

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 718

Agency ID: 007C00061N

SR: 12.9

SD/FO: SD

IDENTIFICATION

State 1: 21 Kentucky Struc Num 8: 007C00061N
 Facility Carried 7: CR-1184 Location 9: 10 MI W OF JCT KY 1344
 Rte (On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 4 County Hwy
 Level of Service 5C: 1 Mainline Rte. Number 5D: 01184
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility : Unknown
 SHD District 2: District 11 County Code 3: Bell (007)
 Place Code 4: FIPS 0000 Mile Post 11: 0.030 mi
 Feature Intersected 6: HANCES CREEK
 Latitude 16: 36d 42' 19" Longitude 17: 083d 36' 25"
 Border Bridge Code 98: Unknown (P)
 Border Bridge Number 99:

INSPECTION

Frequency 91: 12 months Inspection Date 90: 2/28/2012 Next Inspection: 02/28/2013
 FC Frequency 92A: NA FC Inspection Date 93A: NA Next FC Inspection: NA
 UW Frequency 92B: NA UW Inspection Date 93B: NA Next UW Inspection: NA
 SI Frequency 92C: NA SI Date 93C: NA Next SI: NA
 Element Frequency: 12 months Element Inspection Date: 02/28/2012 Next Elem. Insp. Due: 02/28/2013

CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 3 1-lane Br for 2-way Temporary Structure 103: Not Applicable (P)
 Highway System 104: 0 Not on NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 09 Rural Local
 Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NRHP
 Owner 22: 02 County Hwy Agency
 Custodian 21: 02 County Hwy Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 48: 0 Number of Spans Main Unit 45: 1
 Main Span Material/Design 43A/B:
 3 Steel 02 Stringer/Girder
 Deck Type 107: 1 Concrete-Cast-in-Place
 Wearing Surface 108A: 4 Low Slump Concrete
 Membrane 108B: 0 None
 Deck Protection 108C: None

CONDITION

Deck 58: 6 Satisfactory Super 59: 4 Poor Sub 60: 4 Poor
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 5 Bank Prot Eroded

LOAD RATING AND POSTING

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

AGE AND SERVICE

Year Built 27: 1936 Year Reconstructed 106: Unknown
 Type of Service on 42A: 1 Highway
 Type of Service under 42B: 5 Waterway
 Lanes on 28A: 1 Lanes Under 28B: 0 Detour Length 19: 199.0 m
 ADT 29: 50 Truck ADT 109: Unknown Year of ADT 30: 2006

GEOMETRIC DATA

Length Max Span 48: 24.9 ft Structure Length 49: 27.0 ft
 Curb/Sdwk Width L 50A: 1.0 ft Curb/Sidewalk Width R 50B: 1.0 ft
 Width Curb to Curb 51: 11.2 ft Width Out to Out 52: 13.0 ft
 Approach Roadway Width 32: 12.1 ft Median 33: 0 No median (w/ shoulders)
 Deck Area: 351 sq ft
 Skew 34: 0.00 ° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 10.83 ft
 Minimum Vertical Clearance Over Bridge 53: 328.1 ft
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR
 Minimum Vertical Underclearance 54B: 0.0 ft
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR
 Minimum Lateral Underclearance R 55: 0.0 ft
 Minimum Lateral Underclearance L 56: 0.0 ft

APPRAISAL

Bridge Rail 36A: 0 Substandard Approach Rail 38C: 0 Substandard
 Transition 36B: 0 Substandard Approach Rail Ends 38D: 0 Substandard
 Str. Evaluation 67: 2 Deck Geometry 68: 3 Intolerable - Correct
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
 Waterway Adequacy 71: 6 Equal Minimum Approach Alignment 72: 6 Equal Min Criteria
 Scour Critical 113: 8 Stable Above Footing

PROPOSED IMPROVEMENTS

Bridge Cost 94: \$ 50,000 Type of Work 75: 31 Repl-Load Capacity
 Roadway Cost 95: \$ 0 Length of Improvement 76: 2.6 ft
 Total Cost 96: \$ 49,000 Future ADT 114: 50
 Year of Cost Estimate 97: 1994 Year of Future ADT 115: Unknown

NAVIGATION DATA

Navigation Control 38: 0 Permit Not Required
 Vertical Clearance 39: 0.0 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: Not Applicable (P) Lift Bridge Vertical Clearance 116: 0.0 ft

ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	13/1	Unp Conc Deck/AC Ovl	(SF)	297	0 %	0	100 %	297	0 %	0	0 %	0	0 %	0
1	107/1	Paint Stl Opn Girder	(LF)	108	0 %	0	0 %	0	100 %	108	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	32	16 %	5	69 %	22	16 %	5	0 %	0	0 %	0
1	356/1	Steel Fatigue SmFlag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0
1	360/1	Settlement SmFlag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	361/1	Scour Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0

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Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	503/1	Curbs	(LF)	54	7 %	4	93 %	50	0 %	0	0 %	0	0 %	0
1	603/1	Plastic Deformation	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0

Str Unit	Elm/Env	Description	Element Notes
1	13/1	Concrete Deck - Unprotected w/ AC	CRACKING IN BOTH WHEEL PATHS.
1	107/1	Painted Steel Open Girder/Beam	IN GOOD OVERALL CONDITION SURFACE COATED WITH PAINT FRECKLES FORMING, TWO MIDDLE BEAMS BOWED BADLY. DECK HAS BEEN POURED ENCASING THE TOP FLANGES. BEAM 3 HAS A NOTCH CUT OF THE FLANGE APPROXIMATE 2" AND 2" DEEP NEAR ABUTMENT 2 THESE TWO BEAMS ARE ALSO SMALLER THAN EXTERIOR BEAMS. BEAMS ARE BOWED FROM THE DECK LOAD.
1	215/1	Reinforced Conc Abutment	THESE ABUTMENTS WERE BUILT ON TOP OF THE OLD ABUTMENT FOOTER ROCKS WHICH STICK OUT, EXPOSING THE LOWER STONES SOME SCOURING IS OCCURING THE CONCRETE IS IN GOOD CONDITION. THE OLDER STONE UNITS HAVE SOME UNDERCUT 10-12" DEEP PROPER DEPTH NOT OBTAINED COVERED WITH SEDIMENT. ABUTMENTS APPEAR SOUND AT THIS TIME.
1	356/1	Steel Fatigue	SAG IN BEAMS DECK WAS POURED AROUND THE BEAMS. BEAMS 2 AND 3 WORSE.
1	360/1	Settlement	ABUTMENTS APPEAR TO BE STABLE
1	361/1	Scour	AT ABUTMENTS OLD ABUT FOOTER ARE EXPOSED
1	503/1	Reinforced Concrete Curbs and Tirs	SOME SCALING, MINOR HAIRLINE CRACKING
1	603/1	Non-fatigue/Plastic Deformation	BEAMS HAVE SAGGING WITH BEAM 2 AND 3 FAR WORSE BEAM 3 BOWED/SAGGING 1 TO 2 INCHES.

BRIDGE NOTES

SAGGING IN BEAMS AND THE OLDER SETTLEMENT AND SCOUR AT THE ABUTMENTS REMAIN 3 TON AND 1 YEAR. CONSIDER REPLACING. DECK SOFFIT AT THIS TIME DOES NOT INDICATED OVER STRESSING. CRACKING NOT VISIBLE IN BEAMS

PAST INSPECTION

Inspection Date: 02/28/2012 Type: 3 Substandard (12 months)
 Inspector: MFROST Pontis User Key: MFROST - Mike F
 Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

POSTED FOR 3 TONS & "ONE LANE BRIDGE" EACH SIDE. COULD USE RAILS.