## KYTC Bridge Select from the following zoom options or Click on the map to show bridges... The map will show bridges around the location you clicked or show bridges at large scales. Click on a bridge for complete details about its structure information. 090B00096N **Bridge ID:** NENT DR MCKAY Nelson(i) **County: Roadway:** US-0062 (i) Road Name: Chaplin Rd MilePost: 27.299 i Intersection: Hinkle Creek Hinkle Crk CHAPLIN RD Length: 38.1 feet 62 Ŵ 27.9 feet 🕦 Deck Width: Roadway Width: 0 feet(i) Status: **(i)** STRUCTURALLY DEFICIENT 11.5 **Sufficiency Rating: Condition Ratings:** (i) 5 • <u>Channel:</u>6 • Deck: • <u>Superstr.</u>:4 • Culverts: N 62 • Substr.: 5 EAGLE HILL RD i **Appraisal Ratings:** 4 • Structural Eval: 2 • <u>Deck Geometry:</u> Ν • <u>Underclearance:</u> 6 • <u>Waterway Adeq</u>: 6 • Alignment: 1930 Year Built: Bloomfield RIVERSIL 4300 🕦 ADT: 2/2/2012 Last Inspection: **Inspection Frequency:**

24 Months

Item No. 4-1078.00

The Kentucky Transportation Cabinet (KYTC) inventories and inspects over 14,000 bridges in accordance with the <u>National Bridge</u> <u>Inspection Standards</u> (NBIS). Over 250 data items are collected and maintained on each bridge. A portion of this data is referred to as the <u>National Bridge Inventory (NBI)</u> and reported annually to the Federal Highway Administration (FHWA). Kentucky bridge maintenance activities are funded through <u>state road funds</u> and the FHWA <u>Highway Bridge Replacement and Rehabilitation Program</u> (HBRRP). The annual National Bridge Inventory (NBI) report determines the amount of HBRRP funds Kentucky will receive for a given fiscal year. The amount of state road funds is determined through the state legislative budgetary process.

HBRRP eligibility:

**Rehabilitation:** The bridge must be <u>structurally deficient</u> or <u>functionally obsolete</u> and have a <u>sufficiency rating</u> of 80 or less. **Replacement:** The bridge must be <u>structurally deficient</u> or <u>functionally obsolete</u> and have a <u>sufficiency rating</u> of less than 50.

<u>Condition ratings</u> and <u>appraisal ratings</u> are key data items that determine the Sufficiency Rating, Structural Deficiency and Functional Obsolescence of a bridge.

## Item No. 4-1078.00

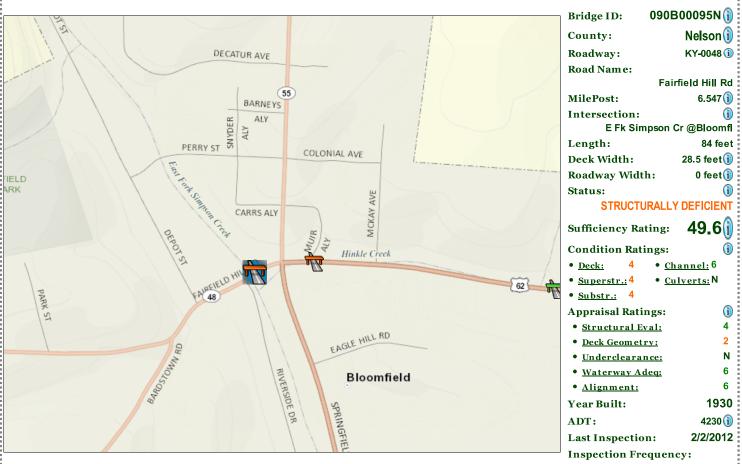
|   | NATIONAL BRID   | OGE INVENTORY  |   |
|---|---|--|---|
|   |   | AND APPRAISAL REPORT   |   |
|   |   |  |   |
|   | Use of this document is s   | subject to 23 USC SEC 409  |   |
|   |   |  |   |
| IDENTIFI  | CATION  | CLASSIFICATION   |   |
| (8) STRUCTURE NUMBER  | 090B00096N  | (112)NBIS BRIDGE LENGTH:   | Y   |
| (1) STATE NAME:   |   | (104)HIGHWAY SYSTEM:   | 0   |
| (5) INVENTORY ROUTE:  |   | (26)FUNCTIONAL CLASS   | 07  |
| (2) DISTRICT AGENCY DISTRICT:   |   | (100)STRAHNET HIGHWAY:   | 0   |
| (3)COUNTY CODE: 179   |   | (101)PARALLEL STRUCTURE:   | N   |
| (6)FEATURES INTERSECTED :   |   | (102)DIRECTION OF TRAFFIC:   | 2   |
| (9)LOCATION:  |   | (103)TEMPORARY STRUCTURE:  | -   |
|   |   |  | 0   |
| (7)FACILITY CARRIED:  |   | (105)FEDERAL LANDS HIGHWAY:  | 0   |
| (11)MILEPOINT:  |   | (110)DESIGNATED NATIONAL   | 0   |
| (12)BASE HIGHWAY NETWORK:   |   | NETWORK:   |   |
| (13)LRS INVENTORY ROUTE&SUBROUTE  | 2:  | (20)TOLL:  | 3   |
| (16)LATITUDE:   | 37.91 N DEGREES   | (21)MAINTAIN:  | 01  |
| (17)LONGITUDE:  | -85.32 W DEGREES  | (22)OWNER:   | 01  |
| (98)BORDER BRIDGE STATE CODE:   | % shared: Unknown   | (37)HISTORICAL SIGNIFICANCE  | 5   |
| Unknown   | /o shared. Offkhown   | CONDITION  |   |
| (99)BORDER BRIDGE STRUCTURE NO.:  |   | (58)DECK:  | 5   |
| STRUCTURE TYPE  | AND MATERIAL  | (59)SUPERSTRUCTURE:  | 4   |
| (43)STRUCTURE TYPE MAIN:  |   | (60)SUBSTRUCTURE:  | 5   |
| (44)STRUCTURE TYPE APPR:  |   | (61)CHANNEL AND CHANNEL  |   |
| (45)NUMBER OF SPANS IN MAIN UNIT:   | 2   | PROTECTION :   | 6   |
| (46)NUMBER OF APPROACH SPANS:   | 0   |  | N   |
|   |   | LOAD RATING AND POSTING  |   |
| (107)DECK STRUCTURE TYPE:   | 1   |  |   |
| (108)WEARING SURFACE PROTECTION   | 6   | (31)DESIGN LOAD :  | 2   |
| SYSTEM:   |   | (63) OPERATING RATING METHOD:  | 1   |
| (108A) TYPE OF WEARING SURFACE:   | 6   |  | 25 Tons   |
| (108B) TYPE OF MEMBRANE:  | 0   | (65)INVENTORY RATING METHOD:   | 1   |
| (108C) TYPE OF DECK PROTECTION:   | 0   | (66)INVENTORY RATING:  | 15 Tons   |
| AGE AND   | SERVICE   | (70)BRIDGE POSTING:  | 1   |
| (27)YEAR BUILT:   | 1930  | (41)STRUCTURE OPEN, POSTED OR  | А   |
| (106)YEAR RECONSTRUCTED:  | 0   | CLOSED:  | ~   |
| (42A) TYPE OF SERVICE-ON:   | CODE: 1   | APPRAISAL  |   |
|   |   |  |   |
| (42B) TYPE OF SERVICE-UNDER:  | CODE: 5   | (67)STRUCTURE EVALUATION:  | 4   |
| (42B) TYPE OF SERVICE-UNDER:<br>(28) ANES ON STRUCTURE 2  | CODE: 5   | (67)STRUCTURE EVALUATION:<br>(68)DECK GEOMETRY:  | 4   |
| (28)LANES ON STRUCTURE : 2  | LANES UNDER STRUCTURE: 0  | (68) DECK GEOMETRY:  | 2   |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:  | LANES UNDER STRUCTURE: 0<br>4300  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE,VERTICAL  |   |
| (28)LANES ON STRUCTURE : 2(29)AVERAGE DAILY TRAFFIC:(30)YEAR OF ADT:2012  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE,VERTICAL<br>& HORIZONTAL:   | 2<br>N  |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:  | 2<br>N<br>6   |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:<br>GEOMETR  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY  | 2<br>N  |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:<br>GEOMETR<br>(48)LENGTH OF MAXIMUM SPAN:   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:  | 2<br>N<br>6   |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:<br>GEOMETR  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:  | 2<br>N<br>6<br>0000   |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:<br>GEOMETR<br>(48)LENGTH OF MAXIMUM SPAN:   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:  | 2<br>N<br>6   |
| (28)LANES ON STRUCTURE : 2<br>(29)AVERAGE DAILY TRAFFIC:<br>(30)YEAR OF ADT: 2012<br>(19)BYPASS, DETOUR LENGTH:<br>GEOMETR<br>(48)LENGTH OF MAXIMUM SPAN:<br>(49)STRUCTURE LENGTH:  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>PROPOSED IMPROVEMENTS   | 2<br>N<br>6<br>0000<br>8  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>PROPOSED IMPROVEMENTS<br>(75)TYPE OF WORK:  | 2<br>N<br>6<br>0000   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>PROPOSED IMPROVEMENTS<br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE   | 2<br>N<br>6<br>0000<br>8  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.  | (68)DECK GEOMETRY:         (69)UNDERCLEARANCE, VERTICAL         & HORIZONTAL:         (71)WATERWAY ADEQUACY:         (72)APPROACH ROADWAY         ALIGNMENT:         (36)TRAFFIC SAFETY FEATURES:         (113)SCOUR CRITICAL BRIDGES:         PROPOSED IMPROVEMENTS         (75)TYPE OF WORK:         (76)LENGTH OF STRUCTURE         IMPROVEMENTS:   | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>RIC DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.  | (68)DECK GEOMETRY:         (69)UNDERCLEARANCE, VERTICAL         & HORIZONTAL:         (71)WATERWAY ADEQUACY:         (72)APPROACH ROADWAY         ALIGNMENT:         (36)TRAFFIC SAFETY FEATURES:         (113)SCOUR CRITICAL BRIDGES:         PROPOSED IMPROVEMENTS         (75)TYPE OF WORK:         (76)LENGTH OF STRUCTURE         IMPROVEMENTS:         (94)BRIDGE IMPROVEMENT COST:  | 2<br>N<br>6<br>0000<br>8<br>311   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>PIC DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>PROPOSED IMPROVEMENTS<br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT   | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH<br/>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>PC DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br><i>PROPOSED IMPROVEMENTS</i><br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:   | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W:SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAR</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>PC DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:<br>(96)TOTAL PROJECT COST:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(WSHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAT</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>21C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br>PROPOSED IMPROVEMENTS<br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:<br>(97)YEAR OF IMPROVEMENT COST  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(WSHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAI</li> <li>Vclriny):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>21C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br><i>PROPOSED IMPROVEMENTS</i><br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:<br>(96)TOTAL PROJECT COST:<br>(97)YEAR OF IMPROVEMENT COST<br>ESTIMATE  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAR (Vcliriv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (Vcliriv):</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>PC DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br><i>PROPOSED IMPROVEMENTS</i><br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:<br>(96)TOTAL PROJECT COST:<br>(97)YEAR OF IMPROVEMENT COST<br>ESTIMATE<br>(114)FUTURE ADT:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN</li> <li>Vclrinv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (Vcllriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>21C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:<br><i>PROPOSED IMPROVEMENTS</i><br>(75)TYPE OF WORK:<br>(76)LENGTH OF STRUCTURE<br>IMPROVEMENTS:<br>(94)BRIDGE IMPROVEMENT COST:<br>(95)ROADWAY IMPROVEMENT<br>COST:<br>(96)TOTAL PROJECT COST:<br>(97)YEAR OF IMPROVEMENT COST<br>ESTIMATE<br>(114)FUTURE ADT:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN VcIrinv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ CLEAR (VcIlriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE RDWY(vCLOVER):</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>!/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAI</li> <li>VcIriny):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (VcIIriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(CLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>I/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0   | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160<br>2032   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAR<br/>Vcliriny):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ<br/>CLEAR (Vcliriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE<br/>RDWY(vCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR RT REF</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>!/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.  | (68)DECK GEOMETRY:<br>(69)UNDERCLEARANCE, VERTICAL<br>& HORIZONTAL:<br>(71)WATERWAY ADEQUACY:<br>(72)APPROACH ROADWAY<br>ALIGNMENT:<br>(36)TRAFFIC SAFETY FEATURES:<br>(113)SCOUR CRITICAL BRIDGES:  | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160   |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAI</li> <li>VcIrinv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (VcIlriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(vCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR RT REF</li> <li>(Refruc):</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>I/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R)<br>99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0  | (68)DECK GEOMETRY:         (69)UNDERCLEARANCE, VERTICAL         & HORIZONTAL:         (71)WATERWAY ADEQUACY:         (72)APPROACH ROADWAY         ALIGNMENT:         (36)TRAFFIC SAFETY FEATURES:         (113)SCOUR CRITICAL BRIDGES:         PROPOSED IMPROVEMENTS         (75)TYPE OF WORK:         (76)LENGTH OF STRUCTURE         IMPROVEMENTS:         (94)BRIDGE IMPROVEMENT COST:         (95)ROADWAY IMPROVEMENT COST:         (96)TOTAL PROJECT COST:         (97)YEAR OF IMPROVEMENT COST         ESTIMATE         (114)FUTURE ADT:         (115)YEAR OF FUTURE ADT:         (115)YEAR OF FUTURE ADT:         (100)INSPECTION DATE:   | 2<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>0<br>158000<br>1994<br>5160<br>2032  |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(WISHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN</li> <li>VcIrinv):</li> <li>(47)INVENTORY ROUTE MIN VERT CLEAN</li> <li>VcIolivi):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(VCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REF(Helruit)</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>I/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R)<br>99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0 ft.<br>0 ft.   | <ul> <li>(68)DECK GEOMETRY:</li> <li>(69)UNDERCLEARANCE, VERTICAL</li> <li>8 HORIZONTAL:</li> <li>(71)WATERWAY ADEQUACY:</li> <li>(72)APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36)TRAFFIC SAFETY FEATURES:</li> <li>(113)SCOUR CRITICAL BRIDGES:</li> <li>(75)TYPE OF WORK:</li> <li>(76)LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94)BRIDGE IMPROVEMENT COST:</li> <li>(95)ROADWAY IMPROVEMENT COST:</li> <li>(96)TOTAL PROJECT COST:</li> <li>(97)YEAR OF IMPROVEMENT COST</li> <li>(97)YEAR OF FUTURE ADT:</li> <li>(114)FUTURE ADT:</li> <li>(115)YEAR OF FUTURE ADT:</li> <li>(91)RREQUENCY:</li> <li>(92A)FRACTURE CRITICAL DETAIL:</li> </ul>  | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N                     |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(WSHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN</li> <li>VcIrinv):</li> <li>(47)INVENTORY ROUTE MIN VERT CLEAN</li> <li>VcIrinv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (VcIIriv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(vCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REFT(HcIruit)</li> <li>NAVIGATIO</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>!/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0<br>(a) Nft. (b) 0 ft.<br>0 ft.  | <ul> <li>(68)DECK GEOMETRY:</li> <li>(69)UNDERCLEARANCE, VERTICAL</li> <li>8 HORIZONTAL:</li> <li>(71)WATERWAY ADEQUACY:</li> <li>(72)APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36)TRAFFIC SAFETY FEATURES:</li> <li>(113)SCOUR CRITICAL BRIDGES:</li> <li>(75)TYPE OF WORK:</li> <li>(76)LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94)BRIDGE IMPROVEMENT COST:</li> <li>(95)ROADWAY IMPROVEMENT</li> <li>COST:</li> <li>(96)FIOTAL PROJECT COST:</li> <li>(97)YEAR OF IMPROVEMENT COST</li> <li>(97)YEAR OF FUTURE ADT:</li> <li>(114)FUTURE ADT:</li> <li>(115)YEAR OF FUTURE ADT:</li> <li>(91)RREQUENCY:</li> <li>(92A)FRACTURE CRITICAL DETAIL:</li> <li>(920)CERWATER INSPECTION:</li> </ul>   | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N<br>N                |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAI</li> <li>Vclrinv):</li> <li>(47)INVENTORY ROUTE TOTAL HORIZ</li> <li>CLEAR (VclIn'):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(vCLOVER):</li> <li>(54)MIN VAT UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REF(Refvuc):</li> <li>(56)MIN LAT UNDERCLEAR LEFT(Hclruit)</li> <li>NAVIGATION CONTROL:</li> </ul>  | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br><b>I/C DATA</b><br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R)<br>99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0 ft.<br>0 ft.   | <ul> <li>(68)DECK GEOMETRY:</li> <li>(69)UNDERCLEARANCE, VERTICAL</li> <li>8 HORIZONTAL:</li> <li>(71)WATERWAY ADEQUACY:</li> <li>(72)APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36)TRAFFIC SAFETY FEATURES:</li> <li>(113)SCOUR CRITICAL BRIDGES:</li> <li>(75)TYPE OF WORK:</li> <li>(76)LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94)BRIDGE IMPROVEMENT COST:</li> <li>(95)ROADWAY IMPROVEMENT</li> <li>COST:</li> <li>(96)FIOTAL PROJECT COST:</li> <li>(97)YEAR OF IMPROVEMENT COST</li> <li>(97)YEAR OF FUTURE ADT:</li> <li>(114)FUTURE ADT:</li> <li>(115)YEAR OF FUTURE ADT:</li> <li>(91)RREQUENCY:</li> <li>(92A)FRACTURE CRITICAL DETAIL:</li> <li>(920)CERWATER INSPECTION:</li> </ul>   | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N                     |
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| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN</li> <li>Vclrinv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(VCLOVER):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(VCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REF(Refvuc):</li> <li>(38)NAVIGATION CONTROL:</li> <li>(111)PIER PROTECTION:</li> <li>(39)NAVIGATION VERTICAL CLEARANCE:</li> <li>(40)NAVIGATION HORZ CLEARANCE:</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>21C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>24.00 ft.<br>27.90 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0<br>(a) Nft. (b) 0 ft.<br>0 ft.<br>0 ft.<br>0 ft.   | <ul> <li>(68) DECK GEOMETRY:</li> <li>(69) UNDERCLEARANCE, VERTICAL</li> <li>&amp; HORIZONTAL:</li> <li>(71) WATERWAY ADEQUACY:</li> <li>(72) APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36) TRAFFIC SAFETY FEATURES:</li> <li>(113) SCOUR CRITICAL BRIDGES:</li> <li>(75) TYPE OF WORK:</li> <li>(76) LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94) BRIDGE IMPROVEMENT COST:</li> <li>(95) ROADWAY IMPROVEMENT</li> <li>COST:</li> <li>(96) FIOTAL PROJECT COST:</li> <li>(97) YEAR OF IMPROVEMENT COST</li> <li>ESTIMATE</li> <li>(114) FUTURE ADT:</li> <li>(115) YEAR OF FUTURE ADT:</li> <li>(92A) FRACTURE CRITICAL DETAIL:</li> <li>(92B) UNDERWATER INSPECTION:</li> <li>(92A) FRACTURE CRITICAL DETAIL:</li> <li>(93B) FC DETAILS INSP DATE:</li> <li>(93B) UW DETAILS INSP DATE:</li> </ul>   | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N<br>N<br>N<br>N<br>N<br>N<br>N |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAR</li> <li>VcIrinv):</li> <li>(47)INVENTORY ROUTE MIN VERT CLEAR</li> <li>VcIrinv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(vCLOVER):</li> <li>(54)MIN VERT UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REF (Refvuc):</li> <li>(56)MIN LAT UNDERCLEAR LEFT(HcIruit)</li> <li>NAVIGATION CONTROL:</li> <li>(11)PIER PROTECTION:</li> <li>(39)NAVIGATION VERTICAL CLEARANCE</li> <li>(16)VERT-LIFT BRIDGE NAV MIN VERT</li> <li>CLEARANCE:</li> <li>(40)NAVIGATION HORZ CLEARANCE:</li> </ul> | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>2/C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>27.90 ft.<br>18.00 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0<br>(a) N(ft. (b) 0 ft.<br>0 f | <ul> <li>(68) DECK GEOMETRY:</li> <li>(69) UNDERCLEARANCE, VERTICAL</li> <li>&amp; HORIZONTAL:</li> <li>(71) WATERWAY ADEQUACY:</li> <li>(72) APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36) TRAFFIC SAFETY FEATURES:</li> <li>(113) SCOUR CRITICAL BRIDGES:</li> <li>PROPOSED IMPROVEMENTS</li> <li>(75) TYPE OF WORK:</li> <li>(76) LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94) BRIDGE IMPROVEMENT COST:</li> <li>(95) ROADWAY IMPROVEMENT COST:</li> <li>(96) TOTAL PROJECT COST:</li> <li>(97) YEAR OF IMPROVEMENT COST</li> <li>ESTIMATE</li> <li>(114) FUTURE ADT:</li> <li>(115) YEAR OF FUTURE ADT:</li> <li>(90) INSPECTION DATE:</li> <li>(92C) OTHER SPECIAL</li> <li>INSPECTIONS:</li> <li>(93A) FC DETAILS INSP DATE:</li> <li>(93B) UW DETAILS INSP DATE:</li> <li>(93C) OTHER SPECIAL</li> <li>INSPECIAL INSP</li> </ul>                       | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N<br>N<br>N<br>N<br>N<br>N<br>N |
| <ul> <li>(28)LANES ON STRUCTURE : 2</li> <li>(29)AVERAGE DAILY TRAFFIC:</li> <li>(30)YEAR OF ADT: 2012</li> <li>(19)BYPASS, DETOUR LENGTH:</li> <li>GEOMETR</li> <li>(48)LENGTH OF MAXIMUM SPAN:</li> <li>(49)STRUCTURE LENGTH:</li> <li>(50)CURB OR SIDEWALK LEFT: 2.00</li> <li>(51)BRIDGE ROADWAY CURB TO CURB:</li> <li>(52)DECK WIDTH OUT TO OUT:</li> <li>(32)APPROACH ROADWAY WIDTH</li> <li>(W/SHOULDERS):</li> <li>(33)BRIDGE MEDIAN:</li> <li>(34)SKEW:</li> <li>(10)INVENTORY ROUTE MIN VERT CLEAN</li> <li>Vclrinv):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(VCLOVER):</li> <li>(53)MIN VERT CLEAR OVER BRIDGE</li> <li>RDWY(VCLOVER):</li> <li>(54)MIN VER UNDERCLEAR REF(Refvuc):</li> <li>(55)MIN LAT UNDERCLEAR REF(Refvuc):</li> <li>(38)NAVIGATION CONTROL:</li> <li>(111)PIER PROTECTION:</li> <li>(39)NAVIGATION VERTICAL CLEARANCE:</li> <li>(40)NAVIGATION HORZ CLEARANCE:</li> </ul>   | LANES UNDER STRUCTURE: 0<br>4300<br>TRUCK ADT %6<br>6.2mi.<br>21C DATA<br>11 ft.<br>38 ft.<br>RIGHT:3.00<br>24.00 ft.<br>24.00 ft.<br>27.90 ft.<br>CODE: 0<br>45<br>R) 99.99 ft.<br>23.6 ft.<br>99.99 ft.<br>(a) N (b) 0<br>(a) Nft. (b) 0 ft.<br>0 ft.<br>0 ft.<br>0 ft.   | <ul> <li>(68) DECK GEOMETRY:</li> <li>(69) UNDERCLEARANCE, VERTICAL</li> <li>&amp; HORIZONTAL:</li> <li>(71) WATERWAY ADEQUACY:</li> <li>(72) APPROACH ROADWAY</li> <li>ALIGNMENT:</li> <li>(36) TRAFFIC SAFETY FEATURES:</li> <li>(113) SCOUR CRITICAL BRIDGES:</li> <li>PROPOSED IMPROVEMENTS</li> <li>(75) TYPE OF WORK:</li> <li>(76) LENGTH OF STRUCTURE</li> <li>IMPROVEMENTS:</li> <li>(94) BRIDGE IMPROVEMENT COST:</li> <li>(95) ROADWAY IMPROVEMENT COST:</li> <li>(96) TOTAL PROJECT COST:</li> <li>(97) YEAR OF IMPROVEMENT COST</li> <li>ESTIMATE</li> <li>(114) FUTURE ADT:</li> <li>(115) YEAR OF FUTURE ADT:</li> <li>(90) INSPECTION DATE:</li> <li>(92C) OTHER SPECIAL</li> <li>INSPECTIONS:</li> <li>(93A) FC DETAILS INSP DATE:</li> <li>(93B) UW DETAILS INSP DATE:</li> <li>(93C) OTHER SPECIAL</li> <li>INSPECIAL INSP</li> </ul>                       | 2<br>N<br>N<br>6<br>0000<br>8<br>311<br>3.9<br>158000<br>0<br>158000<br>1994<br>5160<br>2032<br>2/2/2012<br>24months<br>N<br>N<br>N<br>N<br>N<br>N<br>N |

## <u>Select</u> from the following zoom options or <u>Click</u> on the map to show bridges...

The map will show bridges around the location you clicked or show bridges at large scales.

Click on a bridge for complete details about its structure information.

KYTC Bridge



24 Months

Item No. 4-1078.00

The Kentucky Transportation Cabinet (KYTC) inventories and inspects over 14,000 bridges in accordance with the <u>National Bridge</u> <u>Inspection Standards</u> (NBIS). Over 250 data items are collected and maintained on each bridge. A portion of this data is referred to as the <u>National Bridge Inventory (NBI)</u> and reported annually to the Federal Highway Administration (FHWA). Kentucky bridge maintenance activities are funded through <u>state road funds</u> and the FHWA <u>Highway Bridge Replacement and Rehabilitation Program</u> (HBRRP). The annual National Bridge Inventory (NBI) report determines the amount of HBRRP funds Kentucky will receive for a given fiscal year. The amount of state road funds is determined through the state legislative budgetary process.

HBRRP eligibility:

**Rehabilitation:** The bridge must be <u>structurally deficient</u> or <u>functionally obsolete</u> and have a <u>sufficiency rating</u> of 80 or less. **Replacement:** The bridge must be <u>structurally deficient</u> or <u>functionally obsolete</u> and have a <u>sufficiency rating</u> of less than 50.

<u>Condition ratings</u> and <u>appraisal ratings</u> are key data items that determine the Sufficiency Rating, Structural Deficiency and Functional Obsolescence of a bridge.

## Item No. 4-1078.00

| NATIONAL BRIDGE INVENTORY<br>Use of this drought as bloc SEC 407       CLASSIFICATION       (IS) TRUCTURE NUMBER       (IS) TRUCTURE NUMBER </th <th></th> <th></th> <th></th> <th></th>   |                                     |                                       |                               |          |
|---|-------------------------------------|---------------------------------------|-------------------------------|----------|
| Ube of this document is subject to 23 USC SEC 499           IDENTIFICATION         CLASSIFICATION           (1) STRUCTURE NUMBER         Network           (1) STRUCTURE NUMBER         Structure           (2) STRUCTURE NUMBER         Structure           (3) TRUCTURE NUMBER NUMBER         Structure           (3) STRUCTURE NUMBER NUMBER NUMBER         Structure  |                                     | NATIONAL BRID                         | DGE INVENTORY                 |          |
| IDENTIFICATION         CLASSIFICATION           (8) STRUCTURE NUMBER         09800005N           (9) STATE NAME.         0010000000000000000000000000000000000  |                                     | KENTUCKY INVENTORY                    | AND APPRAISAL REPORT          |          |
| By STRUCTURE NUMBER         OPRIDIODES N(12) NOT SERVICE         Y           (5) STATE NAME:         (12) NOT SERVICE SERV  |                                     | Use of this document is s             | subject to 23 USC SEC 409     |          |
| By STRUCTURE NUMBER         OPRIDIODES N(12) NOT SERVICE         Y           (5) STATE NAME:         (12) NOT SERVICE SERV  |                                     |                                       |                               |          |
| By STRUCTURE NUMBER         OPRIDIODES N(12) NOT SERVICE         Y           (5) STATE NAME:         (12) NOT SERVICE SERV  | IDENTIFIC                           | CATION                                | CLASSIFICATION                |          |
| (f) STATE RAME:         (f) MENTORY ROUTE:         (f) MENTOR   |                                     |                                       |                               | Y        |
| (5) NUMERICARY ROUTE:         (4)           (5) NUMERICARY ROUTE:         (4)           (3) COUNTY CODE: 179         (4)           (4) DISTRICT ARRAY DISTRICT:         (4)           (10) STRATUES BYRNOT DISTRICT:         (4)           (10) STRATUES BYRNOT DISTRICT:         (4)           (10) STRATUES BYRNOT DISTRICT:         (10) STRATUES BYRNOT DISTRICT:           (11) STRATUES BYRNOT ROUTES:         (11) STRATUES BYRNOT ROUTES:           (12) STRATUES BYRNOT ROUTES:         (11) STRATUES BYRNOT ROUTES:           (13) STRATUES BYRNOT ROUTES:         (12) STRATUES BYRNOT ROUTES:           (13) STRATUES BYRNOT ROUTES:         (13) STRATUES BYRNOT ROUTES:           (14) STRATUES BYRNOT ROUTES:         (14) STRATUES BYRNOT ROUTES:           (15) STRATUES BYRNOT ROUTES:         (15) STRATUES BYRNOT ROUTES:           (16) STRATUES BYRNOT ROUTES:         (16) STRATUES BYRNOT ROUTES: <td>· · ·</td> <td></td> <td></td> <td></td>  | · · ·                               |                                       |                               |          |
| 2) DISTRICT AGENCY DISTRICT:         4         4         (0) STRANET HIGHWAY:         0           2) DISCRITT:         FR SIMPSON CR BILLOOME         (12) DIRECTION:         N           (0) FEATURES INTERSECTED:         E FK SIMPSON CR BILLOOME         (12) DIRECTION:         N           (12) ALTRICT CAMED:         I M W-LT USES 21         (13) FEATURES INTERSECTED:         2           (17) ALTRICT CAMED:         I M W-LT USES 21         (13) FEATURES INTERSECTED:         2           (13) FEATURES INTERSECTED:         FK SIMPSON CR BILLOOME         (13) FEATURES INTERSECTED:         2           (13) FEATURES INTERSECTED:         FK SIMPSON CR BILLOOME         2         10           (13) FEATURES INTERCOLLERS         73 NI INDEGREES         2         2           (14) FEATURES INTERCOLLERS         Named Unknown         3         3         10           (15) CARTURE REPORTING INTERSECTION INTERS  |                                     |                                       |                               |          |
| (a) COUNTY CODE: 179         (III) PLACE CODE: 175         (IV) PLACE CODE: 175         IV) PLACE CODE: 175 </td <td></td> <td></td> <td></td> <td></td>  |                                     |                                       |                               |          |
| (6)FEATURES INTERSECTE):         E.FK.SIMPSON CR. @BLOOMEL         (102)DIRECTION OF TRAFFIC:         2           (7)FACILITY CARRED:         I.M.W.JCU US& XY55         (03)FENDERARL LANDS HIGHWAY:         0           (7)FACILITY CARRED:         KY48         (105)FEDERAL LANDS HIGHWAY:         0           (7)FACILITY CARRED:         KY48         (105)FEDERAL LANDS HIGHWAY:         0           (7)FACILITY CARRED:         KY48         0         NETVORK         0           (7)SIGNER STATE CODE:         45.32 W DEGREES         0         NETVORK         0           (7)ONOTUDE:         35.32 W DEGREES         (2)OWHER:         0         0           (7)ONOTUDE:         35.32 W DEGREES         (3)OWERST         0         0           (7)ONOTUDE:         37.03 MERCINE STRUCTURE NO:         5         0         0         0           (7)ONOTUDE:         STAUCTURE TYPE AND MATERIAL         (6)OVERSTRUCTURE:         4         0 <td< td=""><td></td><td></td><td></td><td></td></td<>  |                                     |                                       |                               |          |
| 91.0CATION:         1 MIW-JCT US2 & KYSS         (10) TEMPORARY STRUCTURE:         0           (11) MILEPOINT:         6.57         (10) DESIGNATED NATIONAL         0           (12) AGE HIGHWAY NETWORK:         0         0         0           (13) RS INVENTORY ROUTESUBROUTE:         37.91 N DEGRES         (20) FOLC         38           (14) MILEPOINT:         37.91 N DEGRES         (20) FOLC         38           (14) MILEPOINT:         37.91 N DEGRES         (20) FOLC         38           (15) RS INVENTORY ROUTESUBROUTE:         37.91 N DEGRES         (20) FOLC         38           (16) ATTUDE         -8.9.3 W DEGRES         (20) FOLC         37           (17) NORTUPE:         -8.9.3 W DEGRES         (20) FOLC         (20) FOLC           (14) STRUCTURE TYPE AND MATERIAL         (50) FOLCAL SIGNIFICANCE         (60) FOLCAL SIGNIFICANCE         (60) FOLCAL SIGNIFICANCE           (14) STRUCTURE TYPE AND MATERIAL         (14) STRUCTURE PREAPROACH SPANS:         (10) FOLCAL SIGNIFICANCE         (7) FOLCAL   |                                     |                                       |                               |          |
| (T) FACULTY CARRED:         KY-8         (105) FEDERAL LANDS HIGHWAY.         0           (113) ALEP OVERT:         6.3         (105) FEDERAL LANDS HIGHWAY.         0           (12) ALES HIGHWAY NETWORK:         0         NETWORK:         0           (13) RIS INVERTOR ROUTESUBROUTE:         3.7 OT N DEGREES         0         0           (13) RIS INVERTOR ROUTESUBROUTE:         3.7 OT N DEGREES         0         0           (13) RIS INVERTOR ROUTESUBROUTE:         3.7 OT N DEGREES         0         0           (13) RIS INVERTOR ROUTESUBROUTE:         3.7 OT N DEGREES         0         0           (14) RISTECTURE NO:         STRUCTURE TYPE AND MATERIAL         0         0           (14) STRUCTURE TYPE AND MATERIAL         0         0         0         0           (14) STRUCTURE TYPE AND MATERIAL         0  | . ,                                 |                                       |                               |          |
| (1) MULEPOINT:         6.57         (10) DESIGNATED NATIONAL         0           (2) RASE HIGHWAY NETWORK:         0         0         0         0           (13) LISS INVENTORY ROUTERSUBROUTE:         37.91 NEGRES         20/TOL:         3         0           (13) LISS INVENTORY ROUTERSUBROUTE:         37.91 NEGRES         20/TOL:         0         0           (14) LISS INVENTORY ROUTESUBROUTE:         37.91 NEGRES         20/TOL:         0         0           (17) LONGTUDE:         37.93 NEGRES         20/TOL:         0         0           (17) LONGTUDE:         37.93 NEGRES         0         0         0         0           (19) DECK         STRUCTURE TYPE ADARS:         0         <  |                                     |                                       |                               | 0        |
| (12) BASE HIGHWAY NETWORK:         0         NETWORK         0           (13) ARS INVENTORY ROUTESUBBROUTE:         37.91 N DEGREES         (21) AUNITAIN:         0           (13) ARS INVENTORY ROUTESUBBROUTE:         37.91 N DEGREES         (21) AUNITAIN:         0           (14) ADDECTORY ROUTESUBBROUTE:         48.52 WORKER         01           (15) ANDER RENDE STRUCTURE NO:         6         5           (15) FUNCTURE TYPE AND MATERIAL         (3) DECK         (3) DECK           (15) FUNCTURE TYPE AND MATERIAL         (3) DECK         (3) DECK           (15) FUNCTURE TYPE AND MATERIAL         (3) DECK         (3) DECK           (15) FUNCTURE TYPE AND MATERIAL         (3) DECK         (3) DECK           (16) FUNCTURE TYPE AND MATERIAL         (3) DECK         (3) DECK           (16) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (16) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (10) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (16) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (10) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (10) FUNCTURE TYPE AND RATERIAL         (3) DECK         (3) DECK           (10) FUNCTURE TYPE AND RATERIAL  |                                     |                                       |                               |          |
| (13) ER INVENTORY ROUTE SUBGUTE:         20) TOL:         3           (15) ANTIDE:         3.7.9 IN DEGREES         20) ANNITAR:         01           (17) CAUGITUDE:         3.5.2 W DEGREES         20) ANNITAR:         4.5.2 MANITAR:           (17) CAUGITUDE:         3.5.2 W DEGREES         4.5.2 MANITAR:         4.5.2 MANI   | · · ·                               |                                       |                               | 0        |
| (16) ATTUDE:         37.91 N DEGREES         (21) AUNTAN:         01           (17) CAUGTUDE:         -85.32 W DEGREES         (20) WWRER:         01           (17) CAUGTUDE:         -85.32 W DEGREES         (20) WWRER:         01           (19) ADDEC STRUCTURE NO::         (30) WERES         (31) WISTORICAL SIGNIFICANCE         61           (14) AUNUARE AVA DALATE CODE:         % shared: Unknown         (61) CAUNEL AND CHANNEL AND CHANNEL         63           (14) STRUCTURE TYPE ANPR         (17) ANNET AND CHANNEL         (61) CAUNEER OF CAUNE         (61) CAUNEER OF CAUNE         (61) CAUNEER OF CAUNE         (61) CAUNEER OF CAUNE         (61) CAUNEER OF CAUNEL         (61) CAUNEER OF CAUNE         (71) CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL         (71) CAUNEER OF CAUNE         (71) CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL         (71) CAUNEER OF CAUNE         (71) CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL         (71) CAUNEER OF CAUNE AND CHANNEL         (71) CAUNEER OF CAUNE AND CHANNEL         (71) CAUNEER OF CAUNE AND CHANNEL         (71) CAUNE AND CHANNEL AND CHANNEL         (71) CAUNE AN   |                                     |                                       |                               | 3        |
| (17).CONCILDE:        65.32 W DEGRES         (2)/WHE:         0           (17).CONCILDE:        65.32 W DEGRES         (3)/WIENSINGCLASIGNIFICANCE         6           (17).CONCILDE:        65.32 W DEGRES         (3)/WIENSINGCLASIGNIFICANCE         6           (17).CONCILDE:        65.32 W DEGRES         (3)/WIENSINGCLASIGNIFICANCE         6           (14).CONCILDE:        65.32 W DEGRES         (3)/WIENSINGCLASIGNIFICANCE         6           (14).FUNCTIONS RATING RA   | · · /                               | 37.91 N DEGREES                       | (21)MAINTAIN:                 | 01       |
| (69)BORDER BRIDGE STRUCTURE NO:         % sharled: Unknown         (37)INISTORICAL SIGNIFICANCE         5           (43)STRUCTURE TYPE AND MATERIAL         (69)SUBSTRUCTURE:         4           (43)STRUCTURE TYPE AND MATERIAL         (69)SUBSTRUCTURE:         4           (44)STRUCTURE TYPE AND SUBSTRUCTURE:         (60)SUBSTRUCTURE:         4           (10)WEARING SURFACE PROTECTION         (11)SUBSTRUCTURE SURFACE PROTECTION:         (11)SUBSTRUCTURE SURFACE         (12)SUBSTRUCTURE:         2           (103)WEARING SURFACE PROTECTION:         (13)SUBSTRUCTURE SURFACE PROTECTION:         (13)SUBSTRUE SURFACE PROTECTION:         (14)STRUCTURE SURFACE PROTECTION:         (13)SUBSTRUE SURFACE PROTECTION:         (14)STRUCTURE SURFACE PROTECTION:         (16)SUBSTRUE SURFACE PROTECTION:  | • •                                 | -85.32 W DEGREES                      | (22)OWNER:                    | 01       |
| Database         Condition         Condition           Structure No:         Structure No:         (5) Deck:         (6) Superstructure:         4           (4) Structure TYPE AND MATERIAL         (5) Deck:         (6) Superstructure:         4           (4) Structure TYPE AND MATERIAL         (6) Superstructure:         4           (6) Number Or SPANS IN MAIN UNIT:         5         (6) Curverstructure:         4           (10) Deck Structure:         (1) Curverstructure:         (1) Curverstructure:         (1) Curverstructure:         (1) Curverstructure:         (2) Curverstructu  |                                     |                                       | (37)HISTORICAL SIGNIFICANCE   | 5        |
| STRUCTURE TYPE AND MATERIAL         (59) SUPERSTRUCTURE:         4           (4) STRUCTURE TYPE APPR:         1         (60) SUBSTRUCTURE:         4           (4) STRUCTURE TYPE APPR:         1         (61) CHANNEL AND CHANNEL         6           (4) MUMBER OF APPROACH SPANS:         0         (61) CULVERTS:         N           (10) DICK STRUCTURE TYPE APPR:         1         LOAD RATING AND POSTINC         2           (10) DICK STRUCTURE:         1         (61) CULVERTS:         N           (10) DICK STRUCTURE TYPE APPR:         1         (61) CULVERTS:         N           (10) DICK STRUCTURE:         1         (61) CULVERTS:         N           (10) DICK STRUCTURE TYPE APPR:         1         (61) CULVERTS:         N           (10) DISTING:         CODES         (61) OPERATING RATING:         69 Tons           (10) DISTING:         CODES         (65) INVENTORY RATING:         44 Tons           (27) YEAR BULT:         1900         (41) STRUCTURE OPEN POSTED OR         A           (24) STRUCTURE:         (24) STRUCTURE:         (24) STRUCTURE:         (24) STRUCTURE:         (24) APPRAISAL           (23) MERAGE DATI'S APAN:         10         (10) MATERINA N DECULVERY:         4           (34) STRUCTURE LENGTH:         10         (24) STRUCTUR   |                                     | % shared: Unknown                     | CONDITION                     |          |
| STRUCTURE TYPE AND MATERIAL         (59) SUPERSTRUCTURE:         4           (4) STRUCTURE TYPE APPR:         1         (60) SUBSTRUCTURE:         4           (44) STRUCTURE TYPE APPR:         1         (61) CHANNEL AND CHANNEL         6           (45) NUMBER OF APPROACH SPANS:         0         (61) CULVERTS:         N           (10) Dicck STRUCTURE:         1         LOAD RATING AND POSTING         2           (10) Dicck STRUCTURE:         1         (61) CULVERTS:         N           (10) Dick STRUCTURE:         1         (61) CULVERTS:         0           (10) Distant Reconstructes         (61) SITURTO RATING RATING AND POSTING         2           (27) YEAR BULT:         1900         (41) STRUCTURE OPEN POSTED OR         A           (24) TYPE OF SERVICE-ON:         CODE:         (20) SERVICE OPEN POSTED OR         A           (24) TYPE OF SERVICE-ON:         CODE:         (20) SERVICE AND PRAVISAL         N           (24) TYPE OF SERVICE-ON:         CODE:         (20) SERVICE AND PRAVENTICAL         N  | (99)BORDER BRIDGE STRUCTURE NO .:   |                                       | (58)DECK:                     | 4        |
| (3) STRUCTURE TYPE MAIN:       (6) SubstrucTURE:       4         (4) STRUCTURE TYPE MAIN:       (6) USUBSTRUCTURE:       6         (4) STRUCTURE TYPE TYPE:       (7) COMPARIANCE AND CHANNEL       6         (6) DUMBER OF SPANS:       0       6) USUBSTRUCTURE:       N         (10) DECK STRUCTURE TYPE:       1       1       10 DECK STRUCTURE TYPE:       N         (10) DECK STRUCTURE TYPE:       1       1       10 DECK STRUCTURE TYPE:       1         (10) DECK STRUCTURE OF PARANCE:       (6) OPERATING RATING AND POSTING       2         (10) STRUCTURE OF WEARING SUFFACE:       (6) OPERATING RATING RATING METHOD:       2         (10) STRUCTURE OF DECK PROTECTION:       0       (6) OPERATING RATING:       44 Tons         (10) STRUCTURE OF DECK PROTECTION:       0       (6) OPERATING RATING:       44 Tons         (10) STRUCTURE OF DECK PROTECTION:       0       (C) OPERATING STRUCTURE:       0         (10) STRUCTURE:       CODE:       (6) NUMENTORY RATING METHOD:       2       2         (10) STRUCTURE:       CODE:       (6) NUMENTORY RATING METHOD:       2       2         (10) STRUCTURE:       CODE:       (6) NUMENDRY RATING:       4       1       1         (10) STRUCTURE:       CODE:       (6) STRUCTURE:       (C) OPERATING  |                                     | AND MATERIAL                          |                               |          |
| (4) STRUCTURE TYPE APPR:         (61) CHANNEL AND CHANNEL         (62) NUMBER OF SPANS IN MAIN UNIT:         5           (46) NUMBER OF SPANS IN MAIN UNIT:         5         PROTECTION :         N           (10) DICK STRUCTURE TYPE PE:         1         LOAD RATING AND POSTING         2           (10) DICK STRUCTURE TYPE :         1         DIDESIGN LOAD :         2           (10) DICK STRUCTURE TYPE :         1         G3) OPERATING RATING METHOD         2           (108) TYPE OF WEARING SURFACE:         1         G3) OPERATING RATING:         6         6           (108) TYPE OF DECK PROTECTION         0         G3) OPERATING RATING:         4         10         5           (108) TYPE OF DECK PROTECTION:         0         G3) OPERATING RATING:         4         4         10           (27) YEA BUILT:         1930         COSPERT         0         COSPERT         6         10   |                                     |                                       |                               |          |
| (45)WUMBER OF SPANS IN MAIN UNIT:         5         PRÖTECTION :         0           (46)WUMBER OF SPARS IN MAIN UNIT:         5         PRÖTECTION :         0           (107)DECK STRUCTURE TYPE:         1         0         (107)DECK STRUCTURE TYPE:         1           (108)WEARING SURFACE PROTECTION         5         (108)WEARING BATING RATING RETHOD:         2           (108A)TYPE OF WEARING SURFACE:         0         (109)TEARING RATING RETHOD:         2           (108C)TYPE OF DECK PROTECTION:         0         (65)INVENTORY PATING RETHOD:         2           (108C)TYPE OF DECK PROTECTION:         0         (65)INVENTORY PATING RATING RATING:         44 Tons           (108C)TYPE OF DECK PROTECTION:         0         (65)INVENTORY PATING RATING:         42           (109)YEAR RECONSTRUCTED:         0         (20)ECK         (20)ECK <td< td=""><td></td><td></td><td></td><td></td></td<>  |                                     |                                       |                               |          |
| 107) DECK STRUCTURE TYPE:         100           108) VERAING SUFFACE PROTECTION         310 DESIGN LOAD:           (108) VERAING SUFFACE:         1           (108) VERAING SUFFACE:         1           (108) VERAING SUFFACE:         1           (108) VERAING SUFFACE:         1           (108) TYPE OF WEARING SUFFACE:         1           (108) TYPE OF DECK PROTECTION         0           (27) VEAR BUILT:         1930           (28) VERAGE PROTECON:         CODE:           (24) VERAGE PROTECON:         CODE:           (28) VERAGE ADI:         CODE:           (28) VERAGE ADI:         2012           (29) VERAGE ADI:         2012           (29) VERAGE ADI:         2012           (29) VERAGE ADI:         2012           (29) VERAGE ADI:         2012           (30) VEAR OF ADI:         2012   | (45)NUMBER OF SPANS IN MAIN UNIT:   | 5                                     | PRÓTECTION :                  | 0        |
| 1069)WEARING SURFACE PROTECTION         2           10703)WEARING SURFACE PROTECTION         2           10703)WEARING SURFACE PROTECTION         2           10703)WEARING SURFACE:         1           10703)WEARING SURFACE:         1           10703)WEARING SURFACE:         1           10703)WEARING SURFACE:         0           10704)WEARING SURFACE:         0 <td>(46)NUMBER OF APPROACH SPANS:</td> <td>0</td> <td>(61)CULVERTS:</td> <td>N</td>  | (46)NUMBER OF APPROACH SPANS:       | 0                                     | (61)CULVERTS:                 | N        |
| SYSTEM:         (3) OPERATING RATING METHOD:         2           (108A)TYPE OF WEARING SURFACE:         (4) OPERATING RATING:         69 Tons           (108C)TYPE OF DECK PROTECTION:         (6) (5) INVENTORY RATING:         69 Tons           (108C)TYPE OF DECK PROTECTION:         (6) (5) INVENTORY RATING:         69 Tons           (27) YEAR BUILT:         1930         (4) STRUCTURE OPEN, POSTED OR         A           (242) TYPE OF SERVICE-UNDER:         CODE:1         (7) BRIDGE POSTING:         4           (28) VAREAGE SERVICE-UNDER:         CODE:1         (6) DECK GEOMETRY:         2           (29) VAREAGE DAILY TRAFFIC:         420         (69) DECK GEOMETRY:         2           (30) VERA OF ADT:         2012         TRUCK ADT %9         (6) DECK GEOMETRY:         2           (30) VERA OF ADT:         2012         TRUCK ADT %9         (7) APRROACH ADDWAY         6           (43) LENGTH OF MAXIMUM SPAN:         161.         19mit         (7) APRROACH ADDWAY         6           (30) FAFIC SAFETY FEATURES:         00000         (13) SCOLOR CRITICAL BRIDGES:         0           (30) FAFIC SAFETY FEATURES:         00000         (13) SCOLOR CRITICAL BRIDGES:         0           (30) FAFIC SAFETY FEATURES:         00000         (13) SCOLOR CRITICAL BRIDGES:         0  | (107)DECK STRUCTURE TYPE:           | 1                                     | LOAD RATING AND POSTING       |          |
| (108)TYPE OF WEARING SURFACE:         1         (4) OPERATING RATING:         (6) TORS           (108)TYPE OF WEMBRANE:         0         (5) INVENTORY RATING:         (4) TORS           (108)TYPE OF DECK PROTECTION:         0         (5) INVENTORY RATING:         (4) TORS           (21)WEAR RULT:         193         (4) TSTRUCTURE OPEN, STRUCTER:         (4) TSTRUCTURE OPEN, STRUCTURE OPEN, STRUCTURE         (4) TSTRUCTURE OPEN, STRUCTURE (2) OPEN, STRUE (2) OPEN  | (108) WEARING SURFACE PROTECTION    | 1                                     | (31)DESIGN LOAD :             | 2        |
| (108B) TYPE OF MEMBRANE:         0         (55) INVENTORY RATING METHOD:         2           (108C) TYPE OF DECK PROTECTION:         0         (6) INVENTORY RATING METHOD:         44 Tons           (27) YEAR BUILT:         193         (6) INVENTORY RATING:         44 Tons           (27) YEAR BUILT:         193         (6) INVENTORY RATING:         44 Tons           (27) YEAR BUILT:         193         (6) INVENTORY RATING:         4           (28) LARS ON STRUCTED:         CODE:         (7) ISTRUCTURE OFEN. POSTED OR         A           (28) LARS ON STRUCTURE:         LANES UNDER STRUCTURE:         (6) IDVENTORY RATING:         4           (29) AVERAGE DALLY TRAFFIC:         400 ENC RECONSTRUCTURE:         (6) IDVENTORY RATING:         4           (30) YEAR OF ADT:         2012         TRUCK ADT %         (6) IDVENTORY RADOWAY         6           (43) LENGTH OF MAXIMUM SPAN:         16 Int         (7) INVERTORY RADOWAY         6         4           (30) YEAR OF ADAWAY CURE TO CURE:         24 OND         (7) INVERTORY RADOWAY         6         4           (30) PLOCE AND TO TO TO:         28.50 ft.         (7) INVERTORY RADOWAY         6         4           (30) PLOCE AND AV CURE TO CURE:         24.00 ft         (7) INVERTORY RADOWAY         6           (30) PLOCE ANDAWAY MURT   | SYSTEM:                             | · · · · · · · · · · · · · · · · · · · | (63) OPERATING RATING METHOD: | 2        |
| (108C) TYPE OF DECK PROTECTION:         0         (6) INVENTORY RATING:         44 Tons           (27) YEAR BUILT:         1930         (7) BRIDGE POSTING:         5           (27) YEAR BUILT:         1930         (4) ISTRUCTURE OPEN.POSTED OR         A           (24) TYPE OF SERVICE-UNDER:         CODE:         (67) STRUCTURE EVALUATION:         4           (28) LANES ON STRUCTURE:         LANES UNDER STRUCTURE EVALUATION:         4           (29) WARAGE DAILY TRAFFIC:         4200         (67) STRUCTURE EVALUATION:         4           (29) WARAGE DAILY TRAFFIC:         4200         (7) WATERWARA DECUACY:         6           (30) YEAR OF ADT:         2012         TRUCK ADT %         8         4           (30) YEAR OF ADT:         2012         TRUCK ADT %         8         4           (30) YEAR OF ADT:         2012         TRUCK ADT %         8         4           (30) YEAR OF ADT:         10         (7) TRAFCONTAL:         N         7           (30) YEAR OF ADT:         10         (7) TRAFCONTAL:         10         100000           (30) YEAR OF MAXIMUM SPAN:         16         16         16         1000000000000000000000000000000000000  |                                     | 1                                     | (64)OPERATING RATING:         | 69 Tons  |
| AGE AND SERVICE         (70) BRIDGE POSTING:         5           (27) YEAR BUILT:         1930         (41) STRUCTURE OPEN.POSTED OR         A           (422) TYPE OF SERVICE-ON:         CODE:         (41) STRUCTURE OPEN.POSTED OR         A           (422) TYPE OF SERVICE-ONEER:         CODE:         (67) STRUCTURE EVALUATION:         4           (428) TYPE OF SERVICE-UNDER:         CODE:         (67) STRUCTURE EVALUATION:         4           (29) VERAGE DAILY TRAFFIC:         LANES UNDER STRUCTURE:         (68) DECK GEOMETRY:         2           (30) YEAR OF ADT:         2012         TRUCK ADT %9         & HORIZONTAL:         N           (30) YEAR OF ADT:         2012         TRUCK ADT %9         & HORIZONTAL:         N           (30) YEAR OF ADT:         2012         TRUCK ADT %9         & HORIZONTAL:         N           (30) YEAR OF ADT:         2012         TRUCK ADT %9         & HORIZONTAL:         N           (30) YEAR OF ADT:         COTATA         18         (13) SCOUR OR SIDE/WAY ADDE OACHY:         6           (43) STRUCTURE LENGTH:         8         16         (13) SCOUR ORTICAL BRIDGES:         8           (51) BRIDGE ROADWAY QURB TO CURB:         24.001         (13) SCOUR ORTICAL BRIDGES:         0           (13) BRIDGE MEDIAN:         CODE:  |                                     | 0                                     | (65)INVENTORY RATING METHOD:  | 2        |
| Image: 1995         Image: 1995 <thimage: 1995<="" th=""> <thimage: 1995<="" th=""></thimage:></thimage:>   |                                     |                                       | (66)INVENTORY RATING:         | 44 Tons  |
| (106) WEAR RECONSTRUCTED:         0         CLOSED:         APPRAISAL           (12A) TYPE OF SERVICE-ON:         CODE:1         APPRAISAL         (42B) TYPE OF SERVICE-UNDER:         CODE:1         (67) STRUCTURE EVALUATION:         4           (28) LANES ON STRUCTURE: 2         LANES UNDER STRUCTURE: 0         (68) DECK GEOMETRY:         2         2           (29) AVERAGE DAIL TTRAFFIC:         4203         (67) STRUCTURE EVALUATION:         4         4           (30) FEAR OF ADT:         2012         TRUCK ADT %9         HORIZONTAL:         N           (30) PEAR OF ADT:         2012         TRUCK ADT %9         HORIZONTAL:         N           (30) VEAR OF ADT:         2012         TRUCK ADT %9         HORIZONTAL:         N           (30) VEAR OF ADT:         2012         TRUCK ADT %9         HORIZONTAL:         N           (30) VEAR OF ADT:         1.9         1.9         INC MADWAY         6           (48) LENGTH OF MAXIMUM SPAN:         16 ft.         (36) TRAFFIC CAFETY FEATURES:         00000           (31) SECOR ROADWAY UND TO OUT:         28.50 ft.         (51) ENGTH OF STRUCTURE:         0           (32) APPROACH ROADWAY WIDTH         18.00 ft.         (50) LEART MENTS:         0           (33) BRIDGE MEDIAN:         CODE:         0 <td< td=""><td>AGE AND S</td><td></td><td></td><td>5</td></td<>  | AGE AND S                           |                                       |                               | 5        |
| (106) YEAR RECONSTRUCTED:         O CLOSED:         APPRAISAL           (22A) TYPE OF SERVICE-UNDER:         CODE:1         (67) STRUCTURE EVALUATION:         4           (28) LANES ON STRUCTURDER:         CODE:1         (67) STRUCTURE EVALUATION:         4           (28) LANES ON STRUCTURE:         (20) VEAR CF AOT:         2012         TRUCK ADT %         4           (30) YEAR OF AOT:         2012         TRUCK ADT %         4         6           (30) YEAR OF AOT:         2012         TRUCK ADT %         4         6           (48) LENGTH:         1.9mi         (71) WATERWAR' ADEQUACY:         6           (49) STRUCTURE LENGTH:         1.9mi         (71) WATERWAR' ADEQUACY:         6           (49) STRUCTURE LENGTH:         84         (36) TRAFTCE SAFETY FEATURES:         0000           (30) YEAR OF MAXIMUM SPAN:         16 ft.         (36) TRAFTCE SAFETY FEATURES:         0000           (30) VERTOR TURE TO CURB:         24.00ft.         (75) TYPE OF WORK:         UINROWM           (32) APPROACH ROADWAY WIDTH         18.00ft.         (75) TYPE OF WORK:         UINROWM           (33) BRIDGE MEIAN:         CODE:0         (94) BRIDGE METAY:         0           (33) BRIDGE MEIAN:         CODE:0         (94) BRIDGE METAY:         0           (33)  | (27)YEAR BUILT:                     |                                       |                               | А        |
| (42B) TYPE OF SERVICE-UNDER:       CODE: 5       (67) STRUCTURE EVALUATION:       4         (22) ALARES ON STRUCTURE : 2       LANES UNDER STRUCTURE:       (63) DECK GEOMETRY:       2         (23) AVERAGE DALLY TRAFTIC:       4230       (69) UNDERCLEARANCE, VERTICAL       N         (30) VEAR OF ADT:       2012       TRUCK ADT %9       % HORIZONTAL:       N         (30) VEAR OF ADT:       2012       TRUCK ADT %9       % HORIZONTAL:       N         (43) LENGTH OF MAXIMUM SPAN:       16 ft.       (11) WATERWAY ADEOUACY:       6         (43) LENGTH OF MAXIMUM SPAN:       16 ft.       (36) TRAFTIC SAFETY FEATURES:       0000         (43) LENGTH OF MAXIMUM SPAN:       16 ft.       (11) SOCUR CRITICAL BRIDGES:       8       0000         (51) BRIDGE ROADWAY CURB TO CURB:       24.00 ft.       (11) SOCUR CRITICAL BRIDGES:       0         (32) APPROACH ROADWAY WIDTH       18.00 ft.       (11) SOCUR CRITICAL BRIDGES:       0         (33) BRIDGE MEDIAN:       CODE::       (94) BRIDGE IMPROVEMENT COST:       0         (34) SKEW:       0       (55) TYPE OF FUTURE ADT:       0       (56) TOTAL PROJECT COST:       0         (34) SKEW:       0       (56) TOTAL PROJECT COST:       0       (57) TYPE OF FUTURE ADT:       2032         (54) MIN VERT CLEAR OVER BRID   |                                     |                                       |                               |          |
| (28) ANES ON STRUCTURE : 2       LANES UNDER STRUCTURE : 0       (63) UNDERCLEARANCE: VERTICAL       N         (29) AVERAGE DAILY TRAFFIC:       4230       (69) UNDERCLEARANCE: VERTICAL       N         (30) YEAR OF ADT:       2012       TRUCK ADT %9       % HORIZONTAL:       N         (19) BYPASS, DETOUR LENGTH:       1.9m;       (71) WATERWAY ADEQUACY:       6         (48) LENGTH OF MAXIMUM SPAN:       1.6m;       (72) APPROACH ROADWAY       6         (48) STRUCTURE LENGTH:       8 4 ft;       (36) TRAFFIC SAFETY FEATURES:       00000         (50) CURS OR SIDEWALK LEFT: 4.00       RIGHT:       8 4 ft;       (36) TRAFFIC SAFETY FEATURES:       00000         (51) BRIDGE ROADWAY CURB TO CURB:       24.00 ft;       (75) TYPE OF WORK:       Unknown       (76) LENGTH OF STRUCTURE       0         (52) DECK WIDTH OUT TO OUT:       28.0 ft;       (75) TYPE OF WORK:       Unknown       (76) LENGTH OF STRUCTURE       0         (33) BRIDGE MEDIAN:       CODE:0       (94) BROADWAY WIDTH       1.8 oft;       (94) BROADWAY IMPROVEMENT COST:       0         (34) SKEW:       00       (95) ROADWAY IMPROVEMENT COST:       0       (05)       (14) PUTURE ADT:       (25)         (10) INVENTORY ROUTE MIN VERT CLEAR)       (91) N(10) OF       (97) FEAR OF IMPROVEMENT COST:       (27)       (27)  | · · ·                               |                                       |                               |          |
| (29) NVERAGE DAILY TRAFFIC:         4230         (69) UDBERCLEARANCE, VERTICAL         N           (30) YEAR OF ADT:         2012         TRUCK ADT %6         & HORIZONTAL:         (7)           (30) YEAR OF ADT:         2012         TRUCK ADT %6         & HORIZONTAL:         (7)           (48) LENGTH OF MAXIMUM SPAN:         16 ft.         (30)         (7) MATERVIA Y ADEQUACY:         6           (48) LENGTH OF MAXIMUM SPAN:         16 ft.         (30)         (7) MATERVIA Y ADEQUACY:         6           (48) LENGTH OF MAXIMUM SPAN:         16 ft.         (31)         (31) MATERVIA Y ADEQUACY:         6           (49) STRUCTURE LENGTH:         84 ft.         (31)         (31) MATERVIA Y ADEQUACY:         6           (49) STRUCTURE LENGTH:         84 ft.         (31)         (31) MATERVIA Y ADEQUACY:         (31)           (50) CURB OR SIDEWALK LEFT: 4.00         RIGHT:         410         (113) SCOUR CRITICAL BRIDGES:         0           (52) DECK WIDTH OUT TO OUT:         24.00 ft.         (75) TYPE OF WORK:         Unknown           (52) DECK WIDTH OUT O OUT:         24.00 ft.         (75) TYPE OF WORK:         Unknown           (53) BIN DEC MEDRIX:         CODE:         (94) BRIDGE IMPROVEMENTS         0           (10) INVENTORY ROUTE TOTAL HORIZ         23.9 ft.         (   |                                     | CODE: 5                               | (67)STRUCTURE EVALUATION:     |          |
| (30) YEAR OF ADT:         2012         TRUCK ADT %0         K ADZ (NTAL:         N           (19) BYPASS, DETOUR LENGTH:         1.9mi         (7) WATERWAY ADEQUACY:         6           (48) LENGTH OF MAXIMUM SPAN:         16 ft         (7) APPROACH ROADWAY         6           (48) LENGTH OF MAXIMUM SPAN:         16 ft         (36) TRAFFIC SAFETY FEATURES:         0000           (49) STRUCTURE LENGTH:         84 ft         (11) SCOUR CRITICAL BRIDGES:         8           (50) CURS OR SIDEWALK LEFT: 4.00         RIGHT.0.30         (11) SCOUR CRITICAL BRIDGES:         8           (51) BRIDGE ROADWAY CURB TO CURB:         24.00 ft         (7) TYPE OF WORK:         Unknown           (52) DECK WIDTH OUT TO OUT:         28.50 ft         (7) TYPE OF WORK:         Unknown           (33) BRIDGE MEDIAN:         CODE:         (94) BRIDGE IMPROVEMENT COST:         0           (34) SKEW:         0         (7) NORACH ROADWAY IMPROVEMENT COST:         0           (47) INVENTORY ROUTE TOTAL HORIZ         23.9 rt         (96) TOTAL PROJECT COST:         0           (53) MIN VERT CLEAR OVER BRIDGE         99.9 ft         (9) SPECTION DATE:         2032           (54) MIN VERT CLEAR REF(REFVUC):         (a) N(b) 0         (b) TYPE OF EVILLE ADET:         114) FUTURE ADT:         2032           (55) MIN LAT UNDERCL  |                                     |                                       |                               | 2        |
| (10) DATOL 101: 1201: 1 |                                     |                                       |                               | N        |
| (19) FFASS, DETOUR LENGTH.       (13) FFASS, DETOUR LENGTH.       (13) FFASS, DETOUR LENGTH.       (13) FFASS, DETOUR LENGTH.       (14) FFASS, DETOUR LENGTH.       (14) FFASS, DETOUR LENGTH.       (14) FFASS, DETOUR LENGTH.       (16) FFASS, DETOUR LENGTH.       (11) STANCTURE LENGTH.       (11) INKANTORY ROUTE OUT OUT:       (28) FFASS, DETOUR LENGTH.       (20) FFASS, DETOUR LENGTH. </td <td></td> <td></td> <td></td> <td>6</td>   |                                     |                                       |                               | 6        |
| Construction         Construction<  |                                     |                                       |                               |          |
| (48) ELENGTH OF MAXIMUM SPAN:       16 Tr.       (50) RAFFIC SAFETY FEATURES:       0000         (49) STRUCTURE LENGTH:       84 ft.       (13) RAFFIC SAFETY FEATURES:       0000         (50) CURB OR SIDEWALK LEFT: 4.00       RIGHT:0.30 <i>PROPOSED IMPROVEMENTS</i> 8         (51) BRIDGE ROADWAY CURB TO CURB:       24.00 ft.       (13) SCOUR CRITICAL BRIDGES:       8         (52) DECK WIDTH OUT TO OUT:       28.50 ft.       (75) TYPE OF WORK:       Unknown         (32) APPROACH ROADWAY WIDTH       18.00 ft.       IMPROVEMENTS:       0         (33) BRIDGE MEDIAN:       CODE:       (94) BRIDGE IMPROVEMENT COST:       0         (34) SKEW:       0       (95) ROADWAY IMPROVEMENT COST:       0         (10) INVENTORY ROUTE MIN VERT CLEAR)       99.99 ft.       (96) TOTAL PROJECT COST:       0         (47) INVENTORY ROUTE TOTAL HORIZ       23.9 ft.       (96) TOTAL PROJECT COST:       0         (53) MIN VERT OLEAR OVER BRIDGE       99.99 ft.       (114) FUTURE ADT:       5076         (54) MIN VERT UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.       (90) INSPECTION DATE:       22/2/2012         (54) MIN VER UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.       (921) FUTURE ADT:       24months         (55) MIN LAT UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.       (91) FREQUENCY:   |                                     |                                       |                               | 6        |
| (49)STRUCTURE LENGTH:       84 ft.         (50)CURB OR SIDEWALK LEFT: 4:00       RIGHT:0:30         (51)BRIDGE ROADWAY CURB TO CURB:       24:00 ft.         (52)DECK WIDTH OUT TO OUT:       28:50 ft.         (53)BRIDGE MEDIAN:       CODE::         (33)BRIDGE MEDIAN:       CODE::         (14)SKEW:       0         (15)WENTORY ROUTE TOTAL HORIZ       99.99 ft.         (47)INVENTORY ROUTE TOTAL HORIZ       23.9 ft.         (47)INVENTORY ROUTE TOTAL HORIZ       23.9 ft.         (53)MIN VERT CLEAR OVER BRIDGE       99.99 ft.         (54)MIN VERT UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.         (54)MIN VER UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.         (55)MIN LAT UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.         (56)MIN LAT UNDERCLEAR REF(Refvuc):       (a) N(b) 0 ft.         (33)NAVIGATION CONTROL:       0         (114)PIER PROTECTION:       0         (33)NAVIGATION CONTROL:       0         (114)PIER PROTECTION:       0         (33)NAVIGATION CONTROL:       0         (114)PIER PROTECTION:       0  |                                     |                                       |                               | 0000     |
| (50) CURB OR SIDEWALK LEFT: 4.00         RIGHT: 0.00         RIGHT: 0.00         PROPOSED IMPROVEMENTS           (51) BRIDGE ROADWAY CURB TO CURB:         24:00 ft.         (75) TYPE OF WORK:         Unknown           (32) APPROACH ROADWAY WIDTH         18:00 ft.         (75) TYPE OF WORK:         Unknown           (32) APPROACH ROADWAY WIDTH         18:00 ft.         (76) LENGTH OF STRUCTURE         0           (33) BRIDGE MEDIAN:         CODE: 0         (94) BRIDGE IMPROVEMENT COST:         0           (34) SKEW:         0         (95) ROADWAY IMPROVEMENT COST:         0           (10) INVENTORY ROUTE MIN VERT CLEAR)         99.99 ft.         (96) TOTAL PROJECT COST:         0           (47) INVENTORY ROUTE TOTAL HORIZ         23.9 ft.         (96) TOTAL PROJECT COST:         0           (53) MIN VERT CLEAR OVER BRIDGE         99.99 ft.         (96) TOTAL PROJECT COST:         2032           (54) MIN VERT CLEAR REF (Refvuc):         (a) N (b) 0 ft.         (91) FREQUENCY:         2032           (55) MIN LAT UNDERCLEAR REF (Refvuc):         (a) N (b) 0 ft.         (92) INSPECTION DATE:         2/2/2012           (55) MIN LAT UNDERCLEAR REF (Refvuc):         (a) N (b) 0 ft.         (92) INSPECTION DATE:         2/2/2012           (38) NAVIGATION CONTROL:         0         (92) INSPECTION DATE:         2/2/2012   |                                     |                                       |                               |          |
| (5) JERIDGE ROADWAY CORE:       24.00 r.       (75) TYPE OF WORK:       Unknown         (32) APPROACH ROADWAY WIDTH       28.50 ft.       (76) LENGTH OF STRUCTURE       0         (33) BRIDGE MEDIAN:       CODE: 0       (94) BRIDGE IMPROVEMENT COST:       0         (34) SKEW:       0       (95) ROADWAY IMPROVEMENT COST:       0         (10) INVENTORY ROUTE MIN VERT CLEAR)       99.9 ft.       (96) TOTAL PROJECT COST:       0         (47) INVENTORY ROUTE TOTAL HORIZ       23.9 ft.       (96) TOTAL PROJECT COST:       0         (53) MIN VERT CLEAR OVER BRIDGE       99.9 ft.       (96) TOTAL PROJECT COST:       0         (53) MIN VERT CLEAR OVER BRIDGE       99.9 ft.       (114) FUTURE ADT:       5076         (54) MIN VERT CLEAR REF(Refvuc):       (a) N (b) 0 ft.       (b) 0 ft.       (91) RECOURNCY:       24months         (55) MIN LAT UNDERCLEAR REF(Refvuc):       0 ft.       (92) INSPECTION DATE:       22/2012         (38) NAVIGATION CONTROL:       0 ft.       (92) FRACTURE CRITICAL DETAIL:       N         (38) NAVIGATION VERTICAL CLEARANCE:       0       (93A) FC DETAILS INSP DATE:       1/1/1901         (116) VERT-LIFT BRIDGE NAV MIN VERT       (93A) FC DETAILS INSP DATE:       1/1/1901         (39) NAVIGATION VERTICAL CLEARANCE:       0       0       0       0   |                                     |                                       | PROPOSED IMPROVEMENTS         |          |
| (32)APPROACH ROADWAY WIDTH         18.00 ft           (33)APIDGE MEDIAN:         CODE:0           (34)SKEW:         0           (34)SKEW:         0           (10)INVENTORY ROUTE MIN VERT CLEAR         99.99 ft.           (47)INVENTORY ROUTE TOTAL HORIZ         23.9 ft.           (53)MIN VERT CLEAR OVER BRIDGE         99.99 ft.           (54)MIN VERT CLEAR ROVER BRIDGE         99.99 ft.           (55)MIN LAT UNDERCLEAR REF(Refvuc):         (a) N(b) 0           (55)MIN LAT UNDERCLEAR REF(Refvuc):         (a) N(t. (b) 0 ft.           (55)MIN LAT UNDERCLEAR REF(Refvuc):         (a) N(t. (b) 0 ft.           (56)MIN LAT UNDERCLEAR REF(Refvuc):         (a) N(t. (b) 0 ft.           (38)NAVIGATION CONTROL:         0 ft.           (39)NAVIGATION CONTROL:         0 ft.           (39)NAVIGATION VERTICAL CLEARANCE:         0           (40)NAVIGATION HORZ CLEARANCE:         0 <td></td> <td></td> <td></td> <td>Unknown</td>   |                                     |                                       |                               | Unknown  |
| (32) APPROACH ROADWAY WIDTH18.00 ft.MPROVEMENTS:0(33) BRIDGE MEDIAN:CODE: 0(44) BRIDGE IMPROVEMENT COST:0(34) SKEW:0(95) ROADWAY IMPROVEMENT0(10) INVENTORY ROUTE MIN VERT CLEAR)99.99 ft.(96) TOTAL PROJECT COST:0(47) INVENTORY ROUTE TOTAL HORIZ23.9 ft.(96) TOTAL PROJECT COST:0(53) MIN VERT CLEAR OVER BRIDGE99.99 ft.(114) FUTURE ADT:5076(53) MIN VERT CLEAR OVER BRIDGE99.99 ft.(115) YEAR OF FUTURE ADT:2032(54) MIN VER UNDERCLEAR REF(Refvuc):(a) N (b) 0 ft.(b) 0 ft.(90) INSPECTION DATE:2/2/2/012(54) MIN VER UNDERCLEAR REF(Refvuc):(a) Nft. (b) 0 ft.(90) INSPECTION DATE:2/2/2/2012(56) MIN LAT UNDERCLEAR REF(Refvuc):(a) Nft. (b) 0 ft.(92A) FRACTURE CRITICAL DETAIL:N(38) NAVIGATION CONTROL:0(92A) FRACTURE CRITICAL DETAIL:N(38) NAVIGATION VERTICAL CLEARANCE:0(33A) FC DETAILS INSP DATE:1/1/1901(40) NAVIGATION HORZ CLEARANCE:0(33B) W DETAILS INSP DATE:1/1/1901(40) NAVIGATION HORZ CLEARANCE:000(33C) OTHER SPECIAL INSP1/1/1901(40) NAVIGATION HORZ CLEARANCE:00000(40) NAVIGATION HORZ CLEARANCE:0000(40) NAVIGATION HORZ CLEARANCE:0000(40) NAVIGATION HORZ CLEARANCE:0000(40) NAVIGATION HORZ CLEARANCE:0000 <td></td> <td>28.50 ft.</td> <td></td> <td></td>  |                                     | 28.50 ft.                             |                               |          |
| (WSHOULDERS):(94)BRIDGE IMPROVEMENT COST:0(33)BRIDGE MEDIAN:(95)ROADWAY IMPROVEMENT COST:0(34)SKEW:(95)ROADWAY IMPROVEMENT0(10)INVENTORY ROUTE MIN VERT CLEAR)99.99 ft.(40)NAVIGATION VERTICAL CLEAR REF (Refvuc):(23.9 ft.(55)MIN LAT UNDERCLEAR REF (Refvuc):(2) N (ft.)(55)MIN LAT UNDERCLEAR REF (Refvuc):(2) N (ft.)(111)PIER ROTECTION:(2) N (ft.)(38)NAVIGATION CONTROL:(2) A)FRACTURE CRITICAL DETAIL:N(38)NAVIGATION VERTICAL CLEARANCE:(2) COTHER SPECIALN(116)VERT-LIFT BRIDGE NAV MIN VERT(2)(2) COTHER SPECIALN(238)NAVIGATION VERTICAL CLEARANCE:(2)(3) FC DETAILS INSP DATE:1/1/1901(40)NAVIGATION HORZ CLEARANCE:(2)(3) FC DETAILS INSP DATE:1/1/1901(40)NAVIGATION HORZ CLEARANCE:(4)(4)(4)(4)(4)  |                                     | 18.00 ft.                             |                               | 0        |
| (34)SKEW:(95)ROADWAY IMPROVEMENT0(34)SKEW:(95)ROADWAY IMPROVEMENT0(10)INVENTORY ROUTE MIN VERT CLEAR)99.99 ft.(47)INVENTORY ROUTE TOTAL HORIZ(96) TOTAL PROJECT COST:0(47)INVENTORY ROUTE TOTAL HORIZ(97)YEAR OF IMPROVEMENT COST0(53)MIN VERT CLEAR OVER BRIDGE99.99 ft.(114)FUTURE ADT:5076(53)MIN VERT CLEAR OVER BRIDGE99.99 ft.(115)YEAR OF FUTURE ADT:2032(54)MIN VAR UNDERCLEAR REF(Refvuc):(a) N (b) 0(115)YEAR OF FUTURE ADT:2022(54)MIN LAT UNDERCLEAR RT REF(a) N(b) 0 ft.(90)INSPECTION DATE:2/2/2012(76)MIN LAT UNDERCLEAR LEFT(Helruit)0 ft.(92A)FRACTURE CRITICAL DETAIL:N(38)NAVIGATION CONTROL:0(92C)OTHER SPECIALN(39)NAVIGATION VERTICAL CLEARANCE:0(93A) FC DETAILS INSP DATE:1/1/1901(116)VERT-LIFT BRIDGE NAV MIN VERT(93B)UW DETAILS INSP DATE:1/1/1901(40)NAVIGATION HORZ CLEARANCE:000(40)NAVIGATION HORZ CLEARANCE:000(41)NAVIGATION HORZ CLEARANCE:00<  |                                     |                                       | (94) PRIDCE IMPROVEMENT COST: | 0        |
| COST:COST:Velrinv):99.99 ft.(96) TOTAL PROJECT COST:0(47) INVENTORY ROUTE TOTAL HORIZ(97) YEAR OF IMPROVEMENT COST0(14) INVENTORY ROUTE TOTAL HORIZ(14) INVENTORY ROUTE TOTAL HORIZ0(53) MIN VERT CLEAR OVER BRIDGE99.99 ft.(114) INTURE ADT:5076(53) MIN VERT CLEAR ROVER BRIDGE99.99 ft.(114) INTURE ADT:2032(54) MIN VER UNDERCLEAR REF(Refvuc):(a) N (b) 0 ft.(90) INSPECTION DATE:2//2/2012(55) MIN LAT UNDERCLEAR RT REF(a) Nft. (b) 0 ft.(90) INSPECTION DATE:2//2/2012(76) MIN LAT UNDERCLEAR LEFT(Hcliruit)0 ft.(92A) FRACTURE CRITICAL DETAIL:N(38) NAVIGATION CONTROL:0(92C) OTHER SPECIALN(38) NAVIGATION VERTICAL CLEARANCE:0(92C) OTHER SPECIALN(39) NAVIGATION VERTICAL CLEARANCE:01//1/1901(40) NAVIGATION HORZ CLEARANCE:001//1/1901(40) NAVIGATION HORZ CLEARANCE:001//1/1901(41) NAVIGATION HORZ CLEARANCE:001//1/1901(42) NAVIGATION HORZ CLEARANCE:001//1/1901(44) NAVIGATION HORZ CLEARANCE:  |                                     |                                       |                               | 0        |
| Verinv):       99.99 ft.       (90)INAL PROJECT COST.       0         (47)INVENTORY ROUTE TOTAL HORIZ       23.9 ft.       (97)YEAR OF IMPROVEMENT COST         (53)MIN VERT CLEAR OVER BRIDGE       99.99 ft.       (114)FUTURE ADT:       5076         (54)MIN VERT CLEAR OVER BRIDGE       99.99 ft.       (115)YEAR OF FUTURE ADT:       2032         (54)MIN VERT UNDERCLEAR REF(Refvuc):       (a) N (b) 0       (b) 0 ft.       (15)MIN LAT UNDERCLEAR REF(Refvuc):       (a) N (b) 0         (55)MIN LAT UNDERCLEAR REF(Heiruit)       0 ft.       (90)INSPECTION DATE:       2/2/2012         (90)INSPECTION DATE:       2/2/2012       (91)FREQUENCY:       24months         (56)MIN LAT UNDERCLEAR LEFT(Heiruit)       0 ft.       (922A)FRACTURE CRITICAL DETAIL:       N         (38)NAVIGATION ONTROL:       0       (922C)OTHER SPECIAL       N         (111)PIER PROTECTION:       0       (93A) FC DETAILS INSP DATE:       1/1/1901         (316)VAVIGATION HORZ CLEARANCE:       0       (93A) FC DETAILS INSP DATE:       1/1/1901         (40)NAVIGATION HORZ CLEARANCE:       0       0       0       0         SUFFICIENCY RATING:       49.6       0       0       0  |                                     |                                       | COST:                         |          |
| (47) INVENTORY ROUTE TOTAL HORIZ       23.9 ft.         (53) MIN VERT CLEAR OVER BRIDGE       99.99 ft.         (53) MIN VERT CLEAR OVER BRIDGE       99.99 ft.         (54) MIN VER UNDERCLEAR REF(Refvuc):       (a) N (b) 0         (55) MIN LAT UNDERCLEAR REF(Refvuc):       (a) N (b) 0 ft.         (56) MIN LAT UNDERCLEAR REF(Refvuc):       (a) N (b) 0 ft.         (76) MIN LAT UNDERCLEAR REF(Refvuc):       (a) N (b) 0 ft.         (76) MIN LAT UNDERCLEAR REF(Refvuc):       (a) N (b) 0 ft.         (76) MIN LAT UNDERCLEAR REF(Hold):       0 (b) 0 ft.         (76) MIN LAT UNDERCLEAR LEFT(Hclruit)       0 ft.         (77) YEAR OF FUTURE ADT:       2/2/2012         (90) INSPECTION DATE:       2/2/2012         (91) FREQUENCY:       24months         (92B) UNDERWATER INSPECTION:       N         (92B) UNDERWATER INSPECTION:       N         (92C) OTHER SPECIAL       N         (92C) OTHER SPECIAL       N         (93A) FC DETAILS INSP DATE:       1/1/1901         (116) VERT-LIFT BRIDGE NAV MIN VERT       (93A) FC DETAILS INSP DATE:       1/1/1901         (40) NAVIGATION HORZ CLEARANCE:       0       DATE:       1/1/1901         (40) NAVIGATION HORZ CLEARANCE:       0       DATE:       1/1/1901   |                                     | () 99.99 ft.                          |                               | 0        |
| CLÉAR (Voliriv):     22.9 still     ESTIMATE       (53)MIN VERT CLEAR OVER BRIDGE     99.99 ft.     (114)FUTURE ADT:     5076       RDWY(VCLOVER):     (a) N(b) 0     (115)YEAR OF FUTURE ADT:     2032       (54)MIN VER UNDERCLEAR REF(Refvuc):     (a) N(b) 0     (b) 0     (c) 0     (c) 0       (55)MIN LAT UNDERCLEAR REF(Refvuc):     (a) N(b) 0     (c) 0     (c) 0     (c) 0       (56)MIN LAT UNDERCLEAR REF(Helruit)     0     (c) 0     (c) 0     (c) 0       (56)MIN LAT UNDERCLEAR LEFT(Helruit)     0     (c) 0     (c) 0     (c) 0       (56)MIN LAT UNDERCLEAR LEFT(Helruit)     0     (c) 0     (c) 0     (c) 0       (57)MIN LAT UNDERCLEAR LEFT(Helruit)     0     (c) 0     (c) 0     (c) 0       (58)NAVIGATION CONTROL:     0     (c) 0     (c) 0     (c) 0       (38)NAVIGATION VERTICAL CLEARANCE:     0     (c) 0     (c) 0       (39)NAVIGATION VERTICAL CLEARANCE:     0     (c) 0     (c) 0       (116)VERT-LIFT BRIDGE NAV MIN VERT     0     (c) 0     (c) 0       (40)NAVIGATION HORZ CLEARANCE:     0     0     0       (40)NAVIGATION HORZ CLEARANCE:     0     0     0       0     0     0     0     0       0     0     0     0   | · · · · · · ·                       |                                       |                               |          |
| (53)MIN VERT CLEAR OVER BRIDGE       99.99 ft.       (114)FUTURE ADT:       50/6         RDWY (VCLOVER):       (a) N (b) 0       (15)YEAR OF FUTURE ADT:       2032         (54)MIN VER UNDERCLEAR REF(Refvuc):       (a) N (b) 0       (15)YEAR OF FUTURE ADT:       2032         (55)MIN LAT UNDERCLEAR RT REF       (a) N (b) 0 ft.       (90)INSPECTION DATE:       2/2/2012         (76)MIN LAT UNDERCLEAR LEFT(Hctruit)       0 ft.       (90)INSPECTION DATE:       2/2/2012         (76)MIN LAT UNDERCLEAR LEFT(Hctruit)       0 ft.       (92A)FRACTURE CRITICAL DETAIL:       N         (711)PIER PROTECTION:       0       (92C)OTHER SPECIAL       N         (38)NAVIGATION VERTICAL CLEARANCE:       0       (92C)OTHER SPECIAL       N         (116)VERT-LIFT BRIDGE NAV MIN VERT       0       (93A) FC DETAILS INSP DATE:       1/1/1901         (40)NAVIGATION HORZ CLEARANCE:       0       0       0       0         SUFFICIENCY RATING:       49.6       0       0       0  |                                     | 23.9 ft.                              |                               |          |
| RDWY(VCLOVER):     99.99 II.     (115)YEAR OF FUTURE ADT:     2032       (54)MIN VER UNDERCLEAR REF(Refvuc):     (a) N (b) 0     (b) 0 ft.     (s) N(b) 0 ft.     (s) N(c) 0 ft. <td></td> <td>00.00.#</td> <td>(114)FUTURE ADT:</td> <td></td>  |                                     | 00.00.#                               | (114)FUTURE ADT:              |          |
| (b) Null LAT UNDERCLEAR RT REF     (b) N(b) 0 ft.       (55) MIN LAT UNDERCLEAR RT REF     (a) Nft. (b) 0 ft.       (75) MIN LAT UNDERCLEAR RT REF     (a) Nft. (b) 0 ft.       (75) MIN LAT UNDERCLEAR RT REF     (a) Nft. (b) 0 ft.       (75) MIN LAT UNDERCLEAR LEFT(HcIruit)     0 ft.       (76) MAVIGATION VENTICAL CLEARANCE:     0       (711) PIER PROTECTION:     (93A) FC DETAILS INSP DATE:       (711) MIN VERT     (93B) UW DETAILS INSP DATE:       (716) VERT-LIFT BRIDGE NAV MIN VERT     (93B) UW DETAILS INSP DATE:       (740) NAVIGATION HORZ CLEARANCE:     0       (740) NAVIGATION HORZ CLEARANCE:     0       0 ATE:     0  |                                     | 99.99 II.                             |                               | 2032     |
| (a) Nft. (b) U ft.     (a) Nft. (b) U ft.     (c) U ft.<  | (54)MIN VER UNDERCLEAR REF(Refvuc): | (a) N (b) 0                           |                               |          |
| (36) MIN LAT UNDERCLEAR LEFT(HcIruit)     0 ft.     (92A) FRACTURE CRITICAL DETAIL:     N       (38) NAVIGATION CONTROL:     0     (92C) OTHER SPECIAL     N       (39) NAVIGATION VERTICAL CLEARANCE:     0     (92C) OTHER SPECIAL     N       (39) NAVIGATION VERTICAL CLEARANCE:     0     (93A) FC DETAILS INSP DATE:     1/1/1901       (116) VERT-LIFT BRIDGE NAV MIN VERT     (93C) OTHER SPECIAL INSP     1/1/1901       (40) NAVIGATION HORZ CLEARANCE:     0     DATE:     1/1/1901       SUFFICIENCY RATING:     49.6     49.6  |                                     | (a) Nft (b) 0 ft                      |                               |          |
| NAVIGATION DATA       (92B)UNDERWATER INSPECTION:       N         (38)NAVIGATION CONTROL:       0       (92C)OTHER SPECIAL       N         (111)PIER PROTECTION:       INSPECTIONS:       INSPECTIONS:       N         (39)NAVIGATION VERTICAL CLEARANCE:       0       (93A) FC DETAILS INSP DATE:       1/1/1901         (116)VERT-LIFT BRIDGE NAV MIN VERT       (93C)OTHER SPECIAL INSP DATE:       1/1/1901         (40)NAVIGATION HORZ CLEARANCE:       0       DATE:       1/1/1901         SUFFICIENCY RATING:       49.6       49.6       1/1/1901   |                                     |                                       | (JI) REQUERCE.                |          |
| (38)NAVIGATION CONTROL:       (92C)OTHER SPECIAL       N         (111)PIER PROTECTION:       INSPECTIONS:       (93A) FC DETAILS INSP DATE:       1/1/1901         (39)NAVIGATION VERTICAL CLEARANCE:       (93A) FC DETAILS INSP DATE:       1/1/1901         (116)VERT-LIFT BRIDGE NAV MIN VERT       (93C)OTHER SPECIAL INSP DATE:       1/1/1901         (40)NAVIGATION HORZ CLEARANCE:       0       DATE:       1/1/1901         SUFFICIENCY RATING:       49.6       49.6       1/1/1901   |                                     |                                       |                               |          |
| (111)PIER PROTECTION:     INSPÉCTIONS:     INSPÉCTIONS:       (39)NAVIGATION VERTICAL CLEARANCE:     0     (93A) FC DETAILS INSP DATE:     1/1/1901       (116)VERT-LIFT BRIDGE NAV MIN VERT     (93B)UW DETAILS INSP DATE:     1/1/1901       (40)NAVIGATION HORZ CLEARANCE:     0     DATE:       SUFFICIENCY RATING:     49.6  |                                     |                                       |                               | N        |
| (11) PIER PROTECTION:       (93A) FC DETAILS INSP DATE:       1/1/1901         (39)NAVIGATION VERTICAL CLEARANCE:       (0)       (93B)UW DETAILS INSP DATE:       1/1/1901         (116) VERT-LIFT BRIDGE NAV MIN VERT       (93B)UW DETAILS INSP DATE:       1/1/1901         CLEARANCE:       (0)       (93C)OTHER SPECIAL INSP       1/1/1901         (40)NAVIGATION HORZ CLEARANCE:       0       DATE:       1/1/1901         SUFFICIENCY RATING:       49.6       1/1/1901       1/1/1901  |                                     | 0                                     |                               | N        |
| (116) VERT-LIFT BRIDGE NAV MIN VERT     (93B) UW DETAILS INSP DATE:     1/1/1901       CLEARANCE:     (93C) OTHER SPECIAL INSP     1/1/1901       (40) NAVIGATION HORZ CLEARANCE:     0     DATE:       SUFFICIENCY RATING:     49.6  |                                     |                                       |                               | 1/1/1001 |
| (110) VERT-LIFT BRIDGE NAV MIN VERT     (93C) OTHER SPECIAL INSP     1/1/1901       CLEARANCE:     0     0       (40) NAVIGATION HORZ CLEARANCE:     0     0       SUFFICIENCY RATING:     49.6   | <b>x</b> <i>i</i>                   | 0                                     | (93B) UW DETAILS INSPIDATE:   |          |
| (40)NAVIGATION HORZ CLEARANCE:     0       SUFFICIENCY RATING:     49.6   |                                     |                                       |                               |          |
| SUFFICIENCY RATING: 49.6  |                                     |                                       |                               | 1/1/1901 |
|   |                                     |                                       |                               |          |
|   |                                     |                                       |                               |          |
|   |                                     |                                       |                               |          |