspection:**	No
92B **Under Water Inspection:**	No
113 **Scour Critical:**	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 **Operating Type:**	(2) Allowable Stress (AS)
64 **Operating Rating:**	5.0 tons
65 **Inventory Type:**	(2) Allowable Stress (AS)
66 **Inventory Rating:**	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 **Max Length Span:**	36.089 ft
49 **Structure Length:**	70.866 ft
32 **Approach Roadway:**	15.092 ft
33 **Median:**	(0) No Median
34 **Skew:**	0°
35 **Flare:**	No Flare
50A **Curb/Sidewalk Width L:**	0.600 ft
50B **Curb/Sidewalk Width R:**	0.600 ft
47 **Horiz. Clearance:**	15.748 ft
51 **Width Curb to Curb:**	15.748 ft
52 **Width Out to Out:**	17.060 ft

ADMINISTRATIVE

27 **Year Built:**	1985
106 **Year Reconstructed:**	-4
42A **Type of Service On:**	(1) Highway
42B **Type of Service Under:**	(5) Waterway
37 **Historical Significance:**	(5) Not Eligible
21 **Maintenance Responsibility:**	(02) County Hwy Agency
22 **Owner:**	(02) County Hwy Agency
101 **Parallel Structure:**	(N) No II Structure Exists

CLEARANCES

10 **Vert. Clearance:**	99.999 ft
53 **Min. Vert. Clearance Over:**	99.999 ft
54A **Vert. Under Reference:**	(N) Feature not hwy or RR
54B **Min. Vert. Underclearance:**	0.000 ft
55A **Lateral Under Reference:**	(N) Feature not hwy or RR
55B **Min. Lat. Underclearance R:**	0.000 ft
56 **Min. Lat. Underclearance L:**	0.000 ft

POSTINGS

41 **Posting Status:**	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	1,209	100%	0	0%	0	0%	0	0%

Bridge has new timber deck boards and curbs. No running boards at this time. Timber deck is in good condition at this time. See photos.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is deteriorating. Beams have moderate amounts of rusting and pitting, especially along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Beam ends are also covered with dirt and debris that needs to be cleaned off. Upstream exterior beam in south span is out of plain (bowed). This is likely due to channel drift impact damage during high water event. This has been noted on previous inspections, but has not changed. This will need to be monitored. See photos.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	13	72%	5	28%	0	0%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. Pier could not be probed at this time due to high water level. We will perform a kayak inspection in the spring. See photos.

Inspection Report with SI&A Data

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	66	62	94%	4	6%	0	0%	0	0%

East abutments have some minor cracking but appear to be sound at this time. West abutment has some minor areas of spalling. West abutment could not be probed due to high water level. Will perform kayak inspection in the spring. See photos.

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate amounts of debris are present between beams and at beam seats at the abutments. This debris traps moisture and causes accelerated deterioration at these locations. This needs to be removed. See photos.

856: Chan Drift

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Large pile of channel drift is restricting flow through the west span. This needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

858: Channel Alignment									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of west abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the west embankment. The west abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

7361: DO NOT USE Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Contraction scour is present in the north span at the pier footing and along the west abutment. Could not prob footings at this time due high water level. Will perform kayak inspection in the spring. See photos.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. Both 6 ton posting signs are in place at this time. The east sign is leaning and needs to be straightened. See photos. Inspected by R.Rogers.

WORK

Action:	-

90 Inspection Date - 1/11/2013
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and need to be nailed down. Several sections of the timber curbs have areas of rot especially the upstream east end. See photos.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is deteriorating. Beams have moderate amounts of rusting and pitting, especially along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Beam ends are also covered with dirt and debris that needs to be cleaned off. Upstream exterior beam in south span is out of plain (bowed). This is likely due to channel drift impact damage during high water event. This has been noted on previous inspections, but has not changed. This will need to be monitored. See photos.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	13	72%	5	28%	0	0%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. See photos.

Inspection Report with SI&A Data

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	66	62	94%	4	6%	0	0%	0	0%

Abutments have some minor cracking but appear to be sound at this time. See photos.

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate amounts of debris are present between beams and at beam seats at the abutments. This debris traps moisture and causes accelerated deterioration at these locations. This needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

7361: DO NOT USE Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Contraction scour is present in the north span at the pier footing and along the north abutment. Need to monitor.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. Both 6 ton posting signs are in place at this time. See photos.

WORK

Action:	-

90 Inspection Date - 2/23/2012
Inspector - AGREINER (154)

035C00065N - **8 Bridge ID**
Special (0-60 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	
Element	
Fracture Critical	
Underwater	
Special	X

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

90 Inspection Date - 2/23/2012

Inspector - AGREINER (154)

035C00065N - **8 Bridge ID**

Special (0-60 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

:									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
			%		%		%		%

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
This is a special inspection to verify that the proper posting signs are now in place. Both 6 ton posting signs have been replaced at this time. See photos.

WORK	
Action:	-

90 Inspection Date - 1/12/2012
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	5	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(B) Posting Recommended
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and need to be nailed down. Several sections of the timber curbs have areas of rot. See photos.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is deteriorating. Beams have moderate amounts of rusting and pitting, especially along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Beam ends are also covered with dirt and debris that needs to be cleaned off. Upstream exterior beam in south span is out of plain (bowed). This is likely due to channel drift impact damage during high water event. This has been noted on previous inspections, but has not changed. This will need to be monitored. See photos.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	13	72%	5	28%	0	0%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. See photos.

Inspection Report with SI&A Data

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	66	62	94%	4	6%	0	0%	0	0%

Abutments have some minor cracking. See photos.

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate amounts of debris are present between beams and at beam seats at the abutments. This debris traps moisture and causes accelerated deterioration at these locations. This needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

7361: DO NOT USE Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%
Contraction scour is present in the north span at the pier footing and along the north abutment. Need to monitor.									

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
Both 6 ton signs are missing and needs to be replaced. See photos.

WORK	
Action:	-

90 Inspection Date - 2/16/2011
Inspector - JCALLAHAN (8)

035C00065N - **8 Bridge ID**
Special (0-60 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	
Element	
Fracture Critical	
Underwater	
Special	X

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(B) Posting Recommended
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

90 Inspection Date - 2/16/2011

Inspector - JCALLAHAN (8)

035C00065N - **8 Bridge ID**

Special (0-60 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

:									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
			%		%		%		%

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
This is a special inspection to verify posting upon receipt of county's compliance form being received. Both posting signs have been replaced. Bridge is properly posted at 6 tons. Inspection performed by Joe Callahan and Blake Combs.

WORK	
Action:	-

90 Inspection Date - 1/13/2011
Inspector - AGREINER (154)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(B) Posting Recommended
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and need to be nailed down. Several sections of the timber curbs have areas of rot. See photos.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	0	0%	426	100%	0	0%	0	0%

The paint system is deteriorating. Beams have moderate amounts of rusting and pitting, especially along the bottom flanges and lower portions of the webs where debris accumulates and causes accelerated deterioration. Beam ends are also covered with dirt and debris that needs to be cleaned off. See photos.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	13	72%	5	28%	0	0%	0	0%

Pier wall has some areas of minor cracking and spalling. Spalls are present under the downstream exterior beam and under beam 2 from upstream. See photos.

Inspection Report with SI&A Data

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	66	62	94%	4	6%	0	0%	0	0%

Abutments have some minor cracking. See photos.

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Moderate amounts of debris are present between beams and at beam seats at the abutments. This debris traps moisture and causes accelerated deterioration at these locations. This needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

858: Channel Alignment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Embankment erosion is present at the upstream and downstream wingwalls of north abutment. This abutment is located on the outside of a bend in the stream. It appears as though this stream is migrating in that direction due to the erosion along the north embankment. The north abutment is also at the edge of the channel and may not have been at the time of construction. This needs to be monitored. See photos.

Inspection Report with SI&A Data

7361: DO NOT USE Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Contraction scour is present in the north span at the pier footing and along the north abutment. Need to monitor.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Both 6 ton posting signs are missing and need to be replaced. Inspected by R.Rogers and A.Greiner.

WORK

Action:	-

90 Inspection Date - 1/6/2010
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	5	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	24

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	6 tons
Field Postings Type I:	6 tons
Field Postings Type II:	6 tons
Field Postings Type III:	6 tons
Field Postings Type IV:	6 tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and needs to be nailed down.Several sections of timber curb has been replaced. Otherwise, timber curb has several sections of rot and needs to be replaced. See photo.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	402	94%	24	6%	0	0%	0	0%

Beams have moderate amounts of rusting and pitting. Beam ends are covered with dirt and needs to be cleaned off.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	18	100%	0	0%	0	0%	0	0%

Pier wall has some areas of minor cracking and spalling. Spall under downstream exterior beam and under beam 2 from upstream. See photos.

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	66	65	98%	1	2%	0	0%	0	0%

Abutments have some minor cracking. See photos.

Inspection Report with SI&A Data

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Heavy debris around and under bridge is restricting flow and will cause over topping. Debris needs to be removed. See photos.
Debris on wearing surface due to over topping needs to be removed. See photos.

857: Embankment Erosion

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Erosion is present at upstream of north abutment. Need to monitor. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Scour is present at pier footing. Need to monitor.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. Both signs are in place at this time.See photos. Inspected by R.Rogers and A.Greiner.

WORK

Action:	-

90 Inspection Date - 2/23/2009
Inspector - AGREINER (154)

035C00065N - **8 Bridge ID**
Special (0-60 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	
Element	
Fracture Critical	
Underwater	
Special	X

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	5
59 Superstructure:	6	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	41.6

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	No
Field Postings Gross:	6 tons
Field Postings Type I:	6 tons
Field Postings Type II:	6 tons
Field Postings Type III:	6 tons
Field Postings Type IV:	6 tons

Inspection Report with SI&A Data

:									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
			%		%		%		%

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. West sign is missing and needs to be replaced. East sign is in good condition. Bridge posting signs were checked on 02-23-09, both signs are in place, and the west sign has been replaced. See photos.

WORK

Action:	-

90 Inspection Date - 1/7/2009
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	5
59 Superstructure:	6	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	35.9

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	No
Field Postings Gross:	6 tons
Field Postings Type I:	6 tons
Field Postings Type II:	6 tons
Field Postings Type III:	6 tons
Field Postings Type IV:	6 tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and needs to be nailed down. Timber curb has several sections of rot and needs to be replaced. See photo.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	402	94%	24	6%	0	0%	0	0%

Beams have moderate amounts of rusting and pitting. Beam ends are covered with dirt and needs to be cleaned off.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	18	100%	0	0%	0	0%	0	0%

Pier wall has some areas of minor cracking.

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	66	65	98%	1	2%	0	0%	0	0%

Abutments have some minor cracking.

Inspection Report with SI&A Data

855: Debris on Super									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Heavy debris around and under bridge is restricting flow and will cause over topping. Debris needs to be removed. See photos.

7361: DO NOT USE Scour									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%

Scour is present at pier footing. Need to monitor.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. West sign is missing and needs to be replaced. East sign is in good condition. See photos.

WORK

Action:	-

90 Inspection Date - 1/7/2008
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Substandard (12 months) -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	5
59 Superstructure:	6	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	41.6

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(4) Stable, Needs Attention

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	No
Field Postings Gross:	6 tons
Field Postings Type I:	6 tons
Field Postings Type II:	6 tons
Field Postings Type III:	6 tons
Field Postings Type IV:	6 tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and needs to be nailed down. Timber curb has several sections of rot and needs to be replaced. See photo.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	402	94%	24	6%	0	0%	0	0%

Beams have moderate amounts of rusting and pitting. Beam ends are covered with dirt and needs to be cleaned off.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	18	100%	0	0%	0	0%	0	0%

Pier wall has some areas of minor cracking.

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	66	65	98%	1	2%	0	0%	0	0%

Abutments have some minor cracking.

Inspection Report with SI&A Data

855: Debris on Super

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Debris lodged in beams needs to be removed. See photos.

856: Chan Drift

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Large drift pile at west span needs to be removed. See photos.

7361: DO NOT USE Scour

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Scour is present at pier footing. Need to monitor.

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

Bridge is posted at 6 tons. West sign is missing and needs to be replaced. East sign is in good condition.

WORK

Action:	-

90 Inspection Date - 1/9/2007
Inspector - RROGERS (35)

035C00065N - **8 Bridge ID**
Initial Inspection -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	6	**61 Channel:**	5
59 Superstructure:	6	**62 Culvert:**	N
60 Substructure:	6	**Sufficiency Rating:**	35.9

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(6) Calcs Not Made

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
Truck Capacity Type I:	5 tons
Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

48 Max Length Span:	36.089 ft
49 Structure Length:	70.866 ft
32 Approach Roadway:	15.092 ft
33 Median:	(0) No Median
34 Skew:	0°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.600 ft
50B Curb/Sidewalk Width R:	0.600 ft
47 Horiz. Clearance:	15.748 ft
51 Width Curb to Curb:	15.748 ft
52 Width Out to Out:	17.060 ft

ADMINISTRATIVE

27 Year Built:	1985
106 Year Reconstructed:	-4
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

CLEARANCES

10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Unknown
Signs Posted Non-Cardinal:	Unknown
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

Inspection Report with SI&A Data

31: Timber 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	1,209	0	0%	1,209	100%	0	0%	0	0%

Timber deck is cracked and split. Several boards are loose and needs to be nailed down.

107: Steel Opn Girder/Beam

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	426	402	94%	24	6%	0	0%	0	0%

Beams have moderate amounts of rusting and pitting. Beam ends are covered with dirt and needs to be cleaned off.

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%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	18	18	100%	0	0%	0	0%	0	0%

Pier wall has some areas of minor cracking.

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	66	66	100%	0	0%	0	0%	0	0%

Abutments have some minor cracking.

Inspection Report with SI&A Data

855: Debris on Super									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
(EA)	1	0	0%	0	0%	0	0%	1	100%
Debris lodged in beams needs to be removed.									

STRUCTURE NOTES
Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999. 8/3/2016 Controlling member is the timber deck. DGA 8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES
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WORK	
Action:	-

90 Inspection Date - 1/1/2005
Inspector - JCALLAHAN (8)

035C00065N - **8 Bridge ID**
Initial Inspection -**Primary Inspection Type**

Inspection Report with SI&A Data

Structure Description: 70.87 Foot - 2 Span Steel Stringer/Multi-beam or Girder
2 District: 09 **3 County:** Fleming **16 Latitude:** 38°23'35.00" **7 Longitude:** 83°51'30.00"
7 Facility Carried CR1240 McINTIRE RD **Milepoint:** 2.050
6A Feature Intersected: FLEMING CREEK
9 Location: AT THE JCT. OF PIKE BLUFF

NBI	X
Element	
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS

58 Deck:	7	**61 Channel:**	5
59 Superstructure:	5	**62 Culvert:**	N
60 Substructure:	7	**Sufficiency Rating:**	-1

DESIGN

Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(8) Wood or Timber
108A Wearing Surface:	(7) Wood or Timber
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	0.000 in
Overlay Date:	

APPRAISAL

36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(6) Equal Minimum
72 Approach Alignment:	(3) Intolerable - Correct
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(5) Stable w/in footing
Recommended Scour Critical:	(6) Calcs Not Made

LOAD RATINGS

63 Operating Type:	(2) Allowable Stress (AS)
64 Operating Rating:	5.0 tons
65 Inventory Type:	(2) Allowable Stress (AS)
66 Inventory Rating:	5.0 tons
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Truck Capacity Type II:	5 tons
Truck Capacity Type III:	5 tons
Truck Capacity Type IV:	5 tons

GEOMETRIC DATA

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10 Vert. Clearance:	99.999 ft
53 Min. Vert. Clearance Over:	99.999 ft
54A Vert. Under Reference:	(N) Feature not hwy or RR
54B Min. Vert. Underclearance:	0.000 ft
55A Lateral Under Reference:	(N) Feature not hwy or RR
55B Min. Lat. Underclearance R:	0.000 ft
56 Min. Lat. Underclearance L:	0.000 ft

POSTINGS

41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	No
Field Postings Gross:	7 tons
Field Postings Type I:	13,228 tons
Field Postings Type II:	13,228 tons
Field Postings Type III:	13,228 tons
Field Postings Type IV:	13,228 tons

Inspection Report with SI&A Data

:									
Units	**Total Qty**	**Qty. St. 1**	**% in 1**	**Qty. St. 2**	**% in 2**	**Qty. St. 3**	**% in 3**	**Qty. St. 4**	**% in 4**
			%		%		%		%

STRUCTURE NOTES

Changed route number from CR-1305 (Pike Bluff Road) to CR-1240 (McIntire Road). The incorrect route has been carried through since initial inventory back in 1999.

8/3/2016 Controlling member is the timber deck. DGA
8/3/2016 Gross post at 5 tons due to the rating of the timber deck. DGA

INSPECTION NOTES

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WORK

Action:	-

View of bridge from the east approach. Note the 5 ton posting sign is in place.

View of the timber wearing surface.

View of an area of minor splitting near the east end along the upstream wheel path.

View of bridge from the west approach. Note the 5 ton posting sign is in place.

View looking upstream.

View of embankment erosion along the upstream embankment of the west abutment.

View of bridge from upstream.

View of the underside of the west span.

View looking at bridge from downstream.

View of the underside of the east span.

B.Combs

View of areas of minor pitting along the top flange of the downstream exterior beam at the east abutment.

View of the east span.

View of the underside of the east span. Note the debris lodged between the beams.

View sighting along the upstream exterior beam of the east span. Note when sighting along the beam the beam appears to be wavy.