

## Inspection Report with SI&A Data

**Structure Description:** 215.88 Foot - 3 Span Steel continuous Frame (except frame culverts)  
**2 District:** 08    **3 County:** Pulaski    **16 Latitude:** 36°54'38.00"    **7 Longitude:** 84°33'17.00"  
**7 Facility Carried:** KENO RD (KY 751)    **Milepoint:** 0.010  
**6A Feature Intersected:** NS (CNO&TP) SYSTEM  
**9 Location:** 3.5 MI SOU. OF JCT US 27

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
<b>58 Deck:</b>	5	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	6	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	6	<b>Sufficiency Rating:</b>	47.6

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		87.927 ft
<b>49 Structure Length:</b>		215.879 ft
<b>32 Approach Roadway:</b>		18.045 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		0°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		1.000 ft
<b>50B Curb/Sidewalk Width R:</b>		1.000 ft
<b>47 Horiz. Clearance:</b>		23.950 ft
<b>51 Width Curb to Curb:</b>		23.950 ft
<b>52 Width Out to Out:</b>		25.591 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	No FC Details
<b>43A Main Span Material:</b>	(4) Steel Continuous
<b>43B Main Span Design:</b>	(07) Frame
<b>45 Number of Spans Main:</b>	3
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(1) Monolithic Concrete
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(0) None
<b>Overlay Y/N:</b>	No
<b>Overlay Type:</b>	None
<b>Overlay Thickness:</b>	-1.000 in
<b>Overlay Date:</b>	

ADMINISTRATIVE		
<b>27 Year Built:</b>		1963
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(2) Railroad
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Maintenance Responsibility:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(N) No II Structure Exists

APPRAISAL		
<b>36A Bridge Railings:</b>		(0) Substandard
<b>36B Transitions:</b>		(1) Meets Standards
<b>36C Approach Guardrail:</b>		(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>		(1) Meets Standards
<b>71 Waterway Adequacy:</b>		(N) Not Applicable
<b>72 Approach Alignment:</b>		(8) Equal Desirable Crit
<b>113 Scour Critical:</b>		(N) Not over Waterway
<b>Recommended Scour Critical:</b>		(N) Not over Waterway

CLEARANCES		
<b>10 Vert. Clearance:</b>		99.999 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(R) Railroad beneath struct.
<b>54B Min. Vert. Underclearance:</b>		0.000 ft
<b>55A Lateral Under Reference:</b>		(R) Railroad beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		39.370 ft
<b>56 Min. Lat. Underclearance L:</b>		0.000 ft

LOAD RATINGS		
<b>63 Operating Type:</b>		(1) Load Factor (LF)
<b>64 Operating Rating:</b>		22.0 tons
<b>65 Inventory Type:</b>		(1) Load Factor (LF)
<b>66 Inventory Rating:</b>		15.0 tons
<b>Truck Capacity Type I:</b>		20 tons
<b>Truck Capacity Type II:</b>		22 tons
<b>Truck Capacity Type III:</b>		22 tons
<b>Truck Capacity Type IV:</b>		22 tons

POSTINGS		
<b>41 Posting Status:</b>		(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>		No
<b>Signs Posted Non-Cardinal:</b>		No
<b>Field Postings Gross:</b>		-1 tons
<b>Field Postings Type I:</b>		-1 tons
<b>Field Postings Type II:</b>		-1 tons
<b>Field Postings Type III:</b>		-1 tons
<b>Field Postings Type IV:</b>		-1 tons

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12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	5,524.47	5,248.25	95%	276.22	5%	0	0%	0	0%
<p>Heavy scaling with moderate transversal cracking. There is approximately 15 sqft of open spalls and 85 sqft of visual delamination. Span 3 has cracking on soffit with efflorescence showing through.</p>									

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	864	764	88%	100	12%	0	0%	0	0%
<p>Steel girders paint is beginning to fail and they have minor to moderate surface rust developing.</p>									

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

213: Masonry Pier Wall									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	4	0	0%	4	100%	0	0%	0	0%
<p>Steel piers show moderate rust with 25% section loss in the hinged section at the bottom of the piers.</p>									

215: Re Conc Abutment									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	62	0	0%	62	100%	0	0%	0	0%
<p>Abutment wings are breaking off at the connection to the assembly joint. Abutments have minor verticle cracking.</p>									

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### 303: Assem Jnt With Seal

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	48	0	0%	48	100%	0	0%	0	0%

Sliding plate joints are in tact, although they have broken the top of the abutment haunches off and their anchorages are showing signs of failure and need monitored.

### 311: Moveable Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	8	0	0%	8	100%	0	0%	0	0%

Bearings have rocked approximately 15% and froze. Need cleaned and painted or greased.

### 515: Steel Protective Coating

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

### 313: Fixed Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	8	0	0%	8	100%	0	0%	0	0%

Paint chaulking and surface rust developing.

### 515: Steel Protective Coating

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

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330: Metal Bridge Railing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	432	0	0%	432	100%	0	0%	0	0%
<p>Metal rails paint system has failed and moderate surface rust is present. Approach rail is up to current standards, while bridge railing remains sub-standard.</p>									

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

803: Curb									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	432	0	0%	432	100%	0	0%	0	0%
<p>Moderate scaling. There are a few spall with exposed (shallow) rebar.</p>									

857: Embankment Erosion									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
<p>Minor erosion is present beneath both abutments</p>									

859: Vegetation									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	1	100%	0	0%
<p>Trees are beginning to grow into the superstructure and need removed.</p>									

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STRUCTURE NOTES
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INSPECTION NOTES
< none >

WORK
Action: -