

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS	
58 Deck: 4	61 Channel: 7
59 Superstructure: 3	62 Culvert: N
60 Substructure: 5	Sufficiency Rating: 36.4

GEOMETRIC DATA	
48 Max Length Span:	34.121 ft
49 Structure Length:	36.089 ft
32 Approach Roadway:	20.997 ft
33 Median:	(0) No Median
34 Skew:	30°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.500 ft
50B Curb/Sidewalk Width R:	0.500 ft
47 Horiz. Clearance:	29.856 ft
51 Width Curb to Curb:	29.856 ft
52 Width Out to Out:	30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1947
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(01) State Hwy Agency
22 Owner:	(01) State Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	10 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

16: Re Conc Top Flange									
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	1,112.99	700.99	63%	320	29%	92	8%	0	0%
<p>The top of the top flange is not visible due to an asphalt overlay. The deck underside has widespread areas of discoloration with minor sized cracking with efflorescence. The downstream deck overhang has heavy spalling with exposed steel near abutment 1 and heavy cracking/spalling extending from abutment 2 to near midspan. The upstream deck overhang has a heavy intensity of minor sized cracking with efflorescence with areas of moderate spalling. This extends from abutment 1 to near midspan. Areas of shallow spalling with exposed rusting/corroding reinforcing steel is between beams 5 and 6. This extends from abutment 1 to near midspan. See photos.</p>									

510: Wearing Surfaces									
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	1,082.85	914.85	84%	108	10%	60	6%	0	0%
<p>The asphalt wearing surface has moderate sized transverse cracks at the bridge ends and several half length to full length minor to moderate sized longitudinal cracks in the driving lanes.</p>									

3220: Crack (Wearing Surface)									
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%	0	0%	1	100%	0	0%
<p>See element 510.</p>									

1130: Cracking (RC and Other)									
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%	0	0%	1	100%	0	0%
<p>See element 16.</p>									

Inspection Report with SI&A Data

110: Re Conc 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	231	116	50%	50	22%	50	22%	15	6%
<p>At some point in time this bridge was widened by constructing 3 more RCDG beams at the upstream end of the bridge. The downstream exterior beam (Beam 7) has areas of cracking and heavy spalling with exposed steel with moderate to heavy section loss of the exposed reinforcement (up to 20% reinforcing section loss). These spalls are located near abutment 1, midspan, approximately 8 ft. from abutment 2, and near abutment 2. The areas of heavy spalling in the downstream exterior beam are mostly located under drains which appear to have been blocked by the asphalt overlay.</p> <p>A heavy intensity of minor sized cracking with efflorescence is present in the underside of the upstream exterior beam. This extends from abutment 1 to near mid-span.</p> <p>Beam 2 from upstream has a heavy intensity of minor sized cracking with efflorescence in the underside of the beam extending out from abutment 1 approximately 20' in length.</p> <p>Beams 3 and 4 are side by side (beam 3 is within the newer portion and beam 4 was the original upstream beam). Efflorescence is seeping between these two beams.</p> <p>Beams 4 and 5 have some shallow cover spalls with exposed steel on their bottom faces and a moderate to heavy intensity of minor sized cracking with efflorescence near their bearings at abutment 2.</p> <p>Beam 6 also has a few areas of shallow spalling with exposed steel.</p> <p>See photos.</p>									

1080: Delamination/Spall/Patched Area									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1	0	0%	1	100%	0	0%	0	0%
See element 110.									

1090: Exposed Rebar									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	15	0	0%	0	0%	0	0%	15	100%
See parent element 110 for notes.									

1130: Cracking (RC and Other)									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1	0	0%	0	0%	1	100%	0	0%
See element 110.									

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	165	139	84%	16	10%	10	6%	0	0%
<p>The downstream portion of abutment 1 has a fairly large area of shallow cover spalling with exposed steel near the wingwall connection. The upstream end of abutment 1 has several shallow spalls. The downstream wingwall of abutment 2 has a fairly deep spall/void area near the wingwall connection and diaphragm. Abutment 2s downstream wingwall has a couple of full height vertical cracks and an area of fairly heavy intensity, minor sized cracking with efflorescence. Otherwise, the abutments have some efflorescence staining from seepage between the beam seats and the tops of the abutments. See photos.</p>									

331: Re Conc Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%
<p>The three interior downstream rail posts have some cracking with exposed steel. The lower portion of the rail also has some exposed steel near abutment 2. The upstream railing is in satisfactory condition at this time. See photos</p>									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	74	69	93%	5	7%	0	0%	0	0%
<p>The curbs have areas that are cracked, scaled, and spalled. The upstream and downstream curbs have moderate scaling/spalling from near abutment 1, out to near midspan. See photos.</p>									

STRUCTURE NOTES
<p>6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA</p>

INSPECTION NOTES
<p>Both ends of the bridge were posted at 10 tons during this inspection. Bridge Inspection by A.Greiner and K.Shugars.</p>

WORK
<p>Action: 1022 - Bridge-Replacement</p>
<p>Replacement should be considered. Generated by user "agreiner" on 11/9/2016</p>

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2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	4	61 Channel:	7
59 Superstructure:	3	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	36.4

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	10 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

16: Re Conc Top Flange									
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	1,112.99	712.99	64%	300	27%	100	9%	0	0%
<p>The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. The underside of the bridge deck has multiply areas with transverse cracking with heavy efflorescence and water staining. There is one isolated area with exposed rusting/corroding reinforcing steel between beams 5 and 6 near the west abutment. See photos.</p>									

510: Wearing Surfaces									
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	1,082.85	982.85	91%	100	9%	0	0%	0	0%
<p>See parent element for notes.</p>									

1090: Exposed Rebar									
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	100	0	0%	0	0%	100	100%	0	0%
<p>See parent element 16 for notes.</p>									

110: Re Conc 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	231	116	50%	50	22%	50	22%	15	6%
<p>At some point, this bridge has been widened. This was done so by adding 3 more beams to the upstream side of the bridge. The upstream exterior beam has approximately half the beam length of longitudinal cracking with efflorescence on the bottom face extending from abutment 1 (West abutment). Beam 2 from upstream has approximately 20 feet of cracking with efflorescence extending from abutment 1. Beams 4 and 5 have some shallow cover spalls with exposed steel on their bottom faces. The downstream exterior beam (Beam 7) has areas of cracking and heavy spalling with exposed steel with moderate to heavy section loss of the exposed reinforcement (up to 20% reinforcing section loss). These spalls are located near abutment 1, midspan, approximately 8 ft. from abutment 2, and near abutment 2. The spalling near midspan is the most advanced. The areas of heavy spalling on the downstream exterior beam are under drains which appears to have been blocked with the asphalt overlay. These areas of spalling on the downstream exterior beam should be patched. See photos.</p>									

Inspection Report with SI&A Data

1090: Exposed Rebar									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	15	0	0%	0	0%	0	0%	15	100%
See parent element 110 for notes.									

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	165	139	84%	16	10%	10	6%	0	0%
The abutments have some areas of cracking and shallow spalling with exposed steel. The downstream portion of abutment 1 has an area of shallow cover spalling with exposed steel. The downstream wingwall of abutment 2 has a small void with an approximate 1/4 in. diagonal crack that extends the height of the wall. This wingwall also has some other cracking with efflorescence. See photos.									

331: Re Conc Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%
The three interior downstream rail posts have some cracking with exposed steel. The lower portion of the rail also has some exposed steel near abutment 2. The upstream railing is in satisfactory condition at this time. See photo									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	74	69	93%	5	7%	0	0%	0	0%
The curbs have areas that are cracked and scaled. See photos.									

Inspection Report with SI&A Data

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

The cardinal directions for this bridge are assigned per the general roadway direction/orientation west to east. The abutments are numbered from west to east and the beams are numbered from upstream to downstream (south to north).
Bridge Inspection by B.Jones.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	4	61 Channel:	7
59 Superstructure:	3	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	37

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
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41 Posting Status:	(P) Posted For Load
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Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

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

STRUCTURE NOTES
6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES
This is a special NBI inspection to verify field postings and change item (41) to (P) Posted for load. Both ends of the bridge were properly posted at 10 tons during this inspection. Inspected by A.Greiner and K.Shugars.

WORK	
Action:	-

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	4	61 Channel:	7
59 Superstructure:	3	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67.2

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange									
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	1,112.99	712.99	64%	300	27%	100	9%	0	0%
<p>The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. The underside of the bridge deck has multiply areas with transverse cracking with heavy efflorescence and water staining. There is one isolated area with exposed rusting/corroding reinforcing steel between beams 4 and 5 near the west abutment. See photos.</p>									

510: Wearing Surfaces									
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	1,082.85	982.85	91%	100	9%	0	0%	0	0%

1090: Exposed Rebar									
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	100	0	0%	0	0%	100	100%	0	0%
See parent element 16 for notes.									

110: Re Conc 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	231	116	50%	50	22%	50	22%	15	6%
<p>At some point, this bridge has been widened. This was done so by adding 3 more beams to the upstream side of the bridge. The upstream exterior beam has approximately half the beam length of longitudinal cracking with efflorescence on the bottom face extending from abutment 1 (West abutment). Beam 2 from upstream has approximately 20 feet of cracking with efflorescence extending from abutment 1. Beams 4 and 5 have some shallow cover spalls with exposed steel on their bottom faces. The downstream exterior beam (Beam 7) has areas of cracking and heavy spalling with exposed steel with moderate to heavy section loss of the exposed reinforcement (up to 20% reinforcing section loss). These spalls are located near abutment 1, midspan, approximately 8 ft. from abutment 2, and near abutment 2. The spalling near midspan is the most advanced. The areas of heavy spalling on the downstream exterior beam are under drains which appears to have been blocked with the asphalt overlay. These areas of spalling on the downstream exterior beam should be patched. See photos.</p>									

Inspection Report with SI&A Data

1090: Exposed Rebar									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	15	0	0%	0	0%	0	0%	15	100%
See parent element 110 for notes.									

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	165	139	84%	16	10%	10	6%	0	0%
The abutments have some areas of cracking and shallow spalling with exposed steel. The downstream portion of abutment 1 has an area of shallow cover spalling with exposed steel. The downstream wingwall of abutment 2 has a small void with an approximate 1/4 in.diagonal crack that extends the height of the wall. This wingwall also has some other cracking with efflorescence. See photos.									

331: Re Conc Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%
The three interior downstream rail posts have some cracking with exposed steel. The lower portion of the rail also has some exposed steel near abutment 2. The upstream railing is in satisfactory condition at this time. See photo									

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	74	69	93%	5	7%	0	0%	0	0%
The curbs have areas that are cracked and scaled. See photos.									

Inspection Report with SI&A Data

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

Bridge Inspection by B.Jones.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67.2

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange

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	1,112.99	923.78	83%	189.21	17%	0	0%	0	0%

The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. See photos.

510: Wearing Surfaces

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	1,082.85	1,082.85	100%	0	0%	0	0%	0	0%

7359: DO NOT USE Concrete Efflorescenc

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%

The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. See photos.

110: Re Conc 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	231	157	68%	51	22%	23	10%	0	0%

At some point, this bridge has been widened. This was done so by adding 3 more beams to the upstream side of the bridge. The upstream exterior beam has approximately 10 ft. of longitudinal cracking with efflorescence on the bottom face extending from abutment 1. Beam 2 from upstream has approximately 20 ft. of cracking with efflorescence extending from abutment 1. Beams 4 and 5 have some shallow cover spalls with exposed steel on their bottom faces. The downstream exterior beam has areas of cracking and heavy spalling with exposed steel with moderate to heavy section loss of the exposed reinforcement. These spalls are located near abutment 1, midspan, approximately 8 ft. from abutment 2, and near abutment 2. The spalling near midspan is the most advanced. The areas of heavy spalling on the downstream exterior beam are under drains which appears to have been blocked with the asphalt overlay. These areas of spalling on the downstream exterior beam should be patched. 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	165	139	84%	16	10%	10	6%	0	0%

Abutments have areas of cracking and shallow spalling with exposed steel. The downstream portion of abutment 1 has an area of shallow cover spalling with exposed steel. The downstream wingwall of abutment 2 has a small void with an approximate 1/4 in. diagonal crack that extends the height of the wall. This wingwall also has some other cracking with efflorescence. See photos.

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%

The three interior downstream rail posts have some cracking with exposed steel. The lower portion of the rail also has some exposed steel near abutment 2. The upstream railing is in satisfactory condition at this time. See photo

803: Curb

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	74	69	93%	5	7%	0	0%	0	0%

Curbs have areas that are cracked and scaled. See photos.

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

Bridge Inspection by B.combs.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange									
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	1,112.99	923.78	83%	189.21	17%	0	0%	0	0%
<p>The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. See photos.</p>									

510: Wearing Surfaces									
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	1,082.85	1,082.85	100%	0	0%	0	0%	0	0%

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
<p>The deck has an asphalt overlay and it is in good condition at this time with only minor cracking at the bridge ends. See photos.</p>									

110: Re Conc 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	231	157	68%	51	22%	23	10%	0	0%
<p>The upstream exterior beam has approximately 10 ft. of longitudinal cracking with efflorescence on the bottom face extending from abutment 1. Beam 2 from upstream has approximately 15 ft. of this cracking extending from abutment 1. Beams 4 and 5 have some shallow cover spalls with exposed steel on their bottom faces. The downstream exterior beam is cracked and spalled with exposed steel with moderate to heavy section loss of the exposed reinforcement. These spalls are located near abutment 1, midspan, approximately 8 ft. from abutment 2, and near abutment 2. The spalling near midspan is the most advanced and these areas need to be patched. See photos.</p>									

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	165	139	84%	16	10%	10	6%	0	0%

Abutments have areas of cracking and shallow spalling with exposed steel. The exposed steel is at the downstream end of abutment 1. The downstream wingwall of abutment 2 has a small void with an approximate 1/4 in. vertical crack that extends the height of the wall. This wingwall also has some other cracking with efflorescence. See photos.

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%

The three interior downstream rail posts have some cracking with exposed steel. The lower portion of the rail also has some exposed steel near abutment 2. The upstream railing is in satisfactory condition at this time. See photo

803: Curb

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	74	69	93%	5	7%	0	0%	0	0%

Curbs have areas that are cracked and scaled. See photos.

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

Inspected by A.Greiner.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67.2

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	5.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(8) Equal Desirable Crit
92A Fracture Critical Inspection:	No
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(2) SC- Extensive Scour

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange									
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	1,112.99	923.78	83%	189.21	17%	0	0%	0	0%
Deck has asphalt overlay and is in good condition at this time. See photos.									

510: Wearing Surfaces									
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	1,082.85	1,082.85	100%	0	0%	0	0%	0	0%

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has asphalt overlay and is in good condition at this time. See photos.									

110: Re Conc 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	231	182	79%	16	7%	33	14%	0	0%
Downstream exterior beam is cracked and spalled with exposed steel with section loss. Needs to be patched. Remaining beams have cracking with efflorescence. Moderate deterioration at beam bearing at abutment 2. See photo									

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	165	139	84%	16	10%	10	6%	0	0%
Abutments have areas of cracking and spalling with exposed steel with section loss. Wingwall ft.s have some areas of cracking and spalling especially downstream at abutment 1. See photo									

Inspection Report with SI&A Data

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%

Rail post have some cracking and spalling with exposed steel. See photo

803: Curb

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

Curbs are cracked and scaled especially downstream end.

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA

6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

Inspected by R.Rogers.

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67.3

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

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

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange									
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	1,112.99	923.78	83%	189.21	17%	0	0%	0	0%
< none >									

510: Wearing Surfaces									
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	1,082.85	1,082.85	100%	0	0%	0	0%	0	0%

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
< none >									

110: Re Conc 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	231	182	79%	16	7%	33	14%	0	0%
Downstream exterior beam is cracked and spalled with exposed steel with section loss. Needs to be patched. Remaining beams have cracking with efflorescence. See photo									

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	165	139	84%	16	10%	10	6%	0	0%
Abutments have areas of cracking and spalling with exposed steel with section loss. Wingwall ft.s have some areas of cracking and spalling especially downstream at abutment 1. See photo									

Inspection Report with SI&A Data

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%

Rail post have some cracking and spalling with exposed steel. See photo

803: Curb

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

Curbs are cracked and scaled especially downstream end.

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

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WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

7 Facility Carried: KY-3056

Milepoint: 3.680

6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	67.3

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		29.856 ft
52 Width Out to Out:		30.840 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(04) Tee Beam
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	No
Overlay Type:	None
Overlay Thickness:	in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists

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

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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

16: Re Conc Top Flange									
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	1,112.99	1,046.21	94%	66.78	6%	0	0%	0	0%

510: Wearing Surfaces									
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	1,082.85	1,082.85	100%	0	0%	0	0%	0	0%

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%

110: Re Conc 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	231	182	79%	16	7%	33	14%	0	0%
Downstream exterior beam is cracked and spalled with exposed steel with section loss. Needs to be patched									

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	165	149	90%	16	10%	0	0%	0	0%

Inspection Report with SI&A Data

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	74	63	85%	6	8%	5	7%	0	0%

803: Curb

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

STRUCTURE NOTES

6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA
 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES

WORK

Action: -

Inspection Report with SI&A Data

Structure Description: 36.09 Foot - Single Span Concrete Tee Beam

2 District: 09 **3 County:** Mason **16 Latitude:** 38°40'04.00" **7 Longitude:** 83°50'03.00"

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6A Feature Intersected: S FORK LAWRENCE CREEK

9 Location: .75 MI WEST OF JCT KY 576

NBI	X
Element	
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	5	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	5	Sufficiency Rating:	-1

GEOMETRIC DATA		
48 Max Length Span:		34.121 ft
49 Structure Length:		36.089 ft
32 Approach Roadway:		20.997 ft
33 Median:		(0) No Median
34 Skew:		30°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.500 ft
50B Curb/Sidewalk Width R:		0.500 ft
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Substandard:	Weight
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44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	6.000 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1947
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(5) Waterway
37 Historical Significance:		(5) Not Eligible
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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

LOAD RATINGS	
63 Operating Type:	(0) Eng Jdgmnt tons
64 Operating Rating:	10.0 tons
65 Inventory Type:	(0) Eng Jdgmnt tons
66 Inventory Rating:	10.0 tons
Truck Capacity Type I:	10 tons
Truck Capacity Type II:	10 tons
Truck Capacity Type III:	10 tons
Truck Capacity Type IV:	10 tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
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

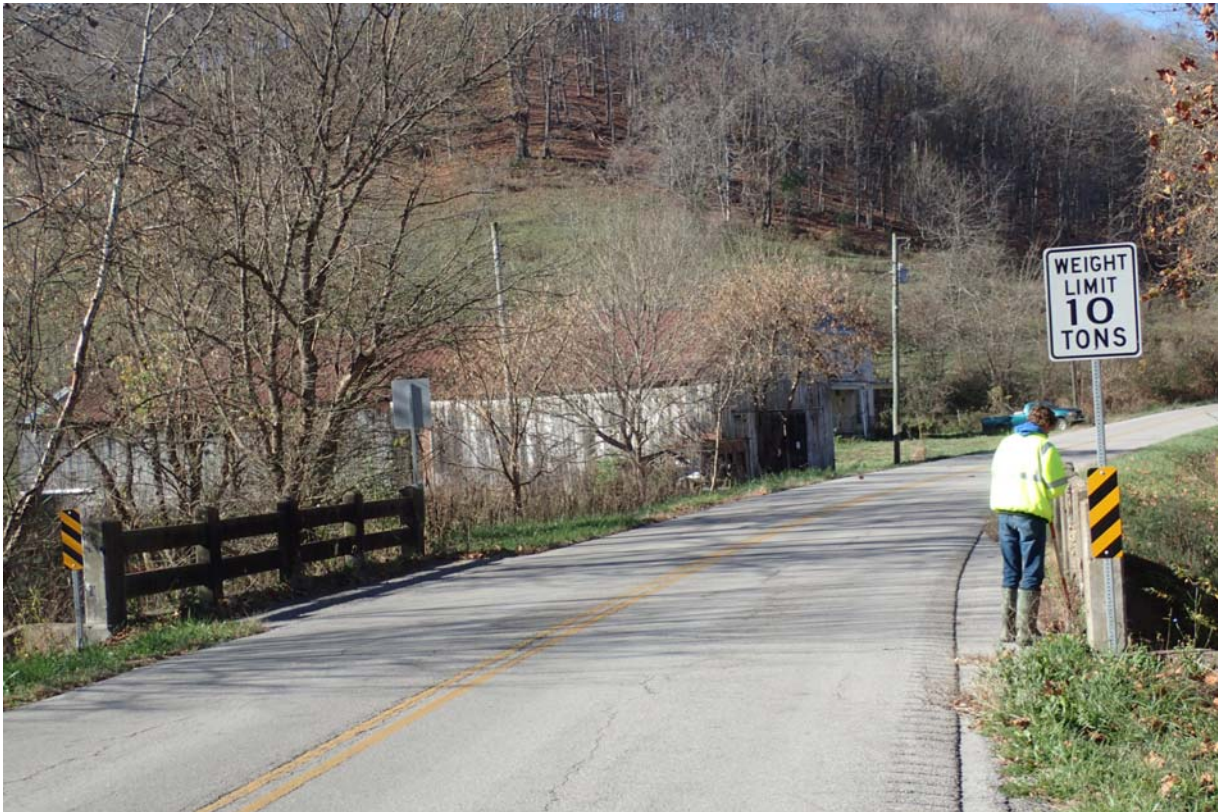
Inspection Report with SI&A Data

:									
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
6/26/2015 Controlling member for the load rating is any original interior beam with 5" asphalt. DGA 6/26/2015 Gross post at 10 tons due to the poor condition of the deck. DGA

INSPECTION NOTES
-

WORK	
Action:	-



View of the 10 tons posting sign near abutment 2.



View of the 10 tons posting sign near abutment 1.



Typical view of the asphalt wearing surface. Notice the moderate sized transverse cracking at the end of the bridge and the moderate sized longitudinal cracking in the driving lanes.



Typical view of the asphalt wearing surface. Notice the moderate sized transverse cracking at the end of the bridge and the moderate sized longitudinal cracking in the driving lanes.



Typical view of moderate sized transverse cracking in the asphalt wearing surface over abutment 1.



Typical view of moderate sized transverse cracking in the asphalt wearing surface over abutment 2.



Moderate scaling/spalling along the top of the upstream curb near abutment 1.



Moderate scaling/spalling along the top of the upstream curb near midlength.



Moderate scaling/spalling along the top of the downstream curb near abutment 1.



Moderate scaling/spalling along the top of the downstream curb near midspan.



Typical upstream view.



Heavy intensity of minor sized cracking with efflorescence and areas of moderate spalling in the upstream deck overhang near abutment 1.



Several minor sized spalls at the upstream end of abutment 1.



Typical view of minor sized cracking with efflorescence of heavy intensity in the upstream beam (beam 1) near abutment 1.



View of dark discoloration with scattered minor sized cracks with efflorescence in the deck underside between beams 1 and 2 from upstream.



Typical view of beam 2 from upstream. Notice the heavy intensity of minor sized cracking.



View of dark discoloration with scattered minor sized cracks with efflorescence in the deck underside between beams 2 and 3 from upstream.



Typical view of beams 3 and 4 from upstream. Notice the several shallow spalls with exposed steel in the underside of beam 4 from upstream near abutment 2.



Heavy intensity of minor sized cracking with efflorescence at the end of beam 4 at abutment 2.



View of the downstream face of beam 4 from upstream near abutment 2. Notice the several shallow spalls with exposed steel.



View of the deck underside with moderate to heavy intensity of cracking with efflorescence and discoloration between beams 4 and 5 from upstream near abutment 2.



View of moderate intensity cracking with efflorescence and shallow spalling with exposed steel in the underside of beam 5 near abutment 2.



Typical view of the deck underside between beams 4 and 5 from upstream. Photo taken from midspan looking toward abutment 1.



Moderate intensity of minor sized cracking with efflorescence in beam 5 at abutment 1.



Shallow spalling with exposed steel in the deck underside between beams 5 and 6 from upstream. Photo taken from abutment 1 looking toward midspan.



View of beam 6 near abutment 2. Notice the shallow spalls with exposed steel.



View of minor cracking with efflorescence in the deck underside between beams 6 and 7 from upstream.



Heavy spalling with exposed steel in the downstream exterior girder below the deck drain near abutment 2. Notice the heavy corrosion of the steel reinforcement.



Moderate spalling with exposed steel in the downstream girder at abutment 2.



Heavy spalling with exposed steel in the downstream exterior girder below the deck drain near midspan. Notice the heavy corrosion of the steel reinforcement.



Heavy spalling with exposed steel in the downstream beam near abutment 1.



Several shallow spalls with exposed steel along the interior face of the downstream beam near abutment 1.



Heavy spalling with exposed steel in the downstream deck overhang near abutment 1.



Heavy cracking and spalling in downstream deck overhang, extending from near abutment 2 to near midspan.



Fairly large deep spall in abutment 2 near the wingwall connection adjacent to the downstream end of the diaphragm



View of abutment 2s downstream wingwall. There are 2 full height vertical cracks and an area of minor sized cracking with efflorescence of heavy intensity.



Shallow spalling with exposed steel at the downstream end of abutment 1.



Heavy seepage at the seats of the upstream beams at abutment 1.