

### Inspection Report with SI&A Data

Structure Description: 40.03 Foot - Single Span Steel Stringer/Multi-beam or Girder

2 District: 10    3 County: Perry    16 Latitude: 37°01'45.00"    7 Longitude: 83°05'15.00"

7 Facility Carried BARK CAMP BR RD

Milepoint: 0.020

6A Feature Intersected: LEATHERWOOD CREEK

9 Location: S @JCT KY 463 (DELPHIA)

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

NBI CONDITION RATINGS			
58 Deck:	6	61 Channel:	7
59 Superstructure:	4	62 Culvert:	N
60 Substructure:	6	Sufficiency Rating:	35

GEOMETRIC DATA	
48 Max Length Span:	38.058 ft
49 Structure Length:	40.026 ft
32 Approach Roadway:	14.108 ft
33 Median:	(0) No Median
34 Skew:	15°
35 Flare:	No Flare
50A Curb/Sidewalk Width L:	0.660 ft
50B Curb/Sidewalk Width R:	0.660 ft
47 Horiz. Clearance:	15.092 ft
51 Width Curb to Curb:	15.420 ft
52 Width Out to Out:	16.732 ft

DESIGN	
Substandard:	Weight
43A Main Span Material:	(3) Steel
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	1
44A Approach Span Material:	Not Applicable (0)
44B Approach Span Design:	Not Applicable (00)
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(8) Unknown
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	2.100 in
Overlay Date:	

ADMINISTRATIVE	
27 Year Built:	1958
106 Year Reconstructed:	0
42A Type of Service On:	(1) Highway
42B Type of Service Under:	(5) Waterway
37 Historical Significance:	(5) Not Eligible
21 Maintenance Responsibility:	(02) County Hwy Agency
22 Owner:	(02) County Hwy Agency
101 Parallel Structure:	(N) No II Structure Exists

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(0) Substandard
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(8) Equal Desirable
72 Approach Alignment:	(7) Above Minimum
92A Fracture Critical Inspection:	Not Coded
92B Under Water Inspection:	No
113 Scour Critical:	(8) Stable above footing
Recommended Scour Critical:	(8) Stable Above Footing

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

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	11.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	11.0 tons
Truck Capacity Type I:	11 tons
Truck Capacity Type II:	11 tons
Truck Capacity Type III:	11 tons
Truck Capacity Type IV:	11 tons

POSTINGS	
41 Posting Status:	(P) Posted For Load
Signs Posted Cardinal:	Yes
Signs Posted Non-Cardinal:	Yes
Field Postings Gross:	11 tons
Field Postings Type I:	-1 tons
Field Postings Type II:	-1 tons
Field Postings Type III:	-1 tons
Field Postings Type IV:	-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	669.73	669.73	100%	0	0%	0	0%	0	0%
The deck has been overlaid with asphalt.									

510: Wearing Surfaces									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	622.58	622.58	100%	0	0%	0	0%	0	0%

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	76	0	0%	71	93%	3	4%	2	3%
Beams have little paint left. Covered with surface rust, moderate flaking rust along the lower flange and at the bearing areas. Beam #2 at abutment 1 has 2 in. x 12 in. section of 100% LOS in bottom web at bearing area and has set down about 1/4 in.. Bottom web of beam 2 at abutment 2 has a 2 ft. -3 ft. section in lower web with 10% - 20% LOS. Beams 1 and 3 have c-channel riveted to the lower flange.									

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	243.84	0	0%	0	0%	0	0%	243.84	100%

3440: Eff (Stl Protect Coat)									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	243.84	0	0%	0	0%	0	0%	243.84	100%

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1000: Corrosion									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	76	0	0%	71	93%	3	4%	2	3%
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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	75	69	92%	6	8%	0	0%	0	0%
light to moderate cracking, spalling of the abutment wall. Spalling is primarily of the front edge of the bearing seat from flexure during load. No bearing pads were used.									

1080: Delamination/Spall/Patched Area									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	6	0	0%	6	100%	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)	80	80	100%	0	0%	0	0%	0	0%
< none >									

STRUCTURE NOTES
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INSPECTION NOTES
Both 11 Ton signs are up. 4-20-14 SH

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<b>WORK</b>	
<b>Action:</b>	