Research Report
KTC-07-03/SPR246-02-2F

KENTUCKY TRANSPORTATION CENTER

SITE INVESTIGATION OF BRIDGES ON AND OVER THE PARKWAYS IN WESTERN KENTUCKY

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SITE INVESTIGATION OF BRIDGES ON AND OVER THE PARKWAYS IN WESTERN KENTUCKY

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And

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16. Abstract

Determination of the seismic risk of the bridges on and over the parkways in Western Kentucky requires evaluating the current condition of the individual elements of the bridges. Except for culverts, all bridges were visually inspected, photographed and the records were stored in a database. Data of the visual inspection and the photographs were combined to form the completed site inspection forms. Any visually observed deficiencies of the bridge elements were recorded.

A Compact Disc (CD) that includes pictures of the bridges is attached to this report. The site inspection forms of all bridges on and over the parkways in Western Kentucky are combined with the bridge inventory to determine statistical figures regarding the characteristics of the bridges.

The site inspection forms are an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

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EXECUTIVE SUMMARY

Many bridges on and over the parkways in Western Kentucky were designed prior to the implementation of stringent seismic design specifications, and were not constructed to withstand severe seismic events. Because of their close proximity to the New Madrid Zone, considerable damage to the bridges of the parkways in Western Kentucky may result if an earthquake occurs. The objective of this study is to evaluate the seismic vulnerability of the bridges and their embankments on and over the parkways in Western Kentucky. The study includes identifying the seismic risk associated with 208 bridges on and 143 bridges over the parkways in Western Kentucky, and resulting in a total of 351 bridges (excluding the culverts). Determination of the seismic risk of the bridges requires evaluating the current condition of individual elements of the bridges. Therefore, it was necessary to visually inspect each bridge site.

One objective of the site inspection is to have an informative source of accurate bridge records that are required to identify, rank, and prioritize seismically vulnerable bridges and their embankments either on or over the parkways in Western Kentucky. Another objective of the site inspection is to provide information delineating the current conditions of the bridges in order to facilitate future comparisons with post-earthquake conditions immediately after the occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out. All bridges along the parkways in Western Kentucky were visually inspected, photographed, and the records were stored in a database for future references. The completed site inspection form includes five sections to report the screening observations regarding each bridge's general attributes or features, superstructure, bearings, substructure, and other relevant observations/comments. Any observed deficiencies of the bridge elements were pointed out. Data of the visual inspection and the photographs were combined to form the site inspection forms of the bridges. More than 2500 pictures were taken for the main components of the bridges from different angles.

A compact disc (CD) that includes all the pictures is attached to this report. The completed site inspection forms of all bridges on and over the parkways in Western Kentucky are provided in this report and are combined with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

NOTE: This report is the second (2nd) in a series of six (6) reports for Project SRP 246: "Seismic Evaluation of Bridges along Western Kentucky Parkways". The six (6) reports are:

Report Number:	Report Title:
(1) KTC-07-02/SPR246-02-1F	Seismic Evaluation of Bridges on and over the Parkways in Western Kentucky – Summary Report
(2) KTC-07-03/SPR246-02-2F*	Site Investigation of Bridges on and over the Parkways in Western Kentucky
(3) KTC-07-04/SPR246-02-3F	Preliminary Seismic Evaluation and Ranking of Bridges on and over the Parkways in Western Kentucky
(4) KTC-07-05/SPR246-02-4F	Detailed Seismic Evaluation of Bridges on and over the Parkways in Western Kentucky
(5) KTC-07-06/SPR246-02-5F	Seismic Evaluation and Ranking of Embankments for Bridges on and over the Parkways in Western Kentucky
(6) KTC-07-07/SPR246-02-6F*	Seismic-Hazard Maps and Time Histories for the Commonwealth of Kentucky

* Denote current report

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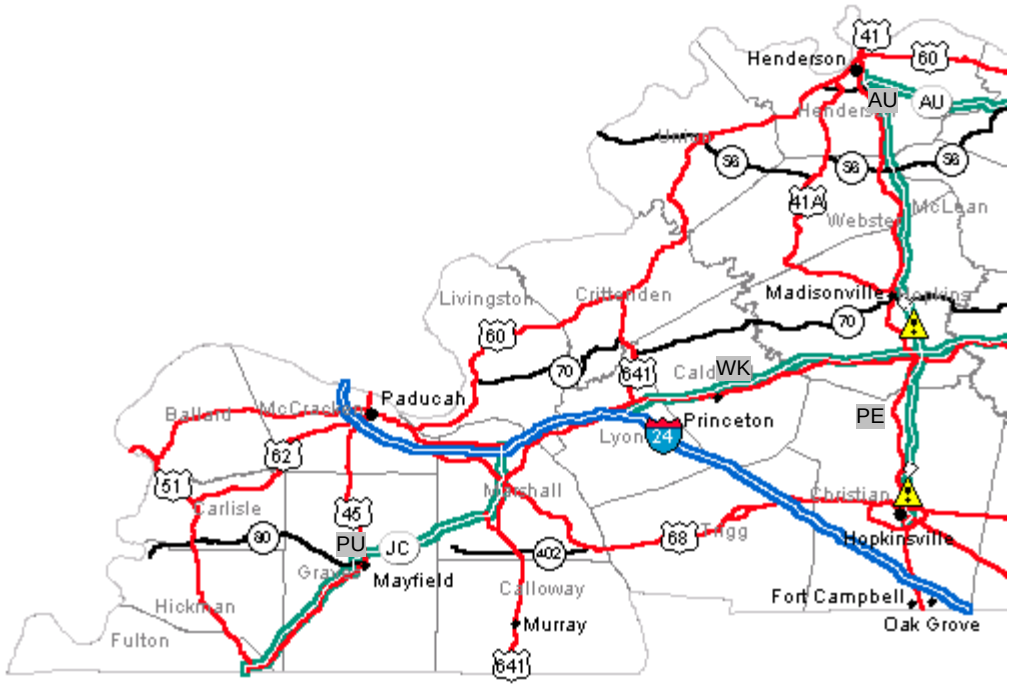
1. INTRODUCTION

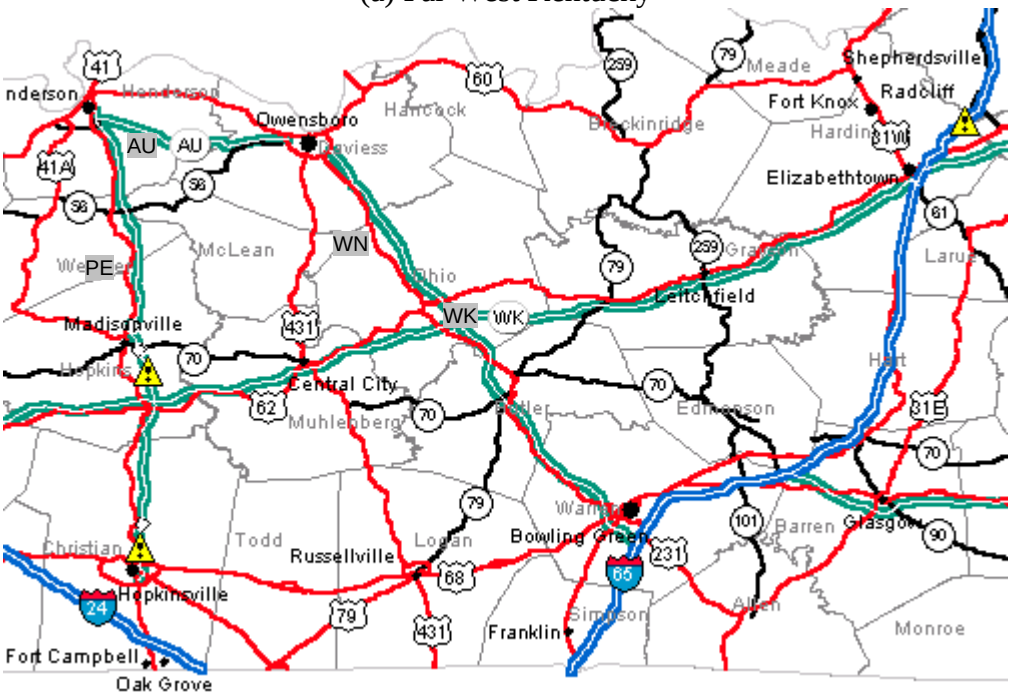
The parkways in Western Kentucky cross seventeen counties in Western Kentucky and are critical routes. Because of their close proximity to the New Madrid Zone, considerable damage to the bridges may result if a major earthquake were to occur. Due to their importance, the parkways must remain open in the event of a major earthquake.

The objective of this study is to evaluate the seismic vulnerability of the bridges and their embankments located on and over the parkways in Western Kentucky. The study includes identifying the seismic risk associated with the bridges on and over the parkways in Western Kentucky. The parkways cross seventeen counties in Western Kentucky as shown in Figure 1. Many of the bridges on and over the parkways were designed prior to the implementation of stringent seismic design specifications, and were not constructed to withstand severe seismic events.

Determination of the seismic risk of the bridges on and over the parkways requires evaluating the current condition of the individual elements in the bridges. Therefore, it was necessary to visually inspect each bridge site along the parkways. One objective of the site inspection is to have an informative source of accurate bridge records, which are required in the current study to identify, rank, and prioritize vulnerable bridges and their embankments either on or over the parkways. Another objective of the site inspection is to provide information delineating the current conditions of the bridges on and over the parkways in order to facilitate future comparisons with post-earthquake conditions immediately after the occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out. Except for the culverts, all bridges along the parkways in Western Kentucky were visually inspected, photographed, and the records were stored in a database for future references. Data of the visual inspection and the photographs were combined to form the complete site inspection forms of the bridges. More than 2500 pictures were taken for the main components of the bridges from different angles. The pictures form a valuable source that assists in pre-earthquake evaluation studies as well as post-earthquake inspection.



(a) Far West Kentucky



(b) Western Kentucky

(Note: PU-Purchase Parkway; WK-Western Kentucky Parkway; AU-Audubon Parkway; PE-Pennyrile Parkway; WN-William Natcher Parkway)

Figure 1 The Parkways in Western Kentucky

2. SITE INSPECTION OF BRIDGES

The completed site inspection forms represent a significant supplement to the “as-built” bridge plans. A comprehensive inventory of the bridges was compiled by review of the “as-built” bridge plans, construction and maintenance records, and site inspection forms. For compilation of the bridge inventory, necessary data pertinent to characteristics, year of construction, and attributes of the bridges was collected in order to generate a seismic evaluation information system. Data was organized and processed through a database utilizing Microsoft Access. The bridge inventory for the parkways that is shown in Table 1 to Table 5 provides an essential data record, which is utilized for risk assessment of the bridges and their associated embankments on and over the parkways in Western Kentucky.

3. SITE INSPECTION FORMS

Except for the culverts, all elements of the bridges on and over the parkways in Western Kentucky were visually inspected. The observations and comments are reported in the site inspection forms prepared for each bridge. Each site inspection form includes five sections to report the screening observations regarding the bridge's general attributes or features, superstructure, bearings, substructure, and other relevant observations and/or comments. Each bridge is identified by a bridge bin number. The bridge bin number represents information regarding the county which the bridge passes through, the route and the bridge number.

The reported general characteristics include information regarding the crossing at the bridge site, year of completion or design of the construction, location of the bridge on or over the parkways, detour length in miles, latitude, and longitude of each bridge. Notes to report if modifications have been made, if the bridge crosses a body of water, if the bridge was seismically retrofitted, and if the bridge is of the culvert type are included for each bridge.

The site inspection of the superstructure of each bridge focused on questioning the existence of box girders, visibility of lateral movement under traffic loading, skewing of the bridge, unusual gap or offset at an expansion joint. Additionally, the possibility of the bridge to collapse during an earthquake after toppling failure of the bearings, the integrity of the superstructure with the abutments, and any instability that might occur due to the gross movement of the bridge are reported based on the visual assessment of the current condition of the elements of the bridge.

The bearing types and conditions for each bridge are reported. The bearing is one of five possible types: rocker, roller, elastometric, sliding or multi-rotation. The possibility of overturning during a seismic event, existence of pedestals, whether or not girders are supported on individual pedestals or columns, and the existence of continuous bearing seats under the abutment end-diaphragms were investigated. Furthermore, the existence of exterior girders supported on the seat edge at the top of the columns was investigated for bridges with less than three girders, and the longitudinal support length measured in a direction perpendicular to the support was reported.

Visual inspection of the characteristics of the substructure for each bridge included observations regarding any horizontal or vertical movement at the abutments, columns or piers, as well as observations regarding any unusual or extensive erosion of soil at or nearby any of the substructure elements of the bridge. The type of connection between the concrete columns and the superstructure is observed. The abutment type and the possibility of slope failure during a seismic event are reported.

The last section of the site inspection form is used to either report any unusual visual observation or detail a point that was provided in any previous section of the form. Pictures to point out the current condition of the different elements of the bridge, the global view of the

bridge, or a certain visual observation are provided in the last section of the site inspection form of each bridge. A compact disc (CD) that includes all pictures is attached to this report. The completed site inspection forms of all bridges on/over the parkways in western Kentukcy are provided (Form 1 to Form 244). The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

4. CHARACTERISTICS OF THE BRIDGES

The aforementioned observations of all bridge on and over the parkways in Western Kentucky are reported and are combined with the bridge inventory to obtain different statistical figures. The parkways in Western Kentucky consist of five parkways, i.e., Purchase parkway, Western Kentucky parkway, Pennyrile parkway, Audubon parkway, and William Natcher parkway.

The Purchase parkway passes through Fulton, Hickman, Graves, and Marshall counties (Figure 1). There are 80 bridges along the Purchase parkway, including 46 bridges on the parkway and 34 bridges over the parkway. According to the geographic locations of the counties through which the Purchase parkway passes, the bridges face a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone.

The Western Kentucky parkway passes through Lyon, Caldwell, Hopkins, Muhlenberg, Ohio, Butler, Grayson, and Hardin counties (Figure 1). There are 108 bridges along the Western Kentucky parkway, including 65 bridges on the parkway and 43 bridges over the parkway. According to the geographic locations of the counties through which the Western Kentucky parkway passes, the seismic risk is roughly of two categories. The first category, which includes Lyon county, faces a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone. The second category, which includes Caldwell, Hopkins, Muhlenberg, Ohio, Butler, Grayson and Hardin counties, is expected to have a comparatively lower seismic risk than that the first category. Ninety one percent of the total bridges along the Western Kentucky parkway are located in the counties of the second category.

The Pennyrile parkway passes through Christian, Hopkins, Webster, and Henderson counties (Figure 1). There are 78 bridges along the Pennyrile parkway, including 47 bridges on the parkway and 31 bridges over the parkway. According to the geographic locations of the counties through which the Pennyrile parkway passes, the seismic risk is roughly of two categories. The first category, which includes Henderson county, faces a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone. The second category, which includes Christian, Hopkins, and Webster counties, is expected to have a comparatively lower seismic risk than that the first category. Eighty two percent of the total bridges along the Pennyrile parkway are located in the counties of the second category.

The Audubon parkway passes through Henderson and Daviess counties (Figure 1). There are 18 bridges along the Audubon parkway, including 9 bridges on the parkway and 9 bridges over the parkway. According to the geographic locations of the counties through which the Audubon parkway passes, the bridges face a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone.

The William Natcher parkway passes through Warren, Butler, Ohio, and Daviess counties (Figure 1). There are 67 bridges along the William Natcher parkway, including 41

bridges on the parkway and 26 bridges over the parkway. According to the geographic locations of the counties through which the William Natcher parkway passes, the seismic risk is roughly of two categories. The first category, which includes Daviess county, faces a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone. The second category, which includes Warren, Butler and Ohio counties, is expected to have a comparatively lower seismic risk than that the first category. Seventy percent of the total bridges along the William Natcher parkway are located in the counties of the second category.

The 351 bridges of the parkways in Western Kentucky are categorized based on their characteristics including: structural type, structural length, number of spans, maximum span length; skew angle, construction materials, and bearing types. The number of spans and the structural type of the bridges on and over the parkways in Western Kentucky vary such that two-span continuous composite steel girder, two-span reinforced concrete box girder, one-span steel, four-span continuous composite steel girder, multi-span steel plate girder, and reinforced concrete culverts are encountered.

Built within the same period, most bridges over the parkways in Western Kentucky are quite similar in their material and structural types. The structural length of all bridges over the parkways in Western Kentucky is less than 152.4 m (500 ft).

Compared with bridges crossing over the parkways in Western Kentucky, a wider range of structural systems is used for the bridges actually on the parkways. Excluding the long bridges that cross waterways, the structural length of all other bridges on the parkways in Western Kentucky is less than 152.4 m (500 ft).

The main girders of the superstructure of each of the Green River Bridges on the Western Kentucky parkway are of a steel plate-girder type, with a total length of 552.6 m (1813 ft). This bridge consists of nine main spans. The main spans are supported on the concrete piers and the abutments. The superstructure of the Green River Bridge on the Audubon parkway is of a steel plate-girder type, with a total length of 287 m (942 ft). This bridge consists of four spans, including one approach span. The three main spans are supported on the three concrete piers and one abutment.

Fifty one percent of the bridges are skewed, and the remaining fourty nine percent of the bridges are not skewed. The distribution of the 351 bridges among the seventeen counties of Western Kentucky is shown in Table 1-Table 5. The highest Number of bridges is found in Hopkins County (53 bridges), followed by Graves County (48 bridges), Ohio County (31 bridges), Daviess County (27 bridges), Henderson County (25 bridges), Muhlenberg County (24 bridges), Christian County (21 bridges), Marshall County (21 bridges), Warren County (17 bridges), Grayson County (16 bridges), Hardin County (16 bridges), Butler County (12 bridges), Webster County (11 bridges), Caldwell County (9 bridges), Lyon County (9 bridges), Fulton County (8 bridges), and Hickman County (3 bridges).

5. CONCLUSIONS

The Commonwealth of Kentucky sponsored a research project to evaluate the seismic vulnerability of 351 bridges and their embankments on/over the parkways in western Kentucky. Determination of the seismic risk of the bridges of the parkways in western Kentucky requires evaluating the current condition of all individual elements of the bridges.

Except for the culverts, all bridges along the parkways in western Kentucky were visually inspected, photographed, and the records were stored in a database for future reference. Data of the visual inspection and the pictures were combined to form the complete site inspection forms of the bridges on and over the parkways in Western Kentucky. The site inspection forms include five sections to report the screening observations regarding each bridge's general attributes or features, superstructure, bearings, substructure, and other relevant observations/comments. Any visually observed deficiencies of the bridge elements were pointed out. A compact disc (CD) that includes all the bridge pictures is attached to this report. The site inspection forms of bridges are combined with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans. The site inspection forms provide an informative source of accurate bridge records, which are required to identify, rank, and prioritize seismically vulnerable bridges and their embankments. Additionally, the site inspection forms can provide information delineating the current conditions of the bridges in order to facilitate future comparisons with post-earthquake conditions immediately after possible occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out.

Form 1: Inspection of Bridge # 38-0051-B00012 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	38-0051-B00012
		W88˚53.400'		N36˚31.074'		
	Year Built	*1966*	County	Fulton	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?			7.62cm		

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☒*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is small

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 2: Inspection of Bridge # 38-0307-B00015 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	38-0307-B00015
		W88˚52.284'		N36˚31.133'		
	Year Built	*1966*	County	Fulton	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☒ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is Minor

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 3: Inspection of Bridge # 38-9003-B00054 and Bridge # 38-9003-B00054P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	38-9003-B00054 38-9003-B00054 P	
		W88˚53.848'	N36˚30.910'			
	Year Built	*1966*	County	Fulton	Crossing	KY 166
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☒ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Bad
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					45cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	1.8cm steel rope Risk is small **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 4: Inspection of Bridge # 38-9003-B00053 and Bridge # 38-9003-B00053P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	38-9003-B00053 38-9003-B00053 P	
		W88˚53.957'	N36˚30.147'			
	Year Built	*1966*	County	Fulton	Crossing	KY 116
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 5: Inspection of Bridge # 38-9003-B00055 and Bridge # 38-9003-B00055P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	38-9003-B00055 38-9003-B00055 P	
		W88˚52.995'	N36˚31.008'			
	Year Built	*1966*	County	Fulton	Crossing	IC RAILROAD
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 6: Inspection of Bridge # 53-0094-B00050 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	53-0094-B00050
		W88˚50.497'		N36˚32.807'		
	Year Built	*1966*	County	Hickman	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 7: Inspection of Bridge # 53-1529-B00056 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	53-1529-B00056
		W88˚49.835'		N36˚33.915'		
	Year Built	*1966*	County	Hickman	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 8: Inspection of Bridge # 53-9003-B00068 over Purchase Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	53-9003-B00068	
		W88˚50.971'	N36˚32.066'			
	Year Built	*1966*	County: Hickman	Crossing	Jackson Purchase PKW	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☒ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 9: Inspection of Bridge # 42-0131-B00009 over Purchase Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-0131-B00009	
		W88˚35.755'	N36˚46.533'			
	Year Built	*1966*	County: Graves	Crossing	Jackson Purchase PKW	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☒ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 10: Inspection of Bridge # 42-0301-B00028 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-0301-B00028
		W88˚31.916'		N36˚47.320'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ■*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is Minor

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 11: Inspection of Bridge # 42-0058-B00096 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-0058-B00096
		W88˚43.883'		N36˚40.995'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			22cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is Minor

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 12: Inspection of Bridge # 42-0080-B00106 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-0080-B00106
		W88˚40.061'		N36˚44.358'		
	Year Built	*1957*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			50cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous shear key

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 13: Inspection of Bridge # 42-0121-B00111 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-0121-B00111
		W88˚39.405'		N36˚45.411'		
	Year Built	*1962*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load). New Deck (2002)
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* ■*No* □	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* ■
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is Small

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 14: Inspection of Bridge # 42-1748-B00128 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-1748-B00128
		W88˚43.314'		N36˚41.543'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 15: Inspection of Bridge # 42-0339-B00143 over Purchase Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-0339-B00143	
		W88˚45.208'	N36˚38.750'			
	Year Built	*1966*	County: Graves	Crossing	Jackson Purchase PKW	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☒*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 16: Inspection of Bridge # 42-9003-B00153 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00153
		W88˚41.071'		N36˚43.349'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk is Small

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 17: Inspection of Bridge # 42-9003-B00154 and Bridge # 42-9003-B00154P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00154 42-9003-B00154 P
		W88˚40.052'		N36˚43.602'			
	Year Built	*1966*	County	Graves		Crossing	Mayfield By-Pass
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?					*Yes* □*No* ■	
	Is it a rigid box culvert?					*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □*No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?					0 2 4 **6** 8	
	Is the bridge skewed?			Yes, 30 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 18: Inspection of Bridge # 42-9003-B00155 and Bridge # 42-9003-B00155P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00155 42-9003-B00155 P
		W88˚38.580'		N36˚46.042'		
	Year Built	*1966*	County	Graves	Crossing	US 45
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load). Steel Rope Restrainer
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* ■*No* □	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 45 degrees			
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* ■
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 19: Inspection of Bridge # 42-9003-B00156 and Bridge # 42-9003-B00156P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00156 42-9003-B00156 P	
		W88˚38.257'	N36˚41.138'			
	Year Built	*1966*	County: Graves	Crossing	P&L Railway	
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* □		
	Has the bridge been seismically retrofitted?			*Yes* □*No* □		
	Is it a rigid box culvert?			*Yes* □*No* □		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* □	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* □		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type *Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□				Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 20: Inspection of Bridge # 42-9003-B00157 and Bridge # 42-9003-B00157P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00157 42-9003-B00157 P
		W88˚37.887'		N36˚46.146'			
	Year Built	*1966*	County	Graves		Crossing	Mayfield Creek
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 21: Inspection of Bridge # 42-9003-B00158 and Bridge # 42-9003-B00158P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00158 42-9003-B00158 P	
		W88˚37.646'	N36˚46.153'			
	Year Built	*1966*	County: Graves	Crossing	Mayfield Creek Overflow	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Minor **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 22: Inspection of Bridge # 42-9003-B00159 and Bridge # 42-9003-B00159P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00159 42-9003-B00159 P
		W88˚37.402'		N36˚46.159'			
	Year Built	*1966*	County	Graves		Crossing	Mayfield Creek Overflow
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 23: Inspection of Bridge # 42-9003-B00160 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00160
		W88˚36.734'		N36˚46.236'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 24: Inspection of Bridge # 42-9003-B00161 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00161
		W88˚36.645'		N36˚46.234'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 25: Inspection of Bridge # 42-9003-B00162 and Bridge # 42-9003-B00162P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00162 42-9003-B00162 P	
		W88˚31.607'	N36˚47.364'			
	Year Built	*1966*	County: Graves	Crossing	Panther Creek	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 20 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 26: Inspection of Bridge # 42-9003-B00163 and Bridge # 42-9003-B00163P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00163 42-9003-B00163 P	
		W88˚31.432'	N36˚47.392'			
	Year Built	*1966*	County: Graves	Crossing	Panther Creek Overflow	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete Girder **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 27: Inspection of Bridge # 42-9003-B00164 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00164
		W88˚30.417'		N36˚47.846'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 28: Inspection of Bridge # 42-9003-B00165 and Bridge # 42-9003-B00165P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00165 42-9003-B00165 P
		W88˚29.670'		N36˚48.308'			
	Year Built	*1966*	County	Graves		Crossing	Clarks River Overflow
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?					*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Discontinuous Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 29: Inspection of Bridge # 42-9003-B00166 and Bridge # 42-9003-B00166P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00166 42-9003-B00166 P	
		W88˚29.566'	N36˚48.437'			
	Year Built	*1966*	County: Graves	Crossing	West Fork Clarks River	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete girders. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 30: Inspection of Bridge # 42-9003-B00167 and Bridge # 42-9003-B00167P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00167 42-9003-B00167 P	
		W88˚29.381'	N36˚48.669'			
	Year Built	*1966*	County: Graves	Crossing	Clarks River Overflow	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 35 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 31: Inspection of Bridge # 42-9003-B00168 and Bridge # 42-9003-B00168P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00168 42-9003-B00168 P
		W88˚29.192'		N36˚48.913'			
	Year Built	*1966*	County	Graves		Crossing	KY 564
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						0 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 32: Inspection of Bridge # 42-9003-B00169 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00169
		W88˚49.056'		N36˚35.306'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 33: Inspection of Bridge # 42-9003-B00170 and Bridge # 42-9003-B00170P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00170 42-9003-B00170 P	
		W88˚48.378'	N36˚35.763'			
	Year Built	*1966*	County: Graves	Crossing	Bayou Dechien	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 25 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 **2** 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 34: Inspection of Bridge # 42-9003-B00171 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00171
		W88˚47.605'		N36˚36.418'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Risk = Minor

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 35: Inspection of Bridge # 42-9003-B00172 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00172
		W88˚46.746'		N36˚37.260'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☒*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 36: Inspection of Bridge # 42-9003-B00173 and Bridge # 42-9003-B00173P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00173 42-9003-B00173 P
		W88˚45.808'		N36˚38.188'			
	Year Built	*1966*	County	Graves		Crossing	Brush Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 37: Inspection of Bridge # 42-9003-B00175 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-9003-B00175
		W88˚44.371'		N36˚39.989'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Column 80 X 50cm

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 38: Inspection of Bridge # 42-9003-B00176 and Bridge # 42-9003-B00176P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	42-9003-B00176 42-9003-B00176 P
		W88˚43.731'		N36˚41.170'			
	Year Built	*1966*	County	Graves		Crossing	Obion Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 39: Inspection of Bridge # 42-9003-B00177 and Bridge # 42-9003-B00177P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	42-9003-B00177 42-9003-B00177 P	
		W88˚42.967'	N36˚41.809'			
	Year Built	*1966*	County: Graves	Crossing	Opossum Creek	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 35 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Possible Liquefaction of the sand. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 40: Inspection of Bridge # 42-0944-B00180 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	42-0944-B00180
		W88˚45.944'		N36˚38.062'		
	Year Built	*1966*	County	Graves	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* ■
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			0 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 41: Inspection of Bridge # 79-0068-B00001 and Bridge # 79-0068-B00001P over Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	79-0068-B00001 79-0068-B00001 P	
		W88˚20.784'	N36˚55.673'			
	Year Built	*1966*	County: Marshall	Crossing	Jackson Purchase PKW	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 42: Inspection of Bridge # 79-0795-B00012 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-0795-B00012
		W88˚20.829'		N36˚58.032'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 45 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 43: Inspection of Bridge # 79-1422-B00050 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-1422-B00050
		W88˚20.961'		N36˚57.334'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 44: Inspection of Bridge # 79-9003-B00064 and Bridge # 79-9003-B00064P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	79-9003-B00064 79-9003-B00064 P	
		W88˚21.550'	N36˚52.702'			
	Year Built	*1966*	County: Marshall	Crossing	Clarks River	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 45: Inspection of Bridge # 79-9003-B00066 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-9003-B00066
		W88˚20.848'		N36˚58.085'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 42.4 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					56cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 46: Inspection of Bridge # 79-9003-B00068 over Purchase Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	79-9003-B00068	
		W88˚27.453'	N36˚49.653'			
	Year Built	*1966*	County: Marshall	Crossing	Jackson Purchase PKW	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					36cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 47: Inspection of Bridge # 79-0795-B00071 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-0795-B00071
		W88˚25.761'		N36˚50.209'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 48: Inspection of Bridge # 79-9003-B00073 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-9003-B00073
		W88˚23.573'		N36˚50.854'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 3.3 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			51cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			0 **2** 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 49: Inspection of Bridge # 79-9003-B00074 and Bridge # 79-9003-B00074P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	79-9003-B00074 79-9003-B00074 P	
		W88˚21.804'	N36˚52.287'			
	Year Built	*1966*	County: Marshall	Crossing	NC&STL RR	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 50: Inspection of Bridge # 79-9003-B00075 and Bridge # 79-9003-B00075P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	79-9003-B00075 79-9003-B00075 P	
		W88˚21.376'	N36˚52.992'			
	Year Built	*1966*	County: Marshall	Crossing	Clarks River	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 10 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 6 8
OTHER	Risk is Middle **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 51: Inspection of Bridge # 79-9003-B00076 and Bridge # 79-9003-B00076P on Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	79-9003-B00076 79-9003-B00076 P
		W88˚21.383'		N36˚52.961'			
	Year Built	*1966*	County	Marshall		Crossing	East Fork Clarks River
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐ *No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐ *No* ☐	
	Is it a rigid box culvert?					*Yes* ☐ *No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐ *No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐ *No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?						

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			0 2 4 6 8

OTHER

Risk is Middle to High

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 52: Inspection of Bridge # 79-0348-B00102 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-0348-B00102
		W88˚21.909'		N36˚52.133'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 53: Inspection of Bridge # 79-0408-B00103 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-0408-B00103
		W88˚22.024'		N36˚51.668'		
	Year Built	*1966*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous Slab

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 54: Inspection of Bridge # 79-0024-B00114 and Bridge # 79-0024-B00114P over Purchase Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	79-0024-B00114 79-0024-B00114 P
		W88˚20.836'		N36˚59.449'			
	Year Built	*1972*	County	Marshall		Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						51cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						0 **2** 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 55: Inspection of Bridge # 79-0641-B00126 over Purchase Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	79-0641-B00126
		W88˚22.782'		N36˚50.889'		
	Year Built	*1983*	County	Marshall	Crossing	Jackson Purchase PKW
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous Steel Girders.

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 56: Inspection of Bridge # 72-9001-B00029 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	72-9001-B00029
		W88˚00.044'		N37˚06.501'		
	Year Built	*1967*	County	Lyon	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous Concrete Beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 57: Inspection of Bridge # 72-9001-B00030 and Bridge # 72-9001-B00030P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	72-9001-B00030 72-9001-B00030 P	
		W88˚2.000'	N37˚6.295'			
	Year Built	*1967*	County	Lyon	Crossing	US 62
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* □		
	Has the bridge been seismically retrofitted?			*Yes* □*No* □		
	Is it a rigid box culvert?			*Yes* □*No* □		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* □	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* □		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?			5.1cm		
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Risk is Small **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 58: Inspection of Bridge # 72-9001-B00049 and Bridge # 72-9001-B00049P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	72-9001-B00049 72-9001-B00049 P	
		W88˚5.123'	N37˚4.281'			
	Year Built	*1968*	County	Lyon	Crossing	I-24 @ MP. 041.603
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* □		
	Has the bridge been seismically retrofitted?			*Yes* □*No* □		
	Is it a rigid box culvert?			*Yes* □*No* □		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* □	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* □		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 28.43 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					36cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Curve bridge **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 59: Inspection of Bridge # 72-0093-B00050 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	72-0093-B00050
		W88˚04.429'		N37˚04.793'		
	Year Built	*1967*	County	Lyon	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 20 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 60: Inspection of Bridge # 72-9001-B00051 on Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	72-9001-B00051
		W88˚3.665'		N37˚5.241'		
	Year Built	*1967*	County	Lyon	Crossing	Riley Road
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□			Condition?	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 6 8
OTHER	Under pass **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 61: Inspection of Bridge # 72-9001-B00052 and Bridge # 72-9001-B00052P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	72-9001-B00052 72-9001-B00052 P
		W88˚2.219'		N37˚6.104'		
	Year Built	*1967*	County	Lyon	Crossing	P&L RR-Elkhorn Tavern Rd
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Bad
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Steel Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 62: Inspection of Bridge # 17-0293-B00007 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	17-0293-B00007	
		W87˚52.234'	N37˚7.976'			
	Year Built	*1961*	County	Caldwell	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					42cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete beams Shear keys at abutments **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 63: Inspection of Bridge # 17-9001-B00029 and Bridge # 17-9001-B00029P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	17-9001-B00029 17-9001-B00029 P
		W87˚53.931'		N37˚7.278'			
	Year Built	*1961*	County	Caldwell		Crossing	P & L Railway
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 9 degrees				
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Bad
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 **4** 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						41cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						0 **2** 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 64: Inspection of Bridge # 17-9001-B00033 and Bridge # 17-9001-B00033P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	17-9001-B00033 17-9001-B00033 P	
		W87˚43.806'	N37˚10.736'			
	Year Built	*1961*	County	Caldwell	Crossing	Tradewater River
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					42cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 65: Inspection of Bridge # 17-0091-B00037 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	17-0091-B00037
		W87˚53.595'		N37˚7.360'		
	Year Built	*1961*	County	Caldwell	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 35 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous Concrete beams Shear keys at abutments **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 66: Inspection of Bridge # 17-2619-B00048 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	17-2619-B00048
		W87˚44.535'		N37˚10.226'		
	Year Built	*1961*	County	Caldwell	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous beams are concrete.
Shear keys at ends and at abutments

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 67: Inspection of Bridge # 17-9001-B00060 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	17-9001-B00060
		W87˚47.942'		N37˚8.846'		
	Year Built	*1961*	County	Caldwell	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 9 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☒ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			45cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous concrete beams

1) Cracks on beams
2) Hit damage by trucks

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 68: Inspection of Bridge # 17-2613-B00061 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	17-2613-B00061
		W87˚46.678'		N37˚9.294'		
	Year Built	*1961*	County	Caldwell	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous Bridge
Shear keys at columns

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 69: Inspection of Bridge # 54-0109-B00070 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-0109-B00070
		W87˚41.340'		N37˚11.881'		
	Year Built	*1961*	County	Hopkins	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 9 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 6 8
OTHER	Continuous concrete beams Shear keys at abutments **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 70: Inspection of Bridge # 54-1454-B00117 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-1454-B00117	
		W87˚33.715'	N37˚11.798'			
	Year Built	*1961*	County: Hopkins	Crossing	Western KY Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 17 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					45cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 71: Inspection of Bridge # 54-0813-B00131 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-0813-B00131
		W87˚26.052'		N37˚12.740'		
	Year Built	*1962*	County	Hopkins	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					20cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 72: Inspection of Bridge # 54-9001-B00136 and Bridge # 54-9001-B00136P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00136 54-9001-B00136 P	
		W87˚21.982'	N37˚13.851'			
	Year Built	*1961*	County	Hopkins	Crossing	Pond River Relief
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* ■		
	Is it a rigid box culvert?			*Yes* □ *No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 73: Inspection of Bridge # 54-9001-B00137 and Bridge # 54-9001-B00137P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9001-B00137 54-9001-B00137 P
		W87˚21.401'		N37˚14.014'			
	Year Built	*1961*	County	Hopkins		Crossing	Pond River
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* □
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						0 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 74: Inspection of Bridge # 54-9001-B00138 and Bridge # 54-9001-B00138P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00138 54-9001-B00138 P	
		W87˚43.610'	N37˚10.847'			
	Year Built	*1961*	County	Hopkins	Crossing	Tradewater River Overflow
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* ■		
	Is it a rigid box culvert?			*Yes* □ *No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* ■		
	Is there lateral movement under traffic loading?			0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 8 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 75: Inspection of Bridge # 54-9001-B00139 and Bridge # 54-9001-B00139P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00139 54-9001-B00139 P	
		W87˚40.838'	N37˚11.937'			
	Year Built	*1961*	County: Hopkins	Crossing	P & L Railway	
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* ■		
	Has the bridge been seismically retrofitted?			*Yes* □*No* ■		
	Is it a rigid box culvert?			*Yes* □*No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 9 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Bad
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Local damage of support (crack) **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 76: Inspection of Bridge # 54-9001-B00140 and Bridge # 54-9001-B00140P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00140 54-9001-B00140 P	
		W87˚37.192'	N37˚11.518'			
	Year Built	*1961*	County: Hopkins	Crossing	KY 112 & Copperas Creek	
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* ■		
	Has the bridge been seismically retrofitted?			*Yes* □*No* ■		
	Is it a rigid box culvert?			*Yes* □*No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 25 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type *Rocker*■ *Elastomeric*□ *Sliding*□ *Muti-ratation*□				Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous steel girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 77: Inspection of Bridge # 54-9001-B00143 and Bridge # 54-9001-B00143P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00143 54-9001-B00143 P	
		W87˚31.246'	N37˚12.177'			
	Year Built	*1962*	County	Hopkins	Crossing	P&LRailway Spur & OakRd
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 49 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders. Relative bigger bridge. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 78: Inspection of Bridge # 54-9001-B00144 and Bridge # 54-9001-B00144P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00144 54-9001-B00144 P	
		W87˚27.974'	N37˚12.759'			
	Year Built	*1962*	County: Hopkins	Crossing	CSX Railroad	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 4 **6** 8		
	Would gross movement of superstructure cause instability?			0 2 4 **6** 8		
	Is the bridge skewed?		Yes, 43 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 79: Inspection of Bridge # 54-9001-B00145 and Bridge # 54-9001-B00145P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00145 54-9001-B00145 P	
		W87˚26.490'	N37˚12.745'			
	Year Built	*1962*	County: Hopkins	Crossing	US 41	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 12 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Shear keys at abutments Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 80: Inspection of Bridge # 54-9001-B00146 and Bridge # 54-9001-B00146P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9001-B00146 54-9001-B00146 P	
		W87˚24.372'	N37˚12.747'			
	Year Built	*1962*	County	Hopkins	Crossing	Drakes Creek
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 15.4 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 **2** 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 **2** 4 6 8
OTHER	Long bridge **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 81: Inspection of Bridge # 89-0431-B00132 and Bridge # 89-0431-B00132P over Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	89-0431-B00132 89-0431-B00132 P
		W87˚6.577'		N37˚16.929'			
	Year Built	*19*	County	Muhlenberg		Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?					*Yes* □*No* ■	
	Is it a rigid box culvert?					*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □*No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 47 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						50cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Continuous concrete girders Shear keys No wingman **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 82: Inspection of Bridge # 89-2692-B00085 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-2692-B00085	
		W87˚19.749'	N37˚14.195'			
	Year Built	*1961*	County: Muhlenberg	Crossing	Western KY Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					50cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders Shear keys **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 83: Inspection of Bridge # 89-2695-B00058 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-2695-B00058
		W87˚3.248'		N37˚18.825'		
	Year Built	*1962*	County	Muhlenberg	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 84: Inspection of Bridge # 89-2694-B00059 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-2694-B00059
		W87˚0.170'		N37˚19.199'		
	Year Built	*1962*	County	Muhlenberg	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 8 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous concrete beams

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 85: Inspection of Bridge # 89-2697-B00131 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-2697-B00131
		W87˚7.376'		N37˚16.728'		
	Year Built	*19*	County	Muhlenberg	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 12 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 86: Inspection of Bridge # 89-9001-B00089 and Bridge # 89-9001-B00089P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-9001-B00089 89-9001-B00089 P
		W87˚16.476'		N37˚14.057'		
	Year Built	*1961*	County	Muhlenberg	Crossing	P&L RR-KY 175-Unnamed Creek
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?				*Yes* □ *No* ■	
	Is it a rigid box culvert?				*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?		Yes, 13 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □ *No* ■
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 87: Inspection of Bridge # 89-9001-B00090 and Bridge # 89-9001-B00090P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00090 89-9001-B00090 P	
		W87˚21.169'	N37˚14.048'			
	Year Built	*1961*	County	Muhlenberg	Crossing	Pond River Relief
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* ■		
	Is it a rigid box culvert?			*Yes* □ *No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 8 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 88: Inspection of Bridge # 89-9001-B00091 and Bridge # 89-9001-B00091P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00091 89-9001-B00091 P	
		W87˚11.903'	N37˚15.213'			
	Year Built	*1961*	County	Muhlenberg	Crossing	KY 181
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 89: Inspection of Bridge # 89-9001-B00092 and Bridge # 89-9001-B00092P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-9001-B00092 89-9001-B00092 P
		W87˚5.295'		N37˚17.225'		
	Year Built	*1962*	County	Muhlenberg	Crossing	Cleaton-Green River Road
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous concrete beams

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 90: Inspection of Bridge # 89-9001-B00093 and Bridge # 89-9001-B00093P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00093 89-9001-B00093 P	
		W86˚59.394'	N37˚19.613'			
	Year Built	*1962*	County: Muhlenberg	Crossing	Green River	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Simply supported beam **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 91: Inspection of Bridge # 89-9001-B00094 and Bridge # 89-9001-B00094P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00094 89-9001-B00094 P	
		W87˚9.058'	N37˚16.410'			
	Year Built	*1961*	County: Muhlenberg	Crossing	P&L Railway	
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* ■		
	Is it a rigid box culvert?			*Yes* □ *No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 25 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type *Rocker*■ *Elastomeric*□ *Sliding*■ *Muti-ratation*□				Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □ *No* ■
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 92: Inspection of Bridge # 89-9001-B00096 and Bridge # 89-9001-B00096P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-9001-B00096 89-9001-B00096 P
		W87˚6.939'		N37˚16.868'		
	Year Built	*1961*	County	Muhlenberg	Crossing	CSX Railroad
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 13 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 93: Inspection of Bridge # 89-9001-B00109 and Bridge # 89-9001-B00109P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00109 89-9001-B00109 P	
		W87˚8.556'	N37˚16.451'			
	Year Built	*1980*	County	Muhlenberg	Crossing	US 62
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* □*No* ■		
	Has the bridge been seismically retrofitted?			*Yes* □*No* ■		
	Is it a rigid box culvert?			*Yes* □*No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □*No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □*No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 94: Inspection of Bridge # 89-9001-B00130 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	89-9001-B00130	
		W87˚14.187'	N37˚16.947'			
	Year Built	*1994*	County: Muhlenberg	Crossing	Western KY Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Shear keys **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 95: Inspection of Bridge # 89-9001-XX0905 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	89-9001-XX0905
		W87˚06.141'		N37˚18.511'		
	Year Built	*19*	County	Muhlenberg	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 23 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous steel girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 96: Inspection of Bridge # 92-0505-B00093 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-0505-B00093
		W86˚42.858'		N37˚23.561'		
	Year Built	*1961*	County	Ohio	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 97: Inspection of Bridge # 92-1245-B00108 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-1245-B00108
		W86˚57.730'		N37˚19.905'		
	Year Built	*1961*	County	Ohio	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			Yes, 35 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 98: Inspection of Bridge # 92-1245-B00112 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-1245-B00112
		W86˚56.433'		N37˚20.451'		
	Year Built	*1961*	County	Ohio	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 **6** 8
OTHER	Discontinuous steel girders Abutment cracks **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 99: Inspection of Bridge # 92-2712-B00136 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-2712-B00136	
		W86˚47.994'	N37˚23.359'			
	Year Built	*1961*	County: Ohio	Crossing	Western KY Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 3.8 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Simply supported beam **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 100: Inspection of Bridge # 92-9001-B00130 and Bridge # 92-9001-B00130P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9001-B00130 92-9001-B00130 P	
		W86˚39.029'	N37˚23.067'			
	Year Built	*1961*	County: Ohio	Crossing	Arnold-Butler Rd	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			0 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 2 4 6 8		
	Is the bridge skewed?	Yes, 40 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Simply supported beam. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 101: Inspection of Bridge # 92-9001-B00132 and Bridge # 92-9001-B00132P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9001-B00132 92-9001-B00132 P
		W86˚50.564'		N37˚22.052'		
	Year Built	*1961*	County	Ohio	Crossing	US 231
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beam. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 102: Inspection of Bridge # 92-9001-B00133 and Bridge # 92-9001-B00133P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	92-9001-B00133 92-9001-B00133 P
		W86˚52.703'		N37˚21.356'			
	Year Built	*1961*	County	Ohio		Crossing	US 369
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?				0 2 4 **6** 8		
	Is the bridge skewed?		Yes, 25 degrees				
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Bad
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						20cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Discontinuous concrete beams Rocker is in bad condition **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 103: Inspection of Bridge # 92-9001-B00134 and Bridge # 92-9001-B00134P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9001-B00134 92-9001-B00134 P	
		W86˚55.518'	N37˚20.989'			
	Year Built	*1961*	County	Ohio	Crossing	Lewis Creek
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?				*Yes* □ *No* ■	
	Is it a rigid box culvert?				*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 24 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □ *No* ■
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous concrete beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 104: Inspection of Bridge # 16-9001-B00034 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	16-9001-B00034	
		W86˚36.800'	W86˚36.800'			
	Year Built	*1961*	County: Butler	Crossing	Western KY Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 30 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous beam **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 105: Inspection of Bridge # 43-0224-B00003 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-0224-B00003
		W86˚12.547'		N37˚29.347'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 106: Inspection of Bridge # 43-0088-B00006 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-0088-B00006
		W86˚13.532'		N37˚28.991'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 107: Inspection of Bridge # 43-0259-B00009 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-0259-B00009
		W86˚17.499'		N37˚27.979'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□		Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?				0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?				*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?				*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.				
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?				**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 108: Inspection of Bridge # 43-0185-B00019 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-0185-B00019
		W86˚29.137'		N37˚24.686'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 40 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 109: Inspection of Bridge # 43-0079-B00023 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-0079-B00023
		W86˚30.162'		N37˚24.791'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?				0 2 4 **6** 8	
	Is the bridge skewed?			Yes, 60 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 110: Inspection of Bridge # 43-9001-B00026 and Bridge # 43-9001-B00026P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	43-9001-B00026 43-9001-B00026 P	
		W86˚30.162'	N37˚24.791'			
	Year Built	*1961*	County: Grayson	Crossing	KY 187	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 30 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Simply supported beam **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 111: Inspection of Bridge # 43-9001-B00027 and Bridge # 43-9001-B00027P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00027 43-9001-B00027 P
		W86˚24.917'		N37˚24.872'		
	Year Built	*1961*	County	Grayson	Crossing	Millwood-Pleasant View Rd
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 20 degrees			
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?	**0** 2 4 6 8

OTHER

Simply supported beam

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 112: Inspection of Bridge # 43-9001-B00060 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00060
		W86˚15.155'		N37˚28.422'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 60 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☒ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 113: Inspection of Bridge # 43-9001-B00069 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00069
		W86˚10.316'		N37˚29.848'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Simply supported beams

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 114: Inspection of Bridge # 43-9001-B00070 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00070
		W86˚6.490'		N37˚33.069'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Note: One place in the bottom of a girder was damaged (see picture) **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 115: Inspection of Bridge # 43-9001-B00073 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00073
		W86˚18.571'		N37˚27.556'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 40 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 116: Inspection of Bridge # 43-9001-B00076 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00076
		W86˚27.641'		N37˚24.518'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 117: Inspection of Bridge # 43-9001-B00078 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00078
		W86˚8.139'		N37˚32.186'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 20 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 118: Inspection of Bridge # 43-9001-B00082 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	43-9001-B00082
		W86˚33.866'		N37˚23.821'		
	Year Built	*1961*	County	Grayson	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Simply supported beam

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 119: Inspection of Bridge # 47-0084-B00043 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-0084-B00043
		W86˚02.341'		N37˚34.290'		
	Year Built	*1961*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 20 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 120: Inspection of Bridge # 47-9001-B00045 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-9001-B00045
		W85˚57.021'		N37˚37.399'		
	Year Built	*1961*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*■ *Elastomeric*□ *Sliding*■ *Muti-ratation*□		Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?				0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?				*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?				*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.				
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?				**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 121: Inspection of Bridge # 47-1136-B00053 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-1136-B00053
		W85˚51.420'		N37˚40.774'		
	Year Built	*1961*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?				0 2 4 **6** 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 122: Inspection of Bridge # 47-9001-B00056 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	47-9001-B00056
		W86˚4.733'		N37˚33.409'			
	Year Built	*1961*	County	Hardin		Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 123: Inspection of Bridge # 47-9001-B00085 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-9001-B00085
		W85˚58.824'		N37˚36.220'		
	Year Built	*1961*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 20 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 124: Inspection of Bridge # 47-9001-B00090 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-9001-B00090
		W85˚54.922'		N37˚38.706'		
	Year Built	*1961*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?				0 2 4 **6** 8	
	Is the bridge skewed?			Yes, 60 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 125: Inspection of Bridge # 47-9001-B00092 and Bridge # 47-9001-B00092P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	47-9001-B00092 47-9001-B00092 P
		W85˚54.165'		N37˚38.944'			
	Year Built	*1961*	County	Hardin		Crossing	CSX RR-Gaithers Sta Rd
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 5 degrees				
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 126: Inspection of Bridge # 47-9001-B00093 and Bridge # 47-9001-B00093P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	47-9001-B00093 47-9001-B00093 P
		W85˚54.354'		N37˚38.922'			
	Year Built	*1961*	County	Hardin		Crossing	Valley Creek
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?					*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?					0 2 4 **6** 8	
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						0 2 **4** 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 127: Inspection of Bridge # 47-9001-B00094 and Bridge # 47-9001-B00094P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	47-9001-B00094 47-9001-B00094 P
		W85˚55.854'		N37˚38.008'			
	Year Built	*1961*	County	Hardin		Crossing	W Rhudes Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8		
	Is the bridge skewed?			Yes, 20 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 128: Inspection of Bridge # 47-9001-B00127 and Bridge # 47-9001-B00127P on Western Kentucky Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	47-9001-B00127 47-9001-B00127 P
		W85˚50.964'		N37˚40.514'			
	Year Built	*1980*	County	Hardin		Crossing	I-65
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30-40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 129: Inspection of Bridge # 47-31W-B00108 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-31W-B00108
		W85˚51.706'		N37˚40.770'		
	Year Built	*1970*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 9.35 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			38cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Parallel with 47-31W-B00153

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 130: Inspection of Bridge # 47-31W-B00153 over Western Kentucky Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	47-31W-B00153
		W85˚51.706'		N37˚40.770'		
	Year Built	*19*	County	Hardin	Crossing	Western KY Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 131: Inspection of Bridge # 24-9004-B00093 and Bridge # 24-9004-B00093P over Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00093 24-9004-B00093 P	
		W87˚28.136'	N36˚53.685'			
	Year Built	*1967*	County: Christian	Crossing	Breathitt Pky	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?	Yes, 10 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Middle Degree Rusted Sliding Cracks **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 132: Inspection of Bridge # 24-9004-B00094 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00094
		W87˚28.338'		N36˚55.429'		
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 133: Inspection of Bridge # 24-9004-B00095 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00095
		W87˚28.078'		N36˚56.925'		
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					20cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Wing wall Type Abutment **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 134: Inspection of Bridge # 24-9004-B00096 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00096
		W87˚28.004'		N36˚59.499'		
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 135: Inspection of Bridge # 24-9004-B00097 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00097
		W87˚27.545'		N37˚0.520'		
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☒ *No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 136: Inspection of Bridge # 24-9004-B00098 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00098	
		W87˚27.584'	N37˚1.783'			
	Year Built	*1966*	County: Christian	Crossing	Breathitt Pky	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☒ *No* ☐		
	Is there lateral movement under traffic loading?			0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 28.3 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					38cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☒ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Erosion of bearing (4) **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 137: Inspection of Bridge # 24-9004-B00099 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00099	
		W87˚27.851'	N37˚3.001'			
	Year Built	*1966*	County: Christian	Crossing	Breathitt Pky	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 138: Inspection of Bridge # 24-9004-B00100 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00100	
		W87˚27.795'	N37˚5.159'			
	Year Built	*1966*	County: Christian	Crossing	Breathitt Pky	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 30 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 139: Inspection of Bridge # 24-9004-B00101 on Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00101
		W87˚28.420'		N36˚49.956'		
	Year Built	*1967*	County	Christian	Crossing	US 41
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 45 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous Steel Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 140: Inspection of Bridge # 24-9004-B00102 and Bridge # 24-9004-B00102P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00102 24-9004-B00102 P	
		W87˚28.044'	N36˚50.391'			
	Year Built	*1966*	County	Christian	Crossing	CSX Railroad
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 10 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 141: Inspection of Bridge # 24-9004-B00104 and Bridge # 24-9004-B00104P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	24-9004-B00104 24-9004-B00104 P
		W87˚27.757'		N36˚50.671'			
	Year Built	*1966*	County	Christian		Crossing	US 41
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						42cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Shear Keys at Abutment **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 142: Inspection of Bridge # 24-9004-B00105 and Bridge # 24-9004-B00105P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00105 24-9004-B00105 P	
		W87˚28.005'	N36˚51.189'			
	Year Built	*1966*	County: Christian	Crossing	South Little Fork River	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 15 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete Beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 143: Inspection of Bridge # 24-9004-B00106 on Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00106
		W87˚28.278'		N36˚51.401'		
	Year Built	*1966*	County	Christian	Crossing	Quarry Road
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?					
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□			Condition?	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 6 8
OTHER	Under pass **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 144: Inspection of Bridge # 24-9004-B00116 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00116	
		W87˚28.377'	N36˚51.689'			
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☒*No* ☐	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			Yes, 15 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 145: Inspection of Bridge # 24-9004-B00117 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	24-9004-B00117
		W87˚28.355'		N36˚51.832'		
	Year Built	*1966*	County	Christian	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			0 2 4 6 8

OTHER

Continuous Steel Girders

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 146: Inspection of Bridge # 24-9004-B00118 and Bridge # 24-9004-B00118P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00118 24-9004-B00118 P	
		W87˚28.331'	N36˚52.017'			
	Year Built	*1966*	County	Christian	Crossing	First Street
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 147: Inspection of Bridge # 54-9004-B00011 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-9004-B00011
		W87˚28.792'		N37˚27.558'		
	Year Built	*1966*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 148: Inspection of Bridge # 54-9004-B00012 and Bridge # 54-9004-B00012P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00012 54-9004-B00012 P	
		W87˚28.519'	N37˚29.384'			
	Year Built	*1966*	County	Hopkins	Crossing	KY 138
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 149: Inspection of Bridge # 54-9004-B00013 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00013	
		W87˚27.848'	N37˚8.560'			
	Year Built	*1966*	County: Hopkins	Crossing	Breathitt Pky	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			**0** 2 4 6 8		
	Is the bridge skewed?		Yes, 20 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 150: Inspection of Bridge # 54-9004-B00014 and Bridge # 54-9004-B00014P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00014 54-9004-B00014 P	
		W87˚27.933'	N37˚8.829'			
	Year Built	*1966*	County: Hopkins	Crossing	Drakes Creek	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					21cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 151: Inspection of Bridge # 54-9004-B00015 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00015	
		W87˚27.945'	N37˚8.896'			
	Year Built	*1966*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 45 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 152: Inspection of Bridge # 54-9004-B00016 over Pennyrile Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00016	
		W87˚29.457'	N37˚21.892'			
	Year Built	*1966*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 35 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 153: Inspection of Bridge # 54-9004-B00018 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-9004-B00018
		W87˚28.458'		N37˚22.698'		
	Year Built	*1966*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 154: Inspection of Bridge # 54-9004-B00019 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-9004-B00019
		W87˚28.084'		N37˚23.860'		
	Year Built	*1966*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☒ *No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 155: Inspection of Bridge # 54-9004-B00020 and Bridge # 54-9004-B00020P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00020 54-9004-B00020 P	
		W87˚28.355'	N37˚25.036'			
	Year Built	*1966*	County	Hopkins	Crossing	Otter Creek
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* ■		
	Is it a rigid box culvert?			*Yes* □ *No* ■		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* ■	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* ■		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 35 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*■ *Muti-ratation*□			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 156: Inspection of Bridge # 54-9004-B00021 and Bridge # 54-9004-B00021P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00021 54-9004-B00021 P
		W87˚28.355'		N37˚25.036'			
	Year Built	*1966*	County	Hopkins		Crossing	KY 260 @Hanson
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 157: Inspection of Bridge # 54-0062-B00048 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-0062-B00048
		W87˚26.507'		N37˚11.537'		
	Year Built	*1959*	County	Hopkins	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Discontinuous Concrete Shored Girders
Shear Keys at Abutments

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 158: Inspection of Bridge # 54-9004-B00095 and Bridge # 54-9004-B00095P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00095 54-9004-B00095 P
		W87˚27.032'		N37˚15.130'			
	Year Built	*1959*	County	Hopkins		Crossing	P&L RR-Flat Creek-KY813
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?					*Yes* □*No* ■	
	Is it a rigid box culvert?					*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ■*No* □	**Comments:**
	Does the superstructure contain box girders?					*Yes* □*No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 159: Inspection of Bridge # 54-9004-B00096 and Bridge # 54-9004-B00096P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00096 54-9004-B00096 P	
		W87˚27.657'	N37˚17.481'			
	Year Built	*1959*	County: Hopkins	Crossing	KY 2171	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Same as 51-9004-B00062 **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 160: Inspection of Bridge # 54-9004-B00097 and Bridge # 54-9004-B00097P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00097 54-9004-B00097 P
		W87˚26.679'		N37˚11.066'			
	Year Built	*1959*	County	Hopkins		Crossing	Old White Plains rd & Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 15 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 161: Inspection of Bridge # 54-9004-B00098 and Bridge # 54-9004-B00098P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00098 54-9004-B00098 P
		W87˚27.008'		N37˚10.310'			
	Year Built	*1960*	County	Hopkins		Crossing	Pleasant Hill Church Rd
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			Yes, 35 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						24cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 162: Inspection of Bridge # 54-9004-B00099 and Bridge # 54-9004-B00099P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00099 54-9004-B00099 P
		W87˚26.583'		N37˚11.353'			
	Year Built	*1959*	County	Hopkins		Crossing	P&L RR-Pleasant Run Rd
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?					0 2 4 **6** 8	
	Is the bridge skewed?		Yes, 20 Degrees				
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 163: Inspection of Bridge # 54-9004-B00100 and Bridge # 54-9004-B00100P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	54-9004-B00100 54-9004-B00100 P
		W87˚28.626'		N37˚19.626'			
	Year Built	*1959*	County	Hopkins		Crossing	KY 70
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Discontinuous Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 164: Inspection of Bridge # 54-9004-B00101 and Bridge # 54-9004-B00101P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00101 54-9004-B00101 P	
		W87˚28.797'	N37˚20.471'			
	Year Built	*1959*	County	Hopkins	Crossing	CSX RR
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			0 **2** 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 20 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					36cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 **2** 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 165: Inspection of Bridge # 54-9004-B00106 and Bridge # 54-9004-B00106P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00106 54-9004-B00106 P	
		W87˚27.564'	N37˚9.521'			
	Year Built	*1958*	County	Hopkins	Crossing	Crab Orchard Creek
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 45 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete Beams "Support Length" is Short **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 166: Inspection of Bridge # 54-9004-B00211 on Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	54-9004-B00211
		W87˚28.304'		N37˚24.922'		
	Year Built	*1990*	County	Hopkins	Crossing	Otter Creek
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 47 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Not an Essential Bridge, rather it is an on-ramp. **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 167: Inspection of Bridge # 117-9004-B00068 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	117-9004-B00068
		W87˚28.513'		N37˚30.598'		
	Year Built	*1966*	County	Webster	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 168: Inspection of Bridge # 117-9004-B00069 and Bridge # 117-9004-B00069P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	117-9004-B00069 117-9004-B00069 P	
		W87˚28.526'	N37˚31.544'			
	Year Built	*1966*	County: Webster	Crossing	KY 147	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			0 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 169: Inspection of Bridge # 117-9004-B00070 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	117-9004-B00070
		W87˚28.756'		N37˚33.142'		
	Year Built	*1966*	County	Webster	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☒ *No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 170: Inspection of Bridge # 117-9004-B00071 and Bridge # 117-9004-B00071P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	117-9004-B00071 117-9004-B00071 P
		W87˚28.693'		N37˚33.917'			
	Year Built	*1966*	County	Webster		Crossing	Deer Creek
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						20cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 171: Inspection of Bridge # 117-9004-B00072 and Bridge # 117-9004-B00072P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	117-9004-B00072 117-9004-B00072 P	
		W87˚29.110'	N37˚34.868'			
	Year Built	*1966*	County	Webster	Crossing	KY 370
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☒		
	Is it a rigid box culvert?			*Yes* ☐*No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☒		
	Is there lateral movement under traffic loading?			0 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 15 Degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 172: Inspection of Bridge # 117-9004-B00073 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	117-9004-B00073
		W87˚29.891'		N37˚36.594'		
	Year Built	*1966*	County	Webster	Crossing	Breathitt Pky Toll Pl
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 173: Inspection of Bridge # 117-9004-B00074 and Bridge # 117-9004-B00074P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	117-9004-B00074 117-9004-B00074 P
		W87˚30.504'		N37˚37.578'			
	Year Built	*1966*	County	Webster		Crossing	Groves Creek
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?					*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						0 2 **4** 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 174: Inspection of Bridge # 51-0425-B00137 and Bridge # 51-0425-B00137P over Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	51-0425-B00137 51-0425-B00137 P
		W87˚33.578'		N37˚47.921'			
	Year Built	*1967*	County	Henderson		Crossing	Pennyrile Pky
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 175: Inspection of Bridge # 51-9004-B00062 and Bridge # 51-9004-B00062P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	51-9004-B00062 51-9004-B00062 P
		W87˚30.698'		N37˚38.879'			
	Year Built	*1967*	County	Henderson		Crossing	Access Rd – Big Rivers RR
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Rusted Abutment **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 176: Inspection of Bridge # 51-9004-B00063 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00063
		W87˚30.791'		N37˚40.129'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 177: Inspection of Bridge # 51-9004-B00064 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00064
		W87˚30.822'		N37˚41.458'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 10 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 178: Inspection of Bridge # 51-9004-B00065 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00065
		W87˚30.984'		N37˚42.606'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 179: Inspection of Bridge # 51-9004-B00066 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00066
		W87˚31.347'		N37˚44.934'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 35 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 180: Inspection of Bridge # 51-9004-B00067 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00067
		W87˚31.695'		N37˚45.630'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 30 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 181: Inspection of Bridge # 51-9004-B00068 and Bridge # 51-9004-B00068P on Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude		Bridge Number	51-9004-B00068 51-9004-B00068 P
		W87˚32.985'	N37˚47.192'			
	Year Built	*1966*	County	Henderson	Crossing	ELAM
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 35 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Discontinuous Concrete Beams **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 182: Inspection of Bridge # 51-9004-B00069 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00069
		W87˚33.822'		N37˚48.306'		
	Year Built	*1966*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 30 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 183: Inspection of Bridge # 51-9004-B00111 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00111
		W87˚33.787'		N37˚48.983'		
	Year Built	*1967*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 Degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 184: Inspection of Bridge # 51-9004-B00112 over Pennyrile Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9004-B00112
		W87˚33.930'		N37˚49.503'		
	Year Built	*1967*	County	Henderson	Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* □*No* □	
	Has the bridge been seismically retrofitted?				*Yes* □*No* □	
	Is it a rigid box culvert?				*Yes* □*No* □	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* □	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* □	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*□ *Elastomeric*□ *Sliding*□ *Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* □*No* □
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* □*No* □
	Are there any girders supported on individual pedestals or columns?			*Yes* □*No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* □*No* □
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* □*No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 185: Inspection of Bridge # 51-9005-B00073 and Bridge # 51-9005-B00073P over Pennyrile Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	51-9005-B00073 51-9005-B00073 P
		W87˚33.822'		N37˚48.619'			
	Year Built	*1968*	County	Henderson		Crossing	Breathitt Pky
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 Degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Continuous Steel Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 186: Inspection of Bridge # 51-9005-B00072 on Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00072
		W87˚17.813'		N37˚45.374'		
	Year Built	*1968*	County	Henderson	Crossing	Green River
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☒ *No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 **2** 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 **2** 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 **2** 4 6 8
OTHER	Long bridge Risk = High **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 187: Inspection of Bridge # 51-9005-B00076 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00076
		W87˚28.286'		N37˚47.165'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 40 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Steel Girder

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 188: Inspection of Bridge # 51-9005-B00075 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00075
		W87˚29.743'		N37˚47.643'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 45 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 189: Inspection of Bridge # 51-9005-B00074 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00074
		W87˚33.158'		N37˚18.625'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 35 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☒ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous Steel Girders

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 190: Inspection of Bridge # 51-9005-B00077 and Bridge # 51-9005-B00077P on Audubon Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	51-9005-B00077 51-9005-B00077 P
		W87˚27.368'		N37˚46.862'			
	Year Built	*1968*	County	Henderson		Crossing	Lick Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 191: Inspection of Bridge # 51-9005-B00078 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00078
		W87˚25.772'		N37˚46.212'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 192: Inspection of Bridge # 51-9005-B00079 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00079
		W87˚24.943'		N37˚45.583'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 193: Inspection of Bridge # 51-9005-B00080 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	51-9005-B00080
		W87˚23.780'		N37˚45.160'		
	Year Built	*1968*	County	Henderson	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* □					If *yes*. Please list them (Structure or load). **Restrainers**
	Does the bridge cross a body of water?				*Yes* □*No* ■	
	Has the bridge been seismically retrofitted?				*Yes* □*No* ■	
	Is it a rigid box culvert?				*Yes* □*No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □*No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □*No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*■	*Elastomeric*□	*Sliding*□	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □*No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■*No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □*No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					25cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □*No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □*No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 194: Inspection of Bridge # 30-9005-B00058 and Bridge # 30-9005-B00058P on Audubon Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9005-B00058 30-9005-B00058 P
		W87˚9.838'		N37˚45.895'			
	Year Built	*1968*	County	Daviess		Crossing	Wendell Ford Expressway
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 195: Inspection of Bridge # 30-9005-B00059 and Bridge # 30-9005-B00059P on Audubon Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9005-B00059 30-9005-B00059 P
		W87˚10.648'		N37˚45.961'			
	Year Built	*1968*	County	Daviess		Crossing	Worthington Rd
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 196: Inspection of Bridge # 30-9005-B00060 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9005-B00060
		W87˚12.706'		N37˚46.018'		
	Year Built	*1968*	County	Daviess	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 197: Inspection of Bridge # 30-9005-B00061 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9005-B00061
		W87˚13.844'		N37˚45.768'		
	Year Built	*1968*	County	Daviess	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 198: Inspection of Bridge # 30-9005-B00063 over Audubon Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9005-B00063
		W87˚15.639'		N37˚45.400'		
	Year Built	*1968*	County	Daviess	Crossing	Audubon Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 199: Inspection of Bridge # 114-9007-B00049 and Bridge # 114-9007-B00049P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	114-9007-B00049 114-9007-B00049 P
		W86˚25.923'		N36˚54.631'			
	Year Built	*1970*	County	Warren		Crossing	I 65
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐		
	Is it a rigid box culvert?				*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						26cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 200: Inspection of Bridge # 114-0884-B00050 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-0884-B00050
		W86˚26.407'		N36˚54.846'		
	Year Built	*1970*	County	Warren	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 201: Inspection of Bridge # 114-9007-B00051 and Bridge # 114-9007-B00051P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	114-9007-B00051 114-9007-B00051 P
		W86˚28.952'		N36˚56.534'			
	Year Built	*1971*	County	Warren		Crossing	US 31 - W
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?					*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					0 2 **4** 6 8	
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 202: Inspection of Bridge # 114-9007-B00052 and Bridge # 114-9007-B00052P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	114-9007-B00052 114-9007-B00052 P
		W86˚29.237'		N36˚56.680'			
	Year Built	*1971*	County	Warren		Crossing	CSX RR
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						42cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 203: Inspection of Bridge # 114-9007-B00053 and Bridge # 114-9007-B00053P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-9007-B00053 114-9007-B00053 P
		W86˚29.827'		N36˚57.442'		
	Year Built	*1971*	County	Warren	Crossing	US 68
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?		Yes, 15 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					18cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 204: Inspection of Bridge # 114-9007-B00054 and Bridge # 114-9007-B00054P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	114-9007-B00054 114-9007-B00054 P
		W86˚34.954'		N37˚02.838'			
	Year Built	*1969*	County	Warren		Crossing	Gasper River
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 205: Inspection of Bridge # 114-0231-B00055 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-0231-B00055
		W86˚30.240'		N36˚59.529'		
	Year Built	*1970*	County	Warren	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 206: Inspection of Bridge # 114-0626-B00056 over William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	114-0626-B00056	
		W86˚35.996'	N37˚03.909'			
	Year Built	*1969*	County: Warren	Crossing	W.H. Natcher Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 207: Inspection of Bridge # 114-9007-B00057 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-9007-B00057
		W86˚27.185'		N36˚55.573'		
	Year Built	*1970*	County	Warren	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 208: Inspection of Bridge # 114-9007-B00058 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-9007-B00058
		W86˚30.411'		N37˚0.143'		
	Year Built	*1970*	County	Warren	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 10 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒	*Elastomeric* ☐	*Sliding* ☐	*Muti-ratation* ☐	Condition? Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 209: Inspection of Bridge # 114-9007-B00059 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	114-9007-B00059
		W86˚31.438'		N37˚1.153'		
	Year Built	*1970*	County	Warren	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	**SPECIAL BRIDGE**
	Is there lateral movement under traffic loading?				0 **2** 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 4 **6** 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☒ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 **2** 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☒*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

SPECIAL BRIDGE
Most Beautiful Bridge

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 210: Inspection of Bridge # 114-9007-B00060 over William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	114-9007-B00060	
		W86˚32.084'	N37˚1.619'			
	Year Built	*1970*	County: Warren	Crossing	W.H. Natcher Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 211: Inspection of Bridge # 16-0403-B00053 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	16-0403-B00053
		W86˚44.702'		N37˚15.862'		
	Year Built	*1969*	County	Butler	Crossing	Green River Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 212: Inspection of Bridge # 16-0231-B00054 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	16-0231-B00054
		W86˚44.335'		N37˚17.407'		
	Year Built	*1970*	County	Butler	Crossing	Green River Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 40 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 213: Inspection of Bridge # 16-9007-B00057 and Bridge # 16-9007-B00057P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	16-9007-B00057 16-9007-B00057 P
		W86˚39.632'		N37˚9.587'			
	Year Built	*1969*	County	Butler		Crossing	Little Muddy Creek
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 40 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						45cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 214: Inspection of Bridge # 16-9007-B00059 and Bridge # 16-9007-B00059P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	16-9007-B00059 16-9007-B00059 P
		W86˚42.081'		N37˚12.180'			
	Year Built	*1970*	County	Butler		Crossing	US 231
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 215: Inspection of Bridge # 16-9007-B00060 and Bridge # 16-9007-B00060P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	16-9007-B00060 16-9007-B00060 P
		W86˚42.685'		N37˚12.895'			
	Year Built	*1969*	County	Butler		Crossing	KY 70
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 30 degrees			
	Is there any unusual gap or offset at an expansion joint?						

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			22cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 216: Inspection of Bridge # 16-9007-B00061 on William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	16-9007-B00061	
		W86˚44.609'	N37˚16.954'			
	Year Built	*1969*	County: Butler	Crossing	Green River	
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ■ *No* □		
	Has the bridge been seismically retrofitted?			*Yes* □ *No* □		
	Is it a rigid box culvert?			*Yes* □ *No* □		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* □ *No* □	**Comments:**	
	Does the superstructure contain box girders?			*Yes* □ *No* □		
	Is there lateral movement under traffic loading?			0 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 4 **6** 8		
	Would gross movement of superstructure cause instability?			0 2 4 **6** 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*■ *Elastomeric*□ *Sliding*□ *Muti-ratation*□			Condition?	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* □
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* □ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* □
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* □
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* □
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					0 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					0 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					0 2 4 6 8
OTHER	Risk = High **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 217: Inspection of Bridge # 16-9007-B00062 over William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	16-9007-B00062	
		W86˚39.900'	N37˚10.353'			
	Year Built	*1969*	County: Butler	Crossing	Green River Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 218: Inspection of Bridge # 16-9007-B00063 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	16-9007-B00063
		W86˚40.826'		N37˚11.229'		
	Year Built	*1970*	County	Butler	Crossing	Green River Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 219: Inspection of Bridge # 92-9007-B00060 and Bridge # 92-9007-B00060P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00060 92-9007-B00060 P	
		W86˚50.453'	N37˚25.521'			
	Year Built	*1969*	County: Ohio	Crossing	US 62	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?	Yes, 40 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☒ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 220: Inspection of Bridge # 92-9007-B00061 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9007-B00061
		W86˚51.125'		N37˚26.123'		
	Year Built	*1970*	County	Ohio	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 4 **6** 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 221: Inspection of Bridge # 92-9007-B00062 over William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00062	
		W86˚52.938'	N37˚27.454'			
	Year Built	*1969*	County: Ohio	Crossing	W.H. Natcher Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐*No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐*No* ☐		
	Is it a rigid box culvert?			*Yes* ☐*No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐*No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐*No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		No			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 222: Inspection of Bridge # 92-9007-B00063 and Bridge # 92-9007-B00063P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00063 92-9007-B00063 P	
		W86˚54.013'	N37˚28.562'			
	Year Built	*1970*	County: Ohio	Crossing	Rough River	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?	No				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 223: Inspection of Bridge # 92-9007-B00064 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9007-B00064
		W86˚54.588'		N37˚29.438'		
	Year Built	*1969*	County	Ohio	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 224: Inspection of Bridge # 92-9007-B00065 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9007-B00065
		W86˚55.539'		N37˚32.188'		
	Year Built	*1969*	County	Ohio	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 225: Inspection of Bridge # 92-9007-B00067 and Bridge # 92-9007-B00067P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00067 92-9007-B00067 P	
		W86˚57.941'	N37˚35.516'			
	Year Built	*1969*	County: Ohio	Crossing	KY 764	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?	Yes, 20 degrees				
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 226: Inspection of Bridge # 92-9007-B00069 over William Natcher Parkway

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00069	
		W86˚45.728'	N37˚20.274'			
	Year Built	*1969*	County: Ohio	Crossing	W.H. Natcher Parkway	
	Have modifications been made since the bridge was constructed? *No.* ☒				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☒		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☒	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 2 **4** 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☒ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 227: Inspection of Bridge # 92-9007-B00070 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9007-B00070
		W86˚47.068'		N37˚21.045'		
	Year Built	*1969*	County	Ohio	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 30 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 228: Inspection of Bridge # 92-9007-B00072 and Bridge # 92-9007-B00072P over William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	92-9007-B00072 92-9007-B00072 P
		W86˚48.559'		N37˚23.074'			
	Year Built	*1969*	County	Ohio		Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 229: Inspection of Bridge # 92-9007-B00074 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	92-9007-B00074
		W86˚49.662'		N37˚24.572'		
	Year Built	*1969*	County	Ohio	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?				0 2 **4** 6 8	
	Is the bridge skewed?			Yes, 25 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 230: Inspection of Bridge # 92-9007-B00075 and Bridge # 92-9007-B00075P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00075 92-9007-B00075 P	
		W86˚49.590'	N37˚24.928'			
	Year Built	*1970*	County	Ohio	Crossing	P&L Railway-Muddy Creek
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?			0 2 **4** 6 8		
	Is the bridge skewed?		Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker* ☐ *Elastomeric* ☐ *Sliding* ☐ *Muti-ratation* ☐			Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					36cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 231: Inspection of Bridge # 92-9007-B00076 and Bridge # 92-9007-B00076P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00076 92-9007-B00076 P	
		W86˚50.134'	N37˚25.143'			
	Year Built	*1970*	County	Ohio	Crossing	Pigeon Creek
	Have modifications been made since the bridge was constructed? *No.* □				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?				*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?				*Yes* □ *No* ■	
	Is it a rigid box culvert?				*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?				*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?					*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 232: Inspection of Bridge # 30-9007-B00081 and Bridge # 30-9007-B00081P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00081 30-9007-B00081 P
		W87˚2.776'		N37˚42.468'			
	Year Built	*1969*	County	Daviess		Crossing	N Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☒ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			Yes, 10 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker* ☐	*Elastomeric* ☐	*Sliding* ☒	*Muti-ratation* ☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Continuous Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 233: Inspection of Bridge # 30-9007-B00082 and Bridge # 30-9007-B00082P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00082 30-9007-B00082 P
		W87˚2.928'		N37˚42.703'			
	Year Built	*1969*	County	Daviess		Crossing	N Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* □						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ■ *No* □	
	Has the bridge been seismically retrofitted?					*Yes* □ *No* ■	
	Is it a rigid box culvert?					*Yes* □ *No* ■	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* □ *No* ■	**Comments:**
	Does the superstructure contain box girders?					*Yes* □ *No* ■	
	Is there lateral movement under traffic loading?					0 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 2 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*□	*Elastomeric*□	*Sliding*■	*Muti-ratation*□	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* □ *No* ■
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ■ *No* □
	Are there any girders supported on individual pedestals or columns?						*Yes* □ *No* ■
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						42cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* □ *No* ■
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* □ *No* ■
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 234: Inspection of Bridge # 30-9007-B00083 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00083
		W87˚3.162'		N37˚43.060'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☒	
	Is it a rigid box culvert?				*Yes* ☐ *No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			Yes, 15 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					32cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 235: Inspection of Bridge # 30-9007-B00084 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00084
		W87˚3.969'		N37˚44.101'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☐					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☐	
	Is it a rigid box culvert?				*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				**0** 2 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐	Condition?	Good
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 236: Inspection of Bridge # 30-9007-B00085 and Bridge # 30-9007-B00085P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00085 30-9007-B00085 P
		W87˚4.381'		N37˚44.433'			
	Year Built	*1969*	County	Daviess		Crossing	Wendell Ford Expressway
	Have modifications been made since the bridge was constructed? *No.* ☒						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☒	
	Is it a rigid box culvert?					*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					0 2 **4** 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☒	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 237: Inspection of Bridge # 30-9007-B00086 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00086
		W86˚59.040'		N37˚37.029'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 20 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☒	*Sliding*☒	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					28cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous Pre-stressed Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 238: Inspection of Bridge # 30-9007-B00088 and Bridge # 30-9007-B00088P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00088 30-9007-B00088 P
		W86˚59.960'		N37˚38.792'			
	Year Built	*1969*	County	Daviess		Crossing	S Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 25 degrees				
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						45cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 239: Inspection of Bridge # 30-9007-B00089 and Bridge # 30-9007-B00089P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00089 30-9007-B00089 P
		W87˚0.110'		N37˚39.061'			
	Year Built	*1969*	County	Daviess		Crossing	S Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?					*Yes* ☐*No* ☐	
	Has the bridge been seismically retrofitted?					*Yes* ☐*No* ☐	
	Is it a rigid box culvert?					*Yes* ☐*No* ☐	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?					*Yes* ☐*No* ☐	**Comments:**
	Does the superstructure contain box girders?					*Yes* ☐*No* ☐	
	Is there lateral movement under traffic loading?					**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?					**0** 2 4 6 8	
	Would gross movement of superstructure cause instability?					0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐*No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐*No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐*No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐*No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐*No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	Continuous Concrete Girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 240: Inspection of Bridge # 30-9007-B00090 and Bridge # 30-9007-B00090P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude		Latitude		Bridge Number	30-9007-B00090 30-9007-B00090 P
		W87˚0.255'		N37˚39.172'			
	Year Built	*1969*	County	Daviess		Crossing	S Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* ☐						If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?				*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?				*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐ *No* ☐		**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?				**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				**0** 2 4 6 8		
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8		
	Is the bridge skewed?			No			
	Is there any unusual gap or offset at an expansion joint?						
BEARINGS	Type	*Rocker*☐	*Elastomeric*☐	*Sliding*☐	*Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?						**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?						*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?						*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.						30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?						*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?						*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?						**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?						**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?						**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.						

Form 241: Inspection of Bridge # 30-9007-B00091 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00091
		W87˚0.969'		N37˚39.728'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			No		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☒ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			35cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous Concrete Girders

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 242: Inspection of Bridge # 30-9007-B00092 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00092
		W87˚1.712'		N37˚40.621'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 35 degrees		
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐	*Elastomeric*☒	*Sliding*☐	*Muti-ratation*☐	Condition? Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					0 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					30cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	Continuous concrete girders **Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Form 243: Inspection of Bridge # 30-9007-B00093 over William Natcher Parkway

GENERAL	GPS Location	Longitude		Latitude	Bridge Number	30-9007-B00093
		W87˚2.331'		N37˚41.916'		
	Year Built	*1969*	County	Daviess	Crossing	W.H. Natcher Parkway
	Have modifications been made since the bridge was constructed? *No.* ☒					If *yes*. Please list them (Structure or load).
	Does the bridge cross a body of water?				*Yes* ☐*No* ☒	
	Has the bridge been seismically retrofitted?				*Yes* ☐*No* ☒	
	Is it a rigid box culvert?				*Yes* ☐*No* ☒	
SUPERSTRUCTURE	Is the superstructure integral with the abutments?				*Yes* ☐*No* ☒	**Comments:**
	Does the superstructure contain box girders?				*Yes* ☐*No* ☒	
	Is there lateral movement under traffic loading?				**0** 2 4 6 8	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?				0 **2** 4 6 8	
	Would gross movement of superstructure cause instability?				0 **2** 4 6 8	
	Is the bridge skewed?			Yes, 35 degrees		
	Is there any unusual gap or offset at an expansion joint?					

BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☒ *Muti-ratation*☐	Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?			**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐*No* ☒
	Are the bearing seats under the abutment end-diaphragm continuous?			*Yes* ☒*No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐*No* ☒
	The longitudinal support length measured in a direction perpendicular to the support at abutments.			40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?			*Yes* ☐*No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?			*Yes* ☐*No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?			**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?			**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?			**0** 2 4 6 8

OTHER

Continuous Concrete Girders

Note: The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.

Form 244: Inspection of Bridge # 30-9007-B00094 and Bridge # 30-9007-B00094P on William Natcher Parkway (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Parkways)

GENERAL	GPS Location	Longitude	Latitude	Bridge Number	30-9007-B00094 30-9007-B00094 P	
		W87˚2.606'	N37˚42.332'			
	Year Built	*1969*	County	Daviess	Crossing	N Fork Panther Creek
	Have modifications been made since the bridge was constructed? *No.* ☐				If *yes*. Please list them (Structure or load).	
	Does the bridge cross a body of water?			*Yes* ☐ *No* ☐		
	Has the bridge been seismically retrofitted?			*Yes* ☐ *No* ☐		
	Is it a rigid box culvert?			*Yes* ☐ *No* ☐		
SUPERSTRUCTURE	Is the superstructure integral with the abutments?			*Yes* ☐ *No* ☐	**Comments:**	
	Does the superstructure contain box girders?			*Yes* ☐ *No* ☐		
	Is there lateral movement under traffic loading?			**0** 2 4 6 8		
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?			0 **2** 4 6 8		
	Would gross movement of superstructure cause instability?			0 **2** 4 6 8		
	Is the bridge skewed?		Yes, 5 degrees			
	Is there any unusual gap or offset at an expansion joint?					
BEARINGS	Type	*Rocker*☐ *Elastomeric*☐ *Sliding*☐ *Muti-ratation*☐			Condition?	Fair
	If there are pedestals, are the bearings likely to overturn in an earthquake?					**0** 2 4 6 8
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats under the abutment end-diaphragm continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	The longitudinal support length measured in a direction perpendicular to the support at abutments.					40cm
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					**0** 2 4 6 8
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					**0** 2 4 6 8
	Are abutment-slop failures possible in an earthquake?					**0** 2 4 6 8
OTHER	**Note:** The condition scale "0 2 4 6 8" in the "**SUPERSTRUCTURE**", "**BEARING**", and "**SUBSTRUCTURE**" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined **0** identifies the lowest value or risk while a **8** is used for the highest value or risk. The case when none of the values are bold and underlined implies that an evaluation was not possible due to access or when a judgment could not be made.					

Table 1 Purchase Parkway Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	MP	38	0051	B00012		105	104	2	2	80	202	OVER JACKSON PURCHASE PKW	2-21 FT RCDG & 2-80 FT.CONT.RC BOX GIRDERS	1.42	Over	PURCHASE PARKWAY	16696
1	MP	38	0307	B00015		105	104	2	2	80	196	OVER JACKSON PURCHASE PKW	1-15',1-21'RCDG,2-80 FT CONT RC BOX GIRDER	2.48	Over	PURCHASE PARKWAY	16649
1	PW	38	9003	B00053	P	602	0	3	0	51	153	SBL AT TENNESSEE STATE LN	TWIN BRIDGES (50.96 FT- 51.25 FT- 50.96 FT CONT. PRESTR	0.1	On	KY 116	16694
1	PW	38	9003	B00053		602	0	3	0	51	153	NBL AT TENNESSEE STATE LN	TWIN BRIDGES (50.96 FT- 51.25 FT- 50.96 FT CONT. PRESTR	0.1	On	KY 116	16694
1	PW	38	9003	B00054	P	602	0	3	0	51	146	SBL .90 MI N OF TENN ST L	TWIN BRIDGES (47.21 FT- 51.25 FT- 47.21 FT CONT. PRESTR	0.91	On	KY 166	16695
1	PW	38	9003	B00054		602	0	3	0	51	146	NBL .90 MI N OF TENN ST L	TWIN BRIDGES (47.21 FT- 51.25 FT- 47.21 FT CONT. PRESTR	0.91	On	KY 166	16695
1	PW	38	9003	B00055	P	602	0	8	0	92	539	SBL .40 MI E OF US 51 OP	69-92-71-47-47-70-77-62 FT CONT PCIB SPANS	1.78	On	IC (NOR) & (SOU) RAILROA	16561
1	PW	38	9003	B00055		602	0	7	0	92	485	NBL .40 MI E OF US 51 OP	66-92-71-41-70-77-60 CONT P.C.I.B. SPANS	1.78	On	IC (NOR) & (SOU) RAILROA	16561
1	MP	42	0058	B00096		205	104	2	2	92	230	.1 MI W OF JCT US 45	2-23FT RCDG ABUTEMENTS 2-92FT CONT RC BOX GIRDER SPANS	15.53	Over	PURCHASE PARKWAY	16558
1	MP	42	0080	B00106		104	0	4	0	56	208	1.7 MI W OF JCT US 45	56FT-48FT-48FT-56FT RCDG SPANS-24DEG 13 MIN 30 SEC SKEW	22.24	Over	PURCHASE PARKWAY	13105
1	MP	42	0121	B00111		104	0	4	0	45	192	1.1 MI NW OF JCT US 45	4-45 FT RCDG SPANS	17.95	Over	PURCHASE PARKWAY	15519
1	MP	42	0131	B00009		205	0	2	0	86	213	1 MI N OF JCT KY 58-80	2-85.5 FT CONTINUOUS R.C. BOX GIRDER SPANS - 20 DEG 56	27.45	Over	PURCHASE PARKWAY	16531
1	RP	42	0301	B00028		505	0	2	0	80	208	.4 MI N OF JCT KY 58-80	2-80 FT CONT RC BOX GIRDER SPANS 15 DEG 25 MIN 22 SEC S	31.13	Over	PURCHASE PARKWAY	16534
1	RP	42	0339	B00143		605	104	2	2	98	235	.7 MI W OF JCT US 45	1-18'RCDG,2-97.5 FT CONT.BOX GIRDER & 1-22'RCDG	13.16	Over	PURCHASE PARKWAY	16555

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 38 and 42 stand for Fulton County and Graves County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 1 Purchase Parkway Bridge Type Listing (Continued from Page 254)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	RP	42	0944	B00180		205	104	2	2	88	226	.75 MI W OF JCT US 45	1-25.25FT RCDG SPAN 2-88FT CONT RC BOX GIRDERS 1-25.25F	12.61	Over	PURCHASE PARKWAY	16654
1	RP	42	1748	B00128		205	104	2	2	83	215	.1 MI W OF JCT US 45	1-18.5FT RCDG ABUTMENT 2-83FT CONT RC BOX GIRDER 1-30.5	17.33	Over	PURCHASE PARKWAY	16581
1	PW	42	9003	B00153		205	104	2	2	115	287	.75 W OF US 45 VIA CR5269	2-29 FT RCDGS & 2-114.5 FT CONT BOX GIRDERS	20.27	Over	PURCHASE PARKWAY	16583
1	PW	42	9003	B00154	P	502	0	4	0	56	208	SBL @S-NTRCH US 45 BYPASS	43.1 - 56.05 - 55.98 - 53.16 P.C.I.B. SPANS ON	21.26	On	MAYFIELD BY-PASS	16584
1	PW	42	9003	B00154		502	0	4	0	56	208	NBL @S-NTRCH US 45 BYPASS	43.1 - 56.05 - 55.98 - 53.16 P.C.I.B. SPANS ON	21.26	On	MAYFIELD BY-PASS	16584
1	PW	42	9003	B00155		602	0	4	0	61	238	NBL @N-NTRCH US 45 BYPASS	60.75 - 58.25 - 58.25 - 60.75 FT CONT PCIB SPANS ST	24.71	On	US 45	16626
1	PW	42	9003	B00155	P	602	0	4	0	61	238	SBL @N-NTRCH US 45 BYPASS	60.75 - 58.25- 58.25- 60.75 FT CONT PCIB SPANS ST	24.71	On	US 45	16626
1	PW	42	9003	B00156	P	505	0	3	0	55	172	SBL .20 MI E OF US45N NTR	TWIN BRIDGES (3-55FT PRESTRESSED CONCRETE GIRDER SPANS	25.05	On	P&L RAILWAY	16627
1	PW	42	9003	B00156		505	0	3	0	55	172	NBL .20 MI E OF US45N NTR	TWIN BRIDGES (3-55FT PRESTRESSED CONCRETE GIRDER SPANS	25.05	On	P&L RAILWAY	16627
1	PW	42	9003	B00157	P	602	0	4	0	53	208	SBL .50 MI E OF US45N NTR	48.62 -53.25- 53.25 - 48.63 CONT PCIB SPANS ST	25.38	On	MAYFIELD CREEK	16527
1	PW	42	9003	B00157		602	0	4	0	53	208	NBL .50 MI E OF US45N NTR	48.62-53.25'-53.25'- 48.63' CONT PCIB SPANS ST	25.38	On	MAYFIELD CREEK	16527
1	PW	42	9003	B00158		602	0	3	0	31	97	NBL .75 MI E OF US45N NTR	30.63--31.25--30.63 CONT P.C.I.B. SPANS S	25.62	On	MAYFIELD CREEK OVERFLOW	16528
1	PW	42	9003	B00158	P	602	0	3	0	31	97	SBL .75 MI E OF US45N NTR	TWIN BRIDGES (30.63FT-31.25FT-30.63FT CONT PREST RCDG S	25.62	On	MAYFIELD CREEK OVERFLOW	16628
1	PW	42	9003	B00159	P	602	0	3	0	31	97	SBL 1.0 MI E OF US45N NTR	30.63 - 31.25 - 30.63 FT CONT P.C.I.B. SPANS D	25.84	On	MAYFIELD CREEK OVERFLOW	16529

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 42 stands for Graves County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 1 Purchase Parkway Bridge Type Listing (Continued from Page 255)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	PW	42	9003	B00159		602	0	3	0	31	97	NBL 1.0 MI E OF US45N NTR	30.63 - 31.25 - 30.63 FT CONT P.C.I.B SPANS D	25.84	On	MAYFIELD CREEK OVERFLOW	16529
1	PW	42	9003	B00160		205	0	2	0	88	225	1. MI N OF JCT KY 58-80	2-88FT CONT RC BOX GIRDER SPANS 25 DEG 21 MIN 40 SEC SK	26.48	Over	PURCHASE PARKWAY	16530
1	PW	42	9003	B00161		206	0	2	0	80	202	1 MI N OF JCT KY 58-80	2-80 FT CONT RC BOX GIRDER SPANS 3 DEG 43 MIN 55 SEC SK	28.23	Over	PURCHASE PARKWAY	16533
1	PW	42	9003	B00162		602	0	4	0	46	189	NBL .20 MI E OF KY 301 OP	45.63 - 46.25 - 46.25 - 45.63 FT CONT PCIB SPANS ES	31.40	On	PANTHER CREEK	16536
1	PW	42	9003	B00162	P	602	0	3	0	46	189	SBL .20 MI E OF KY 301 OP	TWIN BRIDGES (45.63FT-46.25FT-46.25FT-45.63FT CONT PRES	31.40	On	PANTHER CREEK	16536
1	PW	42	9003	B00163	P	602	0	3	0	31	97	SBL .50 MI E OF KY 301 OP	30.62 - 31.25 - 30.63 FT CONT PCIB SPANS D	31.58	On	PANTHER CREEK OVERFLOW	16537
1	PW	42	9003	B00163		602	0	3	0	31	97	NBL .50 MI E OF KY 301 OP	30.62'- 31.25'- 30.63'CONT PCIB SPANS D	31.58	On	PANTHER CREEK OVERFLOW	16537
1	PW	42	9003	B00164		205	0	2	0	80	198	1.3 MI N OF JCT KY 58-80	2-80 FT CONT RC BOX GIRDER SPANS 0 DEG SKEW	32.75	Over	PURCHASE PARKWAY	16568
1	PW	42	9003	B00165		502	0	3	0	31	97	NBL 1.0 MI W OF MARSHAL C	30.63 - 31.25 - 30.63 FT. P.C.I.B. SPANS G	33.53	On	CLARKS RIVER OVERFLOW	16569
1	PW	42	9003	B00165	P	502	0	3	0	31	97	SBL 1.0 MI W OF MARSHAL C	30.63 - 31.25 - 30.63 FT P.C.I.B SPANS G	33.53	On	CLARKS RIVER OVERFLOW	16569
1	PW	42	9003	B00166		602	0	4	0	53	208	NBL .80 MI W OF MARSHAL C	48.63 - 53.25 - 53.25 - 48.63 FT CONT PCIB SPANS ES	33.70	On	WEST FORK CLARKS RIVER	16570

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 42 stands for Graves County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 1 Purchase Parkway Bridge Type Listing (Continued from Page 256)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	PW	42	9003	B00166	P	602	0	4	0	53	208	SBL .80 MI W OF MARSHAL C	48.63 -53.25- 53.25 - 48.63 CONT PCIB SPANS ES	33.70	On	WEST FORK CLARKS RIVER	16570
1	PW	42	9003	B00167	P	602	0	3	0	41	108	SBL .40 MI W OF MARSHAL C	30.63 - 41.25 - 30.63 FT CONT PCIB SPANS D	34.02	On	CLARKS RIVER OVERFLOW	16571
1	PW	42	9003	B00167		602	0	3	0	41	108	NBL .40 MI W OF MARSHAL C	30.63'- 41.25'- 30.63'CONT P.C.I.B. SPANS D	34.02	On	CLARKS RIVER OVERFLOW	16571
1	PW	42	9003	B00168		602	0	3	0	41	132	NBL .1 MI W OF MRSHLL C.L	TWIN BRIDGES (40.63FT-46.25FT-40.63FT CONT PRESTRESSED	34.34	On	KY 564	16572
1	PW	42	9003	B00168	P	602	0	3	0	41	132	SBL .1 MI W OF MRSHLL C.L	TWIN BRIDGES (40.63FT-46.25FT-40.63FT CONT PRESTRESSED	34.34	On	KY 564	16572
1	PW	42	9003	B00169		605	104	2	2	108	266	1.5 MI N OF JCT US 45	1-25FT RCDG SPAN 2-108FT CONT RC BOX GIRDER 1-25FT RCDG	8.35	Over	PURCHASE PARKWAY	16656
1	PW	42	9003	B00170		602	0	6	0	53	310	NBL .70 MI NE OF HICKMN C	TWIN BRIDGES(1-46.17 FT,4-53.25 FT,1-46.17 FT CONT PRES	9.08	On	BAYOU DE CHIEN	16651
1	PW	42	9003	B00170	P	602	0	6	0	53	310	SBL .70 MI NE OF HICKMN C	TWIN BRIDGES(1-46.17 FT,4-53.25 FT,1-46.17 FT CONT PRES	9.08	On	BAYOU DE CHIEN	16651
1	PW	42	9003	B00171		205	104	2	2	84	210	.5 MI W OF JCT US 45	1-21.01FT RCDG 2-84FT CONT RC BOX GIRDER 1-21.01FT RCDG	10.18	Over	PURCHASE PARKWAY	16652
1	PW	42	9003	B00172		205	104	2	2	96	241	.5 MI W OF JCT US 45	1-24.5FT RCDG 2-96FT RC BOX GIRDERS 1-24.5FT RCDG SPAN	11.42	Over	PURCHASE PARKWAY	16653
1	PW	42	9003	B00173		502	0	3	0	41	127	NBL 1.0 MI S OF KY 339 NT	TWIN BRIDGES (40.63FT-41.25FT-40.63FT CONT PRESTRESSED	12.77	On	BRUSH CREEK	16655
1	PW	42	9003	B00173	P	502	0	3	0	41	127	SBL 1.0 MI S OF KY 339 NT	TWIN BRIDGES (40.63FT-41.25FT-40.63FT CONT PRESTRESSED	12.77	On	BRUSH CREEK	16655
1	PW	42	9003	B00175		205	104	2	2	81	202	.1 MI W OF JCT US 45	1-24FT RCDG ABUT 2-80.5FT CONT RC BOX GIRDERS 1-16.5FT	15.29	Over	PURCHASE PARKWAY	16557

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 42 stands for Graves County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 1 Purchase Parkway Bridge Type Listing (Continued from Page 257)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	PW	42	9003	B00176		602	0	4	0	50	208	NBL .10 NOR. OF KY 58 OP	TWIN BRIDGES (4-50FT CONT PRESTRESSED RCDG SPANS 0 DEG	16.73	On	OBION CREEK	16580
1	PW	42	9003	B00176	P	602	0	4	0	50	208	SBL .10 NOR. OF KY 58 OP	TWIN BRIDGES (4-50FT CONT PRESTRESSED RCDG SPANS 0 DEG	16.73	On	OBION CREEK	16580
1	PW	42	9003	B00177	P	502	0	4	0	54	211	SBL .40 NOR. OF KY 1748 O	TWIN BRIDGES(54.28FT-51.25FT-51.25FT-54.28FT PREST CONC	17.76	On	OPOSSUM CREEK	16582
1	PW	42	9003	B00177		502	0	4	0	54	211	NBL .40 NOR. OF KY 1748 O	TWIN BRIDGES(54.28FT-51.25FT-51.25FT-54.28FT PREST CONC	17.76	On	OPOSSUM CREEK	16582
1	MP	53	0094	B00050		605	104	2	2	88	222	.5 MI W OF JCT US 45	2-23 FT RCDG S & 2-88'CONT RC BOX GIRDERS	5.16	Over	PURCHASE PARKWAY	16566
1	RP	53	1529	B00056		605	104	2	2	80	204	.9 MI W OF JCT US 45	2-80 FT CONT RC BOX GIRDERS & 1-20 &1+22'RCDG	6.55	Over	PURCHASE PARKWAY	16567
1	PW	53	9003	B00068		605	104	2	2	91	237	.5 MI N+W OF JCT US 45	2-27.4'RCDG& 2-91 FT CONT.RC BOX GIRDERS	4.19	Over	PURCHASE PARKWAY	16565
1	MP	79	0024	B00114	P	502	105	2	2	80	193	WBL 1.7 MI SW-US 62 NTRCH	2-80 FT PREST CONC.SPANS;1-14,1-20 FT BOX GIRDERS	51.39	Over	PURCHASE PARKWAY	16832
1	MP	79	0024	B00114		505	105	2	2	80	193	EBL 1.7 MI SW-US 62 NTRCH	2-80 FT PREST CONC.SPNS-1-14,1-20 FT BOX GIRDERS	51.39	Over	PURCHASE PARKWAY	16832
1	MP	79	0068	B00001		206	104	2	2	82	203	EBL .2 MI NW OF JCT US641	2-82 FT CONT RC BOX BEAM- 2-16' CELLUAR ABUTMENTS D	46.95	Over	PURCHASE PARKWAY	16632
1	MP	79	0068	B00001	P	206	104	2	2	82	203	WBL .2 MI NW OF JCT US641	2-82 FT CONT RC BOX BEAMS & 2-16' CELLULAR ABUTMTS D	46.95	Over	PURCHASE PARKWAY	16632
1	MP	79	0348	B00102		206	0	2	0	92	184	.70 MI WEST OF JCT US 641	TWIN BRIDGES (2-92 FT CONT. R.C. BOX GIRDER SPANS, 0 DE	42.57	Over	PURCHASE PARKWAY	16608
1	RP	79	0408	B00103		206	0	2	0	80	160	.80 MI WEST OF JCT US 641	2-80 FT CONT. R.C. BOX GIRDER SPANS, 3 DEG 21 MIN 40 SE	42.03	Over	PURCHASE PARKWAY	16607
1	RP	79	0795	B00012		206	104	2	2	92	228	.20 MI WEST OF JCT US 641	2-92 FT CONT.RC BOX GIRDERS W/2-18 FT CELL'R ABUTS	45.03	Over	PURCHASE PARKWAY	16631
1	RP	79	1422	B00050		206	104	2	2	92	234	.80 MI EAST OF JCT KY 95	2-92 FT CONT.RC BOX GIRDERS W/2-18'CELLULAR ABUTS.	48.98	Over	PURCHASE PARKWAY	16633
1	MP	79	641	B00126		402	0	2	0	114	240	.34 MI N. JCT:US'68 S	2- 114 FT CONT. W.P.E. SPANS(COMPOSITE)	40.80	Over	PURCHASE PARKWAY	20673

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 42, 53 and 79 stand for Graves County, Hickman County and Marshall County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 1 Purchase Parkway Bridge Type Listing (Continued from Page 258)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	PW	79	9003	B00064	P	502	0	8	0	48	387	SBL 1.4 MI N OF KY348 TP	TWIN BRIDGES (8-48 FT CONT. PRESTRESSED CONCRETE SPANS,	43.89	On	CLARKS RIVER RELIEF	16612
1	PW	79	9003	B00064		502	0	8	0	48	387	NBL 1.4 MI N OF KY348 TP	TWIN BRIDGES (8-48 FT CONT. PRESTRESSED CONCRETE SPANS,	43.89	On	CLARKS RIVER RELIEF	16612
1	PW	79	9003	B00066		206	104	2	2	108	270	.5 MI E OF JCT KY 95	2-108 FT CONT. R.C. BOX GIRDER SPANS, 42 DEG 24 MIN 15	49.84	Over	PURCHASE PARKWAY	16634
1	PW	79	9003	B00068		206	104	2	2	88	218	1.7 MI S OF JCT KY 408	2-88 FT CONT. R.C. BOX GIRDER SPANS (23 DEG 15 MIN 29 S	36.21	Over	PURCHASE PARKWAY	16573
1	PW	79	9003	B00071		206	104	2	2	88	218	.9MI(V-HOUSER RD)NE-K1949	2-88 FT CONT. R.C. BOX GIRDER SPANS (24 DEG 01 MIN 15 S	37.89	Over	PURCHASE PARKWAY	16576
1	PW	79	9003	B00073		206	104	2	2	80	204	.25 MI S OF JCT KY 408	2-80 FT CONT. R.C. BOX GIRDER SPANS (3 DEG 18 MIN 15 SE	40.07	Over	PURCHASE PARKWAY	16606
1	PW	79	9003	B00074		502	0	3	0	50	158	NBL .15 MI N OF KY 348 TP	TWIN BRIDGES(3-50 FT PRECAST PRESTRESSED CONC. GIRDER S	42.75	On	NC&STL RR	16609
1	PW	79	9003	B00074	P	502	0	3	0	50	158	SBL .15 MI N OF KY 348 TP	TWIN BRIDGES(3-50 FT PRECAST PRESTRESSED CONC. GIRDER S	42.75	On	NC&STL RR	16609
1	PW	79	9003	B00075		502	0	6	0	48	291	NBL .70 MI N OF KY 348 TP	TWIN BRIDGES (6-48 FT CONT. PRESTRESSED CONC SPANS, 0 D	43.29	On	CLARKS RIVER RELIEF	16610
1	PW	79	9003	B00075	P	502	0	6	0	48	291	SBL .70 MI N OF KY 348 TP	TWIN BRIDGES (6-48 FT CONT. PRESTRESSED CONC SPANS, 0 D	43.29	On	CLARKS RIVER RELIEF	16610
1	PW	79	9003	B00076		204	502	8	0	90	519	NBL 1.0 MI N OF KY 348 TP	TWIN BRIDGES (3-48 FT, 68 FT, 90 FT, 68 FT, 3-48 FT CON	43.63	On	EAST FORK CLARKS RIVER	16611
1	PW	79	9003	B00076	P	204	502	8	0	90	519	SBL 1.0 MI N OF KY 348 TP	TWIN BRIDGES (3-48 FT, 68 FT, 90 FT, 68 FT, 3-48 FT CON	43.63	On	EAST FORK CLARKS RIVER	16611

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 79 stands for Marshall County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Purchase parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Purchase parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
1	MP	72	0093	B00050		204	0	4	0	70	245	.8 MI S OF JCT US 62	50-70-70-50 CONT. RCDG SPANS - 24 DEG SKEW	.85	Over	WESTERN KY PKWAY	16910
1	PW	72	9001	B00029		204	0	4	0	60	225	.2 MI N OF JCT US 62	50 FT-60 FT-60 FT-50 FT CONT. R.C.D.G. SPANS, 2 DEG 31	5.58	Over	WESTERN KY PKWAY	17012
1	PW	72	9001	B00030	P	104	0	4	0	56	226	WBL 1.9 W OF CALDWELL CL	TWIN BRIDGES (4-56.5 FT R.C. SIMPLE SPANS, 43 DEG 59 MI	3.70	On	US 62	16878
1	PW	72	9001	B00030		104	0	4	0	56	226	EBL 1.9 W OF CALDWELL CL	TWIN BRIDGES (4-56.5 FT R.C. SIMPLE SPANS, 43 DEG 59 MI	3.70	On	US 62	16878
1	PW	72	9001	B00049		402	105	2	2	113	272	EBL - I-24 INTERCHANGE	113-104 FT CONT COMP WPG SPAN &1-25;30 CONC BX GRD END	. 1	On	I-24 @ MP. 041.603	17150
1	PW	72	9001	B00049	P	402	105	2	2	113	275	WBL - I-24 INTERCHANGE	113-104 CONT. COMP WPG SPANS & 30-25 FT.CONC BX.END BT.	. 1	On	I-24 @ MP. 041.603	17150
1	PW	72	9001	B00051		119	0	1	0	24	29	1.6 MI E OF I-24 NTRCH	SNGL 24X14X137 RC UNDRPSS-25 DEG SKW -4.5 FT FILL	1.75	On	RILEY ROAD	16911
1	PW	72	9001	B00052		403	0	4	0	61	221	EBL .25 MI W OF US 62 NTR	47-61-61-47 FT. CONT. W.F. DECK GIRDER SPANS - 30 DEG	3.41	On	P&L RR-ELKHORN TAVERN RD	16912
1	PW	72	9001	B00052	P	403	0	4	0	61	221	WBL .25 MI W OF US 62 NT2	47-61-61-47 FT. CONT. W.F. DECK GIRDER SPANS - 30 DEG	3.41	On	P&L RR-ELKHORN TAVERN RD	16912
2	MP	17	0091	B00037		204	0	4	0	90	318	.2 MI NE OF JCT US 62	75 FT 90 FT 90 FT 55 FT CONT RCDG SPANS 47 DEG 51 MIN S	11.70	Over	WESTERN KY PKWAY	14885
2	MP	17	0293	B00007		204	0	4	0	70	263	1 MI N OF JCT US 62	58 FT- 70 FT- 70 FT- 58 FT CONT. R.C.D.G. SPANS - 35 DE	13.12	Over	WESTERN KY PKWAY	14887
2	MP	17	2613	B00061		104	0	4	0	50	174	1.5 MI NE OF JCT US 62	36 FT-53 FT-53 FT-30 FT SIMPLE RCDG-15 DEG SKEW	18.61	Over	WESTERN KY PKWAY	14855
2	MP	17	2619	B00048		104	0	4	0	48	192	.6 MI N OF JCT US 62	43 FT-51 FT-51 FT-43 FT SIMPLE RCDG SPANS	20.88	Over	WESTERN KY PKWAY	14857

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 72 and 17 stand for Lyon County and Caldwell County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 260)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	17	9001	B00029	P	204	0	4	0	52	189	WBL .2 MI W OF KY 91 NTRC	TWIN 40 FT 52 FT 52 FT 40 FT CONT RCDG SPANS 9 DEG SKEW	11.36	On	P&L RAILWAY	14883
2	PW	17	9001	B00029		204	0	4	0	52	189	EBL .2 MI W OF KY 91 NTRC	TWIN 40 FT 52 FT 52 FT 40 FT CONT RCDG SPANS 9 DEG SKEW	11.36	On	P&L RAILWAY	14883
2	PW	17	9001	B00033	P	204	104	3	1	65	207	WBL AT HOPKINS-CALDWELL C	TWIN STRUC 50 FT-65 FT-50 FT CONT RCDG & 35 FT SIMPLE R	21.75	On	TRADEWATER RIVER	14929
2	PW	17	9001	B00033		204	104	3	1	65	207	EBL AT HOPKINS-CALDWELL C	TWIN STRUC 50 FT-65 FT-50 FT CONT RCDG & 35 FT SIMPLE R	21.75	On	TRADEWATER RIVER	14929
2	PW	17	9001	B00060		204	0	4	0	55	208	1 MI N OF JCT US 62	43.25 FT-57.5 FT-57.5 FT-43.25 FT CONT RCDG SPANS	17.31	Over	WESTERN KY PKWAY	14854
2	MP	54	0109	B00070		204	0	4	0	68	239	1.7 MI N OF JCT US 62	48.75 FT-68.25 FT-68.25 FT-48.75 FT CONT RCDG SPAN-6 DE	24.44	Over	WESTERN KY PKWAY	14931
2	RP	54	0454	B00117		204	0	4	0	62	224	.90 MI NOR. OF JCT US 62	49.33 FT 61.67 FT 61.67 FT 49.33 FT CONTRCDG SPANS 26 D	31.58	Over	WESTERN KY PKWAY	14982
2	RP	54	0813	B00131		204	104	3	1	78	251	6.7 MI NW OF JCT US 62	48.5 FT SIMPLE RCDG SPAN 59FT-78FT-59FT CONT RCDG SPANS	38.72	Over	WESTERN KY PKWAY	15082
2	PW	54	9001	B00136		104	0	5	0	30	165	EBL .6 MI W OF MULNBG CL	TWIN BRIDGE 5-30 FT SIMPLE RCDG SPANS 0 DEG SKEW	42.81	On	POND RIVER RELIEF	14837
2	PW	54	9001	B00136	P	104	0	5	0	30	165	WBL .6 MI W OF MULNBG CL	TWIN BRIDGE 5-30 FT SIMPLE RCDG SPANS 0 DEG SKEW	42.81	On	POND RIVER RELIEF	14837
2	PW	54	9001	B00137	P	104	0	5	0	50	205	WBL AT MUHLENBERG CL	TWIN 35FT35FT50FT35FT35FT SIMPLE RCDG SPANS 0 DEG SKEW	43.41	On	POND RIVER	14838
2	PW	54	9001	B00137		104	0	5	0	50	205	EBL AT MUHLENBERG CL	TWIN 35FT35FT50FT35FT35FT SIMPLE RCDG SPANS 0 DEG SKEW	43.41	On	POND RIVER	14838
2	PW	54	9001	B00138		104	0	5	0	40	215	EBL .20 MI E OF CALDWEL C	TWIN BRIDGES-5-40 FT SIMPLE RCDG UNITS-0 DEG SKEW	22.00	On	TRADEWATER RIV. OVERFLOW	14930
2	PW	54	9001	B00138	P	104	0	5	0	40	215	WBL .20 MI E OF CALDWEL C	TWIN BRIDGES-5-40 FT SIMPLE RCDG UNITS-0 DEG SKEW	22.00	On	TRADEWATER RIV. OVERFLOW	14930

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 17 and 54 stand for Caldwell County and Hopkins County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 261)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	54	9001	B00139		104	0	3	0	40	131	EBL .5 MI E OF KY 109 NTR	40.5FT-40.5FT-40.5FT SIMPLE RCDG 4 DEG 45 MIN SKEW	24.89	On	P&L RAILWAY	14932
2	PW	54	9001	B00139	P	104	0	3	0	40	131	WBL .5 MI E OF KY 109 NTR	40.5FT-40.5FT-40.5FT SIMPLE RCDG 4 DEG 45 MIN SKEW	24.89	On	P&L RAILWAY	14932
2	PW	54	9001	B00140	P	402	0	3	0	123	278	WBL 3.6 MI E OF KY 109 NT	TWIN 76.67FT-122.67FT-76.67FT CONT STEEL SPANS 36 DEG S	28.35	On	KY 112 & COPPERAS CREEK	14978
2	PW	54	9001	B00140		402	0	3	0	123	278	EBL 3.6 MI E OF KY 109 NT	TWIN 76.67FT-122.67FT-76.67FT CONT STEEL SPANS 36 DEG S	28.35	On	KY 112 & COPPERAS CREEK	14978
2	PW	54	9001	B00143		204	0	4	0	73	260	EBL 4 MI W OF US 41 NTRCH	TWIN 52.42FT72.83FT72.83FT52.42FT CONT RCDG SPANS 48 DE	33.87	On	P&L RAILWAY SPUR & OAK R	15132
2	PW	54	9001	B00143	P	204	0	4	0	73	260	WBL 3.0 MI W OF US 41A OP	TWIN 52.42FT72.83FT72.83FT52.42FT CONT RCDG SPANS 48 DE	33.87	On	P&L RAILWAY SPUR & OAK R	15132
2	PW	54	9001	B00144	P	104	0	6	0	92	448	WBL 1.3 MI W-US 41A NTRCH	TWIN 68.67-68.67-68-67-69.58 91.83 69.58FT RCDG SPANS 4	36.90	On	CSX RAILROAD	15137
2	PW	54	9001	B00144		104	0	6	0	92	448	EBL 1.3 MI W-US 41A NTRCH	TWIN 68.67-68.67-68-67-69.58 91.83 69.58FT RCDG SPANS 4	36.90	On	CSX RAILROAD	15137
2	PW	54	9001	B00145	P	204	0	4	0	64	226	WBL @ US 41 NTRCH	TWIN BRIDGES 46FT64FT64FT46FT CONT RCDG SPANS 10 DEG 49	38.31	On	US 41	15078
2	PW	54	9001	B00145		204	0	4	0	64	226	EBL @ US 41 NTRCH	TWIN BRIDGES 46FT64FT64FT46FT CONT RCDG SPANS 10 DEG 49	38.31	On	US 41	15078
2	PW	54	9001	B00146		104	0	11	0	53	415	EBL 1.9 MI E OF PNYRL PW	2-33, 3-38, 1-53, 3-38, 2-33 FT SIMPLE RCDG SPANS - 23	40.26	On	DRAKES CREEK	15083
2	PW	54	9001	B00146	P	104	0	11	0	53	415	WBL 1.9 MI E OF PNYRL PW	2-33, 3-38, 1-53, 3-38, 2-33 FT SIMPLE RCDG SPANS - 23	40.26	On	DRAKES CREEK	15083
2	MP	89	0431	B00132	P	606	0	4	0	89	255	.08 MI.S JCT US 62	37-89-89-37' PRESTRESSED CONC SPRED BOX BEAM SPANS	57.95	Over	WESTERN KY PKWAY	24645

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 54 and 89 stand for Hopkins County and Muhlenberg County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 262)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	MP	89	0431	B00132		606	0	4	0	89	255	.08 MI.S JCT US 62	37-89-89-37' PRESTRESSED CONC SPRED BOX BEAM SPANS	57.94	Over	WESTERN KY PKWAY	24645
2	MP	89	2692	B00085		204	0	4	0	60	205	.40 MI N.W. OF JCT US 62	40 FT- 60 FT- 40 FT. CONT. R.C.D.G. SPANS SKEW 29 DEG.	44.99	Over	WESTERN KY PKWAY	14909
2	MP	89	2694	B00059		104	0	4	0	50	212	.8 MI E&S OF JCT US 62	50 FT-50 FT-50 FT-50 FT SIMPLE RCDG SPANS - 16 DEG 36 M	64.83	Over	WESTERN KY PKWY	15322
2	MP	89	2695	B00058		104	0	4	0	50	182	.1 MI S OF JCT US 62	35 FT- 50 FT-50 FT-35 FT SIMPLE R.C.D.G. SPANS SKEW 13	61.86	Over	WESTERN KY PKWY	15320
2	MP	89	2697	B00131		606	0	4	0	52	200	.4 MI. S JCT US 62	41-52-52-41 FT PRESTRESSED CONC SPRED BOX BEAM SPANS	57.17	Over	WESTERN KY PKWAY	24633
2	PW	89	9001	B00089	P	104	0	5	0	51	235	WBL 4 MI W OF KY 181 NTRC	TWIN(44 FT-44.5 FT-54 FT-54 FT-38 FT SIMPLE RCDG SPANS)	48.05	On	P&L RR-KY 175-UNNAMED CR	14912
2	PW	89	9001	B00089		104	0	5	0	51	235	EBL 4 MI W OF KY 181 NTRC	TWIN(44 FT-44.5 FT-54 FT-54 FT-38 FT SIMPLE RCDG SPANS)	48.05	On	P&L RR-KY 175-UNNAMED CR	14912
2	PW	89	9001	B00090	P	104	0	5	0	30	165	WBL ON HOPKINS-MUHLNBRG C	TWIN 5-30 FT SIMPLE R.C.D.G. SPANS-0 DEG SKEW	43.60	On	POND RIVER RELIEF	14839
2	PW	89	9001	B00090		104	0	5	0	30	165	EBL ON HOPKINS-MUHLNBRG C	TWIN 5-30 FT SIMPLE R.C.D.G. SPANS-0 DEG SKEW	43.60	On	POND RIVER RELIEF	14839
2	PW	89	9001	B00091		104	0	4	0	49	179	EBL 5 MI W OF US 431 NTRC	47-52-40-40 FT RCDG SPANS-WIDENED 23'W/ P.CIB SPANS	52.52	On	KY 181	15105
2	PW	89	9001	B00091	P	104	0	4	0	49	179	WBL 5 MI W OF US 431 NTRC	TWIN STRUCTURES 47 FT-52 FT-40 FT-40 FT. SIMPLE RCDG,18	52.52	On	KY 181	15105
2	PW	89	9001	B00092		104	0	3	0	37	120	EBL 1.0 MI E OF US 431 NT	NEW 8" CONC DECK OLAY'00 DE	59.16	On	CLEATON-GREEN RIVER RD	15318

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 89 stands for Muhlenberg County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 263)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	89	9001	B00092	P	104	0	3	0	37	120	WBL 1.0 MI E OF US 431 NT	NEW 8" CONC DECK OLAY'00 DE	59.16	On	CLEATON-GREEN RIVER RD	15318
2	PW	89	9001	B00093	P	403	0	9	0	320	1813	WBL ON OHIO-MUHLENBERG CL	160-200-160-160-200-160-220-320-220 FT CONT WSPG SPANS	65.38	On	GREEN RIVER	15300
2	PW	89	9001	B00093		403	0	9	0	320	1813	EBL ON OHIO-MUHLENBERG CL	160-200-160-160-200-160-220-320-220 FT CONT W.SPG SPANS	65.38	On	GREEN RIVER	15300
2	PW	89	9001	B00094	P	204	104	4	1	60	263	WBL .40 MI W OF US 62 UP	TWIN BRIDGES-1-44 FT RCDG,48-60-60-48 CONT RCDG SPANS-3	55.51	On	P&L RAILWAY	15111
2	PW	89	9001	B00094		204	104	4	1	60	263	EBL .40 MI W OF US 62 UP	TWIN BRIDGES-1-44 FT RCDG,48-60-60-48 CONT RCDG SPANS-3	55.51	On	P&L RAILWAY	15111
2	PW	89	9001	B00096	P	104	0	3	0	53	169	WBL .25 MI W OF US 431 NT	NEW 8" CONC DECK OLAY'00 C.	57.58	On	CSX RAILROAD	15262
2	PW	89	9001	B00096		104	0	3	0	53	169	EBL .25 MI W OF US 431 NT	NEW 8" CONC DECK OLAY'00 C.	57.58	On	CSX RAILROAD	15262
2	PW	89	9001	B00109	P	606	0	3	0	99	241	WBL 1.6 MI W-US 431 NTRCH	62-103-73 FT CONT PREST SPRED CONC BOX BEAMS	56.01	On	US 62	20120
2	PW	89	9001	B00109		606	0	3	0	99	241	EBL 1.6 MI W-US 431 NTRCH	62-103-73 FT CONT PREST SPRED CONC BOX BEAMS	56.01	On	US 62	20120
2	PW	89	9001	B00130		606	0	4	0	60	312	3.0 MI.NW JCT KY 181	46-60-60-46"CONT PREST CONC SPRED BOX BEAMS	50.36	Over	WESTERN KY PKWY	23916
2	XX	89	9001	XX0905		302	0	4	0	52	180	.1 MI S OF JCT US 62	35-54-54-35 FT COMPOSITE-WSP GIRDER SPANS	59.17	Over	WESTERN KY PKWAY	
2	RP	92	0505	B00093		104	0	4	0	52	180	1.5 MI N OF JCT KY 1118	38 FT- 52 FT- 52 FT- 38 FT R.C.D.G. SPANS - 9 DEG 59 MI	82.11	Over	WESTERN KY PKWAY	14814
2	RP	92	1245	B00108		104	0	4	0	50	197	1.4 MI SE OF JCT US 62	40 FT- 50 FT- 50 FT- 45 FT R.C.D.G. SPANS - 6 DEG 25 MI	67.32	Over	WESTERN KY PKWAY	14882
2	RP	92	1245	B00112		104	0	4	0	77	289	3 MI S&W OF JCT KY 2670	64 FT- 77 FT- 77 FT- 64 FT R.C.D.G. SPANS - 44 DEG 04 M	68.65	Over	WESTERN KY PKWAY	15274
2	MP	92	2712	B00136		104	0	4	0	48	180	.75 MI N OF JCT CR 5173	39 FT- 51 FT- 51 FT- 39 FT R.C.D.G. SPAN - 3 DEG 48 MIN	77.38	Over	WESTERN KY PKWAY	15032

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 89 and 92 stand for Muhlenberg County and Ohio County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 264)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	92	9001	B00130	P	104	0	3	0	44	116	WBL 2 MI W OF BUTLER CL	TWIN BRIDGES (3-36 FT- 44 FT- 36 FT R.C.D.G. SPANS - 27	85.72	On	ARNOLD-BUTLER RD	14759
2	PW	92	9001	B00130		104	0	3	0	44	116	EBL 2 MI W OF BUTLER CL	TWIN BRIDGES (3-36 FT- 44 FT- 36 FT R.C.D.G. SPANS - 27	85.72	On	ARNOLD-BUTLER RD	14759
2	PW	92	9001	B00132		104	0	3	0	49	128	EBL 2 MI W OF GREEN RV PW	TWIN BRIDGES(36 FT- 49 FT- 43 FT R.C.D.G. SPANS - 12 DE	74.56	On	US 231	15027
2	PW	92	9001	B00132	P	104	0	3	0	49	128	WBL 2 MI W OF GREEN RV PW	TWIN BRIDGES(36 FT- 49 FT- 43 FT R.C.D.G. SPANS - 12 DE	74.56	On	US 231	15027
2	PW	92	9001	B00133		204	104	3	1	53	186	EBL 2 MI W OF US 231 NTRC	48-53-48 FT CONT & 1-33 FT SIMPLE RCDG SPAN F	72.43	On	KY 369	15022
2	PW	92	9001	B00133	P	204	104	3	1	53	186	WBL 2 MI W OF US 231 NTRC	48-53-48 FT CONT & 1-33 FT SIMPLE RCDG SPAN F	72.43	On	KY 369	15022
2	PW	92	9001	B00134	P	104	0	3	0	40	120	WBL 1MI E OF KY 1245 E-OP	TWIN BRIDGES (3-40 FT R.C.D.G. SPANS - 33 DEG SKEW)	69.75	On	LEWIS CREEK	15279
2	PW	92	9001	B00134		104	0	3	0	40	120	EBL 1MI E OF KY 1245 E-OP	TWIN BRIDGES (3-40 FT R.C.D.G. SPANS - 33 DEG SKEW)	69.75	On	LEWIS CREEK	15279
3	PW	16	9001	B00034		204	0	4	0	63	221	@ OHIO-GRAYSON-BUTLE	44 FT-63 FT-63 FT-44 FT CONT RCDG SPANS	87.66	Over	WESTERN KY PKWAY	14761
4	MP	43	0079	B00023		204	0	4	0	85	339	OVR W-KY-PW @CANEYVILLE	80 FT- 85'-85'-80 FT CONT RCDG SPANS M	94.23	Over	WESTERN KY PKWAY	14947
4	MP	43	0088	B00006		204	0	4	0	62	225	.8 MI S OF JCT US 62	48 FT- 62 FT- 62 FT- 48 FT CONT. R.C.D.G. SPANS - 24 DE	110.86	Over	WESTERN KY PKWAY	14990
4	MP	43	0185	B00019		204	0	4	0	75	288	.9 MI SE OF JCT US 62	65'- 75'-75'-65' CONT RCDG SPANS M	95.20	Over	WESTERN KY PKWAY	14949
4	MP	43	0224	B00003		204	0	4	0	65	240	.8 MI SE OF JCT S 62	52 FT- 65 FT- 65 FT- 52 FT CONT. R.C.D.G. SPANS - 33 DE	111.87	Over	WESTERN KY PKWAY	14991
4	MP	43	0259	B00009		204	0	4	0	66	241	OVR W KY PKWY NTRCH	58 FT- 66 FT- 66 FT- 47 FT R.C.D.G. CONT. SPANS - 7 DEG	106.97	Over	WESTERN KY PKWAY	14984

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 92, 16 and 43 stand for Ohio County, Butler County and Grayson County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 265)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
4	PW	43	9001	B00026		104	0	3	0	57	156	EBL 3 MI W OF KY 79 NTRCH	TWIN BRIDGES (51.5 FT-56.5 FT- 48 FT R.C.D.G. SPANS-35	103.98	On	KY 187	14899
4	PW	43	9001	B00026	P	104	0	3	0	57	156	WBL 3 MI W OF KY 79 NTRCH	TWIN BRIDGES (51.5 FT-56.5 FT- 48 FT R.C.D.G. SPANS-35	103.98	On	KY 187	14899
4	PW	43	9001	B00027	P	204	0	3	0	40	119	WBL 5 MI E OF KY 79 NTRCH	TWIN BRIDGES (35 FT- 40 FT- 35 FT SIMPLE R.C.D.G. SPANS	99.08	On	MILLWOOD-PLEASANT VIEW R	14890
4	PW	43	9001	B00027		204	0	3	0	40	119	EBL 5 MI E OF KY 79 NTRCH	TWIN BRIDGES (35 FT- 40 FT- 35 FT SIMPLE R.C.D.G. SPANS	99.08	On	MILLWOOD-PLEASANT VIEW R	14890
4	PW	43	9001	B00060		204	104	3	1	74	280	1.7 MI SE OF JCT US 62	74 FT- 74 FT- 74 FT R.C.D.G. CONT. & 50 FT SIMPLE SPANS	109.28	Over	WESTERN KY PKWAY	14987
4	PW	43	9001	B00069		104	0	4	0	50	202	1.75 MI SE OF JCT US 62	45 FT- 50 FT- 50 FT- 45 FT R.C.D.G. SPANS - 0 DEG SKEW	113.91	Over	WESTERN KY PKWAY	15053
4	PW	43	9001	B00070		204	0	4	0	60	226	.75 MI S OF JCT US 62	50 FT- 60 FT- 60 FT- 50 FT CONT. R.C.D.G. SPANS - 19 DE	119.33	Over	WESTERN KY PKWAY	14752
4	PW	43	9001	B00073		204	0	4	0	60	216	.9 MI S OF JCT US 62	45 FT- 60 FT- 60 FT- 45 FT CONT. R.C.D.G. SPANS - 30 DE	105.88	Over	WESTERN KY PKWAY	14903
4	PW	43	9001	B00076		104	0	4	0	50	162	.2 MI N OF JCT KY 2766	25 FT- 50 FT- 50 FT- 25 FT R.C.D.G. SPANS - 8 DEG 41 MI	96.58	Over	WESTERN KY PKWAY	14952
4	PW	43	9001	B00078		204	0	4	0	54	191	1 MI SE OF JCT US 62	38.5 FT- 54 FT- 54 FT- 38.5 FT CONT R.C.D.G. SPANS - 19	117.42	Over	WESTERN KY PKWAY	14751
4	PW	43	9001	B00082		104	0	4	0	50	186	1.MI N OF BUTLER CO.LN.	37 FT 50 FT 50 FT 37 FT R.C.D.G. SPANS 0 DEG SKEW	90.55	Over	WESTERN KY PKWAY	14942
4	MP	47	0084	B00043		204	0	4	0	61	230	.3 MI S OF JCT US 62	51 FT- 61 FT- 61 FT- 51 FT CONT. R.C.D.G. UNIT - 24 DEG	123.47	Over	WESTERN KY PKWAY	14811
4	MP	47	1136	B00053		204	0	4	0	63	216	.8 MI S OF JCT US 31W	44 FT- 61.5 FT- 61.5 FT- 44 FT CONT. R.C.D.G. SPANS - 7	136.06	Over	WESTERN KY PKWAY	14973
4	MP	47	31W	B00108		602	0	4	0	69	170	OVER WKYPW INTERCHANGE B	56-69-56-44 FT CONT PCIB SPANS SK	135.82	Over	WESTERN KY PKWAY	18438

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 43 and 47 stand for Grayson County and Hardin County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 2 Western Kentucky Parkway Bridge Type Listing (Continued from Page 266)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On[10]	Feature Crossed	Drawing #
4	MP	47	31W	B00153		602	0	4	0	69	230	.5 MI W JCT I-65 B	2-56'-1-69' -1-44 FT CONT PCIB SPANS	135.81	Over	WESTERN KY PKWAY	23193
4	PW	47	9001	B00045		204	0	4	0	57	206	1.3 MI S OF JCT US 62	43.58 FT- 56.67 FT- 56.67 FT- 43.58 FT CONT. R.C.D.G. S	129.11	Over	WESTERN KY PKWAY	14813
4	PW	47	9001	B00056		204	0	4	0	57	206	.4 MI S OF JCT US 62	43.58 FT- 56.67 FT- 56.67 FT- 43.58 FT CONT. R.C.D.G. S	120.98	Over	WESTERN KY PKWAY	14753
4	PW	47	9001	B00085		204	0	4	0	61	215	2 MI S OF JCT US 62	3.5 FT- 61 FT- 61 FT- 43.5 FT CONT.R.C.D.G. SPANS - 22	127.32	Over	WESTERN KY PKWAY	14812
4	PW	47	9001	B00090		204	0	4	0	78	285	2.2 MI SW OF JCT US 62	60.25 FT- 78.33 FT- 78.33 FT- 60.25 FT CONT. R.C.D.G. U	131.89	Over	WESTERN KY PKWAY	14967
4	PW	47	9001	B00092		104	0	4	0	40	173	EBL 3 MI W-US31W BYP NTRC	TWIN BRIDGES 4-40 FT SIMPLE R.C.D.G. SPANS - 14 DEG 4 M	132.62	On	CSX RR- GAITHER STA. RD	14969
4	PW	47	9001	B00092	P	104	0	4	0	40	173	WBL 3 MI W-US31W BYP NTRC	TWIN BRIDGES 4-40 FT SIMPLE R.C.D.G. SPANS - 14 DEG 4 M	132.62	On	CSX RR- GAITHER STA. RD	14969
4	PW	47	9001	B00093		204	0	3	0	80	210	EBL .5 MI E-KY 1904 UP	TWIN BRIDGES 62.5 FT- 80 FT- 62.5 FT CONT. R.C.D.G. UNI	132.46	On	VALLEY CREEK	14968
4	PW	47	9001	B00093	P	204	0	3	0	80	210	WBL .5 MI E-KY 1904 UP	TWIN BRIDGES 62.5 FT- 80 FT- 62.5 FT CONT. R.C.D.G. UNI	132.46	On	VALLEY CREEK	14968
4	PW	47	9001	B00094		104	0	3	0	40	130	EBL .9 MI W-KY 1904 UP	TWIN BRIDGES 3-40 FT R.C.D.G. SPANS - 15 DEG SKEW	130.95	On	W RHUDES CREEK	14966
4	PW	47	9001	B00094	P	104	0	3	0	40	130	WBL .9 MI W-KY 1904 UP	TWIN BRIDGES 3-40 FT R.C.D.G. SPANS - 15 DEG SKEW	130.95	On	W RHUDES CREEK	14966
4	PW	47	9001	B00127		402	302	2	2	163	436	EBL OVER I-65 NTRCH	44' SIMPLE& 2--163.7' CONT & 1-55' SIMPLE STEEL.PLATE	135.54	On	I-65	20387
4	PW	47	9001	B00127	P	402	302	2	2	163	436	WBL OVER I-65 NTRCH	44' SIMPLE& 2--163.7' CONT & 1-55' SIMPLE STEEL.PLATE	135.54	On	I-65	20387

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 47 stands for Hardin County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Western Kentucky parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Western Kentucky parkway.

Table 3 Pennyrile Parkway Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	24	9004	B00093		505	104	2	2	98	246	.7 MI E OF JCT US 41	2-98 FT PREST CONC BOX BEAM W/ 2-22.7 FT RC RC	11.70	Over	PENNYRILE PKWY	16741
2	PW	24	9004	B00093	P	106	104	2	2	98	248	.7 MI E OF JCT US 41	2-98 FT PREST CONC BOX BEAMS RC	11.70	Over	PENNYRILE PKWY	16741
2	PW	24	9004	B00094		106	0	3	0	78	201	.1 MI E-OLD MADISONVLL RD	25.5 FT-78 FT-78 FT-19.5 FT RC BOX GIRDER SPANS-0 DEG SKEW	13.77	Over	PENNYRILE PKWY	16737
2	PW	24	9004	B00095		106	0	4	0	78	197	.2 MI E-OLD MADISONVLL RD	24.84 78.19-78.19- 15.84 FT RC BOX GIRDER SPANS 4 DEG 1	15.52	Over	PENNYRILE PKWY	16738
2	PW	24	9004	B00096		106	0	2	0	92	189	.8 MI E-OLD MADISONVLL RD	2-92 FT RC BOX GIRDER SPANS 10 DEG 10 MIN SKEW	18.48	Over	PENNYRILE PKWY	16680
2	PW	24	9004	B00097		106	0	4	0	83	215	1.2 MI E-OLD MADISONVLL RD	30.5 FT-83 FT-83 FT-18.5 FT RC BOX GIRDER SPANS-18 DEG	19.73	Over	PENNYRILE PKWY	16683
2	PW	24	9004	B00098		106	0	4	0	92	230	1.5 MI E-OLD MADISONVLL RD	23 FT-92 FT-92 FT-23 FT RC BOX GIRDER SPANS-6 D	21.22	Over	PENNYRILE PKWY	16686
2	PW	24	9004	B00099		106	0	4	0	81	198	1.3 MI E OF JCT US 41	18.5 FT 80.5 FT 80.5 FT 18.5 FT RC BOX GIRDER SPANS 6 D	22.65	Over	PENNYRILE PKWY	16687
2	PW	24	9004	B00100		106	0	2	0	98	202	1.5 MI NE-OLD MADISNVL RD	2-100.20 FT RC BOX GIRDER SPANS 30 DEG SKEW	25.12	Over	PENNYRILE PKWY	16731
2	PW	24	9004	B00101		403	0	2	0	122	247	.1 MI S OF US 41 NTRCH	2-122 CONT PLATE GIRDER SPANS 50 DEG 10 MIN 10.6 SEC SK	7.00	On	US 41 A	16941
2	PW	24	9004	B00102		602	0	3	0	52	155	NBL .5 MI N OF US 41A NTR	TWIN BRIDGES 50.5 FT 51.5 FT 50.5 FT CONT PRESTR CONC G	7.49	On	CSX RAILROAD	16938
2	PW	24	9004	B00102	P	602	0	3	0	52	155	SBL .5 MI N OF US 41A NTR	TWIN BRIDGES 50.5 FT 51.5 FT 50.5 FT CONT PRESTR CONC G	7.49	On	CSX RAILROAD	16938
2	PW	24	9004	B00104	P	205	0	3	0	94	203	1 MI N OF US 41 NTRCH	TWIN BRIDGES (51.75 FT 94 FT 51.75 FT CONT CONCRETE BOX	7.90	On	US41	16939
2	PW	24	9004	B00104		205	0	3	0	94	203	1 MI N OF US 41 NTRCH	TWIN BRIDGES (51.75 FT 94 FT 51.75 FT CONT CONCRETE BOX	7.90	On	US41	16939

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 24 stands for Christian County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 268)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	24	9004	B00105		602	0	3	0	52	151	NBL .5 MI N OF US 41 NTRC	50-51-50 FT CONC PCIB SPANS D	8.62	On	SOUTH FORK LITTLE RIVER	16940
2	PW	24	9004	B00105	P	605	0	3	0	52	151	SBL .5 MI N OF US 41 NTRC	TWIN BRIDGES (50.5 FT 51.5 FT 50.5 FT CONT PRESTRESSED	8.62	On	SOUTH FORK LITTLE RIVER	16940
2	PW	24	9004	B00106		119	0	1	0	24	27	.4 MI S OF US 68 NTRCH	24' RIG FRAME VEH UNDPS 7 DEG 10 MIN SK FILL= 25' B= GD	8.99	On	KY.2629,QUARRY ROAD	16753
2	PW	24	9004	B00116		105	0	2	0	82	166	.4 MI NE OF JCT US 41	2-82 FT RC BOX GIRDER SPAONS 14 DEG 54 MIN 53.2 SEC SKE	9.36	Over	PENNYRILE PKWY	16754
2	PW	24	9004	B00117		403	0	2	0	125	220	.6 MI NE OF JCT US 41	125.25 FT 93.5 FT CONT PLATE GIRDER SPANS 23 DEG 20 MIN	9.52	Over	PENNYRILE PKWY	16755
2	PW	24	9004	B00118		502	0	1	0	62	64	NBL .2 MI N OF KY 107 OP	TWIN BRIDGES (62.25 SIMPLE PRESTRESSED CONCRETE BEAMS 0	9.70	On	FIRST STREET	16756
2	PW	24	9004	B00118	P	502	0	1	0	62	64	SBL .2 MI N OF KY 107 OP	TWIN BRIDGES (62.25 SIMPLE PRESTRESSED CONCRETE BEAMS 0	9.70	On	FIRST STREET	16756
2	MP	51	0425	B00137		602	0	2	0	87	87	0.8 MI.EAST JCT US 41	2--87 FT. CONT. P.C.I.B. SPANS	76.26	Over	PENNYRYLE PKWY	19547
2	MP	51	0425	B00137	P	602	0	2	0	87	182	0.8 MI. EAST JCT US 41	2--87 FT. CONT. P.C.I.B. SPANS	76.26	Over	PENNYRYLE PKWY	19547
2	PW	51	9004	B00062		602	0	3	0	75	183	NBL .1 MI N OF WEBSTER CL	50--75--50 FT CONT PCIB SPANS SP	65.39	On	ACCESS RD-BIG RIVERS RR	17200
2	PW	51	9004	B00062	P	602	0	3	0	75	183	SBL .1 MI N OF WEBSTER CL	50--75--50 FT CONT PCIB SPANS SP	65.39	On	ACCESS RD-BIG RIVERS RR	17200
2	PW	51	9004	B00063		206	0	2	0	80	210	.5 MI E OF JCT US 41	2-80.5 FT CONT. R.C. BOX GIRDER SPANS - 3 DEG 59 MIN SK	66.83	Over	PENNYRILE PKWY	16799
2	PW	51	9004	B00064		206	0	2	0	83	215	.5 MI E OF JCT US 41	2-83 FT CONT. R.C. BOX GIRDER SPANS - 16 DEG 20 MIN SKE	68.36	Over	PENNYRILE PKWY	16800
2	PW	51	9004	B00065		206	0	2	0	80	198	.5 MI E OF JCT US 41	2-80.5 FT CONT. R.C. BOX GIRDER SPANS - 0 DEG SKEW	69.67	Over	PENNYRILE PKWY	16801

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 24 and 51 stand for Christian County and Henderson County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
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Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 269)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	51	9004	B00066		206	0	2	0	108	270	1 MI SE OF JCT US 41	2-108 FT CONT. R.C. BOX GIRDER SPANS - 42 DEG 14 MIN 02	72.34	Over	PENNYRILE PKWY	16950
2	PW	51	9004	B00067		206	0	2	0	92	234	.4 MI NE OF JCT KY 136	2-92 FT CONT. R.C. BOX GIRDER SPANS - 30 DEG SKEW	73.25	Over	PENNYRILE PKWY	16952
2	PW	51	9004	B00068		602	0	3	0	48	141	NBL .9 M S OF KY 425 NTRC	TWIN BRIDGES (43 FT- 48 FT- 43 FT CONT. PRESTRESSED CON	75.36	On	ELAM DITCH	16948
2	PW	51	9004	B00068	P	602	0	3	0	48	141	SBL .9 M S OF KY 425 NTRC	TWIN BRIDGES (43 FT- 48 FT- 43 FT CONT. PRESTRESSED CON	75.36	On	ELAM DITCH	16948
2	PW	51	9004	B00069		206	0	2	0	92	233	.4 MI E OF JCT US 41	2-92 FT CONT. R.C. BOX GIRDER SPANS - 30 DEG SKEW	76.89	Over	PENNYRILE PKWY	16933
2	PW	51	9004	B00111		206	0	2	0	92	228	.5 MI SE OF JCT US 41	2-92 FT CONT. R.C. BOX GIRDER SPANS - 30 DEG SKEW	77.76	Over	PENNYRILE PKWY	16934
2	PW	51	9004	B00112		206	0	2	0	88	206	.3 MI S OF KY 351 NTRCH	80 FT- 88 FT CONT. R.C. BOX GIRDER SPANS - 0 DEG SKEW	78.31	Over	PENNYRILE PKWY	16936
2	MP	54	0062	B00048		104	0	4	0	55	212	.4 MI E OF JCT US 41A	45FT-55FT-55FT-45FT RCDG SPANS-5 DEG SKEW	32.86	Over	PENNYRILE PKWY	14008
2	PW	54	9004	B00011		106	0	2	0	160	212	1 MI NE (VIA C.R.)OF US41	2-160 FT RC BOX GIRDER SPANS 16 DEG 12 MIN SKEW	51.94	Over	PENNYRILE PKWY	16871
2	PW	54	9004	B00012	P	602	0	3	0	67	174	SBL 1.0 SOU OF WEBSTER CL	TWIN BRIDGES 51.13FT 67.25FT 51.13FT CONT PRESTRESSED R	54.07	On	KY 138	16834
2	PW	54	9004	B00012		602	0	3	0	67	174	NBL 1.0 SOU OF WEBSTER CL	TWIN BRIDGES 51.13FT 67.25FT 51.13FT CONT PRESTRESSED R	54.07	On	KY 138	16834
2	PW	54	9004	B00013		105	0	2	0	95	189	.35 MI E OF JCT US 41	2-94.70 FT RC BOX GIRDER SPANS-30 DEG SKEW	29.14	Over	PENNYRILE PKWY	16733
2	PW	54	9004	B00014		502	0	3	0	51	157	NBL 1.2 M N OF CHRISTN CL	TWIN BRIDGES (50.63FT-51.25FT-50.63FT PRESTRESSED RC GI	29.44	On	DRAKES CREEK	16734
2	PW	54	9004	B00014	P	502	0	3	0	51	157	SBL 1.2 M N OF CHRISTN CL	TWIN BRIDGES (50.63FT-51.25FT-50.63FT PRESTRESSED RC GI	29.44	On	DRAKES CREEK	16734

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 51 and 54 stand for Henderson County and Hopkins County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 270)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	54	9004	B00015		206	0	2	0	158	295	.2 MI NE OF JCT US 41A	137.5FT-157.5FT RC BOX GIRDER SPANS-45 DEG SKEW	29.56	Over	PENNYRILE PKWY	16735
2	PW	54	9004	B00016		106	0	2	0	118	305	.2 MI SE OF JCT KY 1751	172.5FT-132.5FT RC BOX GIRDER SPANS-45 DEG SKEW	45.20	Over	PENNYRILE PKWY	16862
2	PW	54	9004	B00018		106	0	2	0	107	213	.3 MI E OF JCT US 41	2-106.5 FT RC BOX GIRDER SPANS-20 DEG 30 MIN SKEW	46.43	Over	PENNYRILE PKWY	16864
2	PW	54	9004	B00019		106	0	2	0	105	202	.2 MI E OF JCT US 41	104.5-97 FT RC BOX GIRDER SPANS 7 DEG 20 MIN SKEW	47.47	Over	PENNYRILE PKWY	16865
2	PW	54	9004	B00020		104	0	3	0	49	144	NBL 4.0 NOR OF KY 281 NTR	TWIN BRIDGES (48.78FT-46.25FT-48.78FT RCDG SPANS PRECAS	48.80	On	OTTER CREEK	16866
2	PW	54	9004	B00020	P	104	0	3	0	49	144	SBL 4.0 NOR OF KY 281 NTR	TWIN BRIDGES (48.78FT-46.25FT-48.78FT RCDG SPANS PRECAS	48.80	On	OTTER CREEK	16866
2	PW	54	9004	B00021		104	0	3	0	69	161	.5 MI E OF JCT US41	TWIN BRIDGES (46FT-69.25FT-46FT RCDG SPANS PRECAST BEAM	48.97	On	KY 260 @ HANSON	16867
2	PW	54	9004	B00021	P	104	0	3	0	69	161	.5 MI E OF JCT US 41	TWIN BRIDGES (46FT-69.25FT-46FT RCDG SPANS PRECAST BEAM	48.97	On	KY 260 @ HANSON	16867
2	PW	54	9004	B00095	P	104	0	6	0	50	318	SBL 2.8 MI N OF W KY PW	TWIN BRIDGES (6-50 FT RCDG SPANS - 0 DEG SKEW)	37.05	On	P&L RR-FLAT CREEK-KY 813	14076
2	PW	54	9004	B00095		104	0	6	0	50	318	NBL 2.8 MI N OF W KY PW	TWIN BRIDGES (6-50 FT RCDG SPANS - 0 DEG SKEW)	37.05	On	P&L RR-FLAT CREEK-KY 813	14076
2	PW	54	9004	B00096		104	0	5	0	50	265	NBL 2.5 MI S OF KY 70 NTR	5-50 FT R.C.D.G SPANS 27 DEG. 36 MIN SKEW (TWIN BRIDGES)	39.77	On	KY 2171	14159
2	PW	54	9004	B00096	P	104	0	5	0	50	265	SBL 2.5 MI S OF KY 70 NTR	5-50 FT R.C.D.G SPANS 27 DEG. 36 MIN SKEW (TWIN BRIDGES)	39.77	On	KY 2171	14159

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 54 stands for Hopkins County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 271)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	54	9004	B00097	P	104	0	4	0	36	156	SBL .5 MI S OF US 62 NTR	4-36 FT R.C.D.G. SPANS EA. 10 DEG. SKEW-TWIN BRIDGES	32.28	On	OLD WHITE PLAINS RD&CREE	14006
2	PW	54	9004	B00097		104	0	4	0	36	156	NBL .5 MI S OF US 62 NTR	4-36 FT R.C.D.G. SPANS EA. 10 DEG. SKEW-TWIN BRIDGES	32.28	On	OLD WHITE PLAINS RD&CREE	14006
2	PW	54	9004	B00098	P	104	0	3	0	40	99	SBL 1.3 MI S OF US 62 NTR	25 FT- 40 FT.25 FT R.C.D.G SPANS EACH 35 DEG. SKEW -TWI	31.35	On	PLEASANT HILL CHURCH ROA	14005
2	PW	54	9004	B00098		104	0	3	0	40	99	NBL 1.3 MI S OF US 62 NTR	25 FT- 40 FT.25 FT R.C.D.G SPANS EACH 35 DEG. SKEW -TWI	31.35	On	PLEASANT HILL CHURCH ROA	14005
2	PW	54	9004	B00099		104	0	5	0	55	275	NBL .1 MI S OF US 62 NTR	50 FT- 55 FT- 55 FT- 50 FT- 50 FT R.C.D.G. SPANS EACH 0	32.61	On	P&L RR-PLEASANT RUN RD	14007
2	PW	54	9004	B00099	P	104	0	5	0	55	275	SBL .1 MI S OF US 62 NTR	50 FT- 55 FT- 55 FT- 50 FT- 50 FT R.C.D.G. SPANS EACH 0	32.61	On	P&L RAILWAY-PLSNT RUN CR	14007
2	PW	54	9004	B00100	P	104	0	4	0	45	192	SBL 1.9 MI S-KY 281 NTRCH	4-45 FT R.C.D.G. SPANS EACH LOAD H-20 S-16-44 (TWIN BRI)	42.41	On	KY 70	14167
2	PW	54	9004	B00100		104	0	4	0	45	192	NBL 1.9 MI S-KY 281 NTRCH	4-45 FT R.C.D.G. SPANS EACH LOAD H-20 S-16-44 (TWIN BRI)	42.41	On	KY 70	14167
2	PW	54	9004	B00101	P	104	0	3	0	50	159	SBL .85 MI N OF KY 70 NTR	3-50 FT R.C.D.G. SPANS EACH 20 DEG. SKEW(TWIN BRIDGES)	43.43	On	CSX RAILROAD	14168
2	PW	54	9004	B00101		104	0	3	0	50	159	NBL .85 MI N OF KY 70 NTR	3-50 FT R.C.D.G. SPANS EACH 20 DEG. SKEW(TWIN BRIDGES)	43.43	On	CSX RAILROAD	14168

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 54 stands for Hopkins County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 272)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	54	9004	B00106	P	104	0	5	0	30	165	SBL 2.3 MI S OF US 62 NTR	5-30 FT R.C.D.G. SPANS EA 45 DEG. SKEW- H 20-S 16-44	30.31	On	CRAB ORCHARD CREEK	14003
2	PW	54	9004	B00106		104	0	5	0	30	165	NBL 2.3 MI S OF US 62 NTR	5-30 FT R.C.D.G. SPANS EA 45 DEG. SKEW- H 20-S 16-44	30.31	On	CRAB ORCHARD CREEK	14003
2	PW	54	9004	B00211		602	0	3	0	58	182	@ RAMP D.14 MI S - KY 260	3-58 FT CONT PCIB SPANS	48.97	On	OTTER CREEK	22426
2	PW	117	9004	B00068		206	0	2	0	88	221	.5 MI E OF JCT US 41	2-88 FT CONT R.C. BOX GIRDER SPANS-24 DEG 59 MIN SKEW	55.44	Over	PENNYRILE PKWY	16835
2	PW	117	9004	B00069		602	0	3	0	56	163	NBL 1.4 MI N-HOPKINS C.L.	TWIN BRIDGES(50.63 FT - 56.25 FT - 50.63 FT CONT. PREST	56.52	On	KY 147	16837
2	PW	117	9004	B00069	P	602	0	3	0	56	163	SBL 1.4 MI N-HOPKINS C.L.	TWIN BRIDGES(50.63 FT - 56.25 FT - 50.63 FT CONT. PREST	56.52	On	KY 147	16837
2	PW	117	9004	B00070		206	0	2	0	88	217	.65 MI E OF JCT US 41	2-88 FT CONT. R.C. BOX GIRDER SPANS - 24 DEG 59 MIN SKEW	58.39	Over	PENNYRILE PKWY	16839
2	PW	117	9004	B00071		602	0	7	0	53	368	NBL 3.2 MI S OF KY 56 NTR	TWIN(48.63-53.33-53.33-53.33-53.33-53.33-53.33-48.53 CONT. PR	59.28	On	DEER CREEK	16858
2	PW	117	9004	B00071	P	602	0	7	0	53	368	SBL 3.2 MI S OF KY 56 NTR	TWIN(48.63-53.33-53.33-53.33-53.33-53.33-53.33-48.53 CONT. PR	59.28	On	DEER CREEK	16858
2	PW	117	9004	B00072	P	602	0	4	0	52	166	SBL 2.0 MI S OF KY 56 NTR	TWIN BRIDGES(34.63-52.25-39.25-34.63 CONT. PRESTRESSED	60.47	On	KY 370	16859
2	PW	117	9004	B00072		602	0	4	0	52	166	NBL 2.0 MI S OF KY 56 NTR	TWIN BRIDGES(34.63-52.25-39.25-34.63 CONT. PRESTRESSED	60.47	On	KY 370	16859
2	PW	117	9004	B00073		106	0	2	0	124	247	1.7 MI E OF JCT US 41	2-123.5 FT R.C. BOX GIRDER SPANS-5 DEG 40 MIN SKEW	62.64	Over	PENNYRILE PKWY	16852
2	PW	117	9004	B00074		602	0	5	0	51	260	NBL 1.0 MI N OF KY 56 NTR	TWIN BRIDGES(1-50.63,3-51.25 & 1-50.63 PRESTRESSED CONC	63.88	On	GROVES CREEK	16855
2	PW	117	9004	B00074	P	602	0	5	0	51	260	SBL 1.0 MI N OF KY 56 NTR	TWIN BRIDGES(1-50.63,3-51.25 & 1-50.63 PRESTRESSED CONC	63.88	On	GROVES CREEK	16855

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 54 and 117 stand for Hopkins County and Webster County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Pennyrile parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 4 Audubon Parkway Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	30	9005	B00058	P	402	0	2	0	92	189	WBL @E-TERMINUS AUD.PKWY	TWIN(92-92 FT CONT. COMP. WELDED PLATE GIRDER SPANS-0 D	23.44	On	WENDELL FORD EXPRESSWAY	17497
2	PW	30	9005	B00058		402	0	2	0	92	189	EBL @E-TERMINUS AUD.PKWY	TWIN(92-92 FT CONT. COMP. WELDED PLATE GIRDER SPANS-0 D	23.44	On	WENDELL FORD EXPRESSWAY	17497
2	PW	30	9005	B00059	P	402	0	3	0	54	140	WBL .6 MI W-E.TERM.PKWY	TWIN(40-54-40 FT CONT. WF STEEL BEAM SPANS-10 DEG34 MI	22.71	On	WORTHINGTON RD	17496
2	PW	30	9005	B00059		402	0	3	0	54	140	EBL .6 MI W-E.TERM.PKWY	TWIN(40-54-40 FT CONT. WF STEEL BEAM SPANS-10 DEG 34 MI	22.71	On	WORTHINGTON RD	17496
2	PW	30	9005	B00060		402	0	2	0	104	214	.5 MI N OF JCT KY 56	2-104 FT CONT.COMP.WELDED PLATE GIRDER SPANS-26 DEG 45	20.81	Over	AUDUBON PKWY	17494
2	PW	30	9005	B00061		402	0	2	0	108	222	.3 MI N OF JCT KY 56	2-108 FT CONT.COMP/WELDED PLATE GIRDER SPANS-31 DEG 16	19.71	Over	AUDUBON PKWY	17464
2	PW	30	9005	B00063		402	0	2	0	94	193	.6 MI NW OF JCT KY 56	2-94 FT CONT COMP.WELDED PLATE GIRDER SPANS-10 DEG SKEW	18.04	Over	AUDUBON PKWY	17462
2	PW	51	9005	B00072		403	303	3	1	330	942	AT DAVIESS - HENDERSON CL	1-160'SIMPLE,220-330-220 CONT W.S.P.GIRDER SPANS	15.78	On	GREEN RIVER	17569
2	PW	51	9005	B00073		402	0	2	0	93	191	OVER PENNYRILE PW NTRCHG	TWIN(2-93 FT CONT.COMP WELDED PLATE GIRDER SPANS)-2 DEG	. 1	On	PENNYRILE PKWY	17502
2	PW	51	9005	B00073	P	402	0	2	0	93	191	OVER PENNYRILE PW NTRCHG	TWIN(2-93 FT CONT.COMP WELDED PLATE GIRDER SPANS)-2 DEG	. 1	On	PENNYRILE PKWY	17502
2	PW	51	9005	B00074		402	0	2	0	131	269	1.2 MI SE OF JCT US 41	2-131 FT CONT.COMP.WELDED PLATE GIRDER SPANS - 45 DEG S	.63	Over	AUDUBON PKWY	17503
2	PW	51	9005	B00075		402	0	2	0	95	195	.75 MI N OF JCT KY 812	2-95 FT CONT.COMP.PLATE GIRDER SPANS - 13 DEG 50 MIN SK	3.95	Over	AUDUBON PKWY	17473
2	PW	51	9005	B00076		402	0	2	0	117	240	.4 MI N OF JCT KY 812	2-117 FT CONT.COMP.PLATE GIRDER SPANS - 37 DEG 30 MIN S	5.39	Over	AUDUBON PKWY	17475

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 30 and 51 stand for Daviess County and Henderson County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Audubon parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Audubon parkway.

Table 4 Audubon Parkway Bridge Type Listing (Continued from Page 274)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	51	9005	B00077		502	0	1	0	65	70	EBL 3.8 MI W OF KY416	TWIN(65 FT PTESTRESSED CONCRETE GIRDER SPAN)-12 DEG SKE	6.29	On	LICK CK	17476
2	PW	51	9005	B00077	P	502	0	1	0	65	70	WBL 3.8 MI W OF KY 416	TWIN(65 FT PTESTRESSED CONCRETE GIRDER SPAN)-12 DEG SKE	6.29	On	LICK CK	17476
2	PW	51	9005	B00078		402	0	2	0	95	195	.35 MI N OF JCT KY 1078	2-95 FT CONT.COMP.PLATE GIRDER SPANS - 6 DEG 20 MIN SKE	7.95	Over	AUDUBON PKWY	17477
2	PW	51	9005	B00079		402	0	2	0	107	220	.3 MI N OF JCT KY 1078	2-107 FT CONT COMP PLATE GIRDER SPANS- 30 DEG SKEW	8.98	Over	AUDUBON PKWY	17509
2	PW	51	9005	B00080		402	0	2	0	114	233	1 MI NE OF JCT KY 1078	2-114 FT CONT COMP PLATE GIRDER SPANS-20 DEG SKEW	10.18	Over	AUDUBON PKWY	17510

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 51 stands for Henderson County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on Audubon parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the Audubon parkway.

Table 5 William Natcher Parkway Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	30	9007	B00081	P	602	0	3	0	72	180	SBL .80 MI SOU. OF KY 145	TWIN(50.04-75-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.43	On	N FORK PANTHER CK	17963
2	PW	30	9007	B00081		602	0	3	0	72	180	NBL .80 MI SOU. OF KY 145	TWIN(50.04-75-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.43	On	N FORK PANTHER CK	17963
2	PW	30	9007	B00082		602	0	3	0	47	155	NBL .50 MI SOU. OF KY145	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.77	On	N FORK PANTHER CK	17964
2	PW	30	9007	B00082	P	602	0	3	0	47	155	SBL .50 MI SOU. OF KY145	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.77	On	N FORK PANTHER CK	17964
2	PW	30	9007	B00083		602	0	4	0	58	211	.3 MI E OF JCT KY 298	42.54-60-60-42.54 FT CONT PRESTRESSED CONC SPANS-15 DEG	68.22	Over	W.H. NATCHER PARKWAY	17966
2	PW	30	9007	B00084		602	0	4	0	56	225	.35 MI E OF JCT KY 298	52.04-58-58-52.04 FT CONT PRESTRESSED CONC SPANS-0 DEG	69.65	Over	W.H. NATCHER PARKWAY	17969
2	PW	30	9007	B00085	P	402	0	2	0	92	189	SBL OVER US 60 INTERCHANG	TWIN(2-92 FT COMP WELDED PLATE GIRDER SPANS-0 DEG SKEW)	70.18	On	WENDELL FORD EXPRESSWAY	17914
2	PW	30	9007	B00085		402	0	2	0	92	189	NBL OVER US 60 INTERCHANG	TWIN(2-92 FT COMP WELDED PLATE GIRDER SPANS-0 DEG SKEW)	70.18	On	WENDELL FORD EXPRESSWAY	17914
2	PW	30	9007	B00086		602	0	4	0	60	228	.5.MI E OF JCT US 231	49.29-61.67-61.67-49.29 FT CONT PRESTRESSED CONC SPANS-	60.27	Over	W.H. NATCHER PARKWAY	17939
2	PW	30	9007	B00088		602	0	3	0	90	170	NB 1.3 MI S OF KY 142 OP	TWIN(30-90-40 FT CONT PRESTRESSED CONC GIRDER SPANS-35	62.39	On	S FORK PANTHER CK	17941
2	PW	30	9007	B00088	P	602	0	3	0	90	170	SB 1.3 MI S OF KY 142 OP	TWIN(30-90-40 FT CONT PRESTRESSED CONC GIRDER SPANS-35	62.39	On	S FORK PANTHER CK	17941
2	PW	30	9007	B00089	P	602	0	3	0	47	155	SB .75 MI S OF KY 142 OP	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	62.74	On	S FORK PANTHER CK	17950
2	PW	30	9007	B00089		602	0	3	0	47	155	NB .75 MI S OF KY 142 OP	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	62.74	On	S FORK PANTHER CK	17950

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 30 stands for Daviess County of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on William Natcher parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the William Natcher parkway.

Table 5 William Natcher Parkway Bridge Type Listing (Continued from Page 276)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	30	9007	B00090		602	0	3	0	50	155	NB .5 MI S OF KY 142 OP	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	62.93	On	S FORK PANTHER CK	17951
2	PW	30	9007	B00090	P	602	0	3	0	50	155	SB .5 MI S OF KY 142 OP	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	62.93	On	S FORK PANTHER CK	17951
2	PW	30	9007	B00091		602	0	4	0	56	231	.2 MI E OF JCT US 231	51.04-58-58-58.04 FT CONT PRESTRESSED CONC SPANS-6 DEG	63.83	Over	W.H. NATCHER PARKWAY	17954
2	PW	30	9007	B00092		602	0	4	0	71	258	.4 MI N&E OF JCT US 231	52.29-72.75-72.75-52.29 FT CONT PRESTRESSED CONC SPANS-	65.11	Over	W.H. NATCHER PARKWAY	17956
2	PW	30	9007	B00093		602	0	4	0	80	321	1 MI N OF JCT US 231	82.04-82-82-82.04 FT CONT PRESTRESSED CONC SPANS-43 DEG	66.74	Over	W.H. NATCHER PARKWAY	17960
2	PW	30	9007	B00094	P	602	0	3	0	47	155	SBL 1.0 MI SO. OF KY 1456	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.24	On	N FORK PANTHER CK	17962
2	PW	30	9007	B00094		602	0	3	0	47	155	NBL 1.0 MI SO. OF KY 1456	TWIN(50.04-50-50.04 FT CONT PRESTRESSED CONC SPANS-0 DE	67.24	On	N FORK PANTHER CK	17962
2	PW	92	9007	B00060		602	0	3	0	80	227	NBL 3.6 MI N OF WKPW NTRC	TWIN(70-80-70-FT CONT P.C.I.B. SPANS-42 DEG SKEW)	44.54	On	US62	18099
2	PW	92	9007	B00060	P	602	0	3	0	80	227	SBL 3 MI S OF KY 69 NTRCH	TWIN(70-80-70-FT CONT P.C.I.B. SPANS-42 DEG SKEW)	44.54	On	US62	18099
2	PW	92	9007	B00061		204	0	4	0	60	193	.15 MI E OF JCT KY 1543	34-60-60-34 FT CONT RCDG SPANS-15 DEG 29 MIN 15 SEC SKE	45.50	Over	W.H. NATCHER PARKWAY	18106
2	PW	92	9007	B00062		502	0	4	0	75	255	1 MI E OF JCT US 231	50-75-75-50 FT SIMPLE P.C.I.B. SPANS-0 DEG SKEW	47.80	Over	W.H. NATCHER PARKWAY	18109
2	PW	92	9007	B00063	P	402	0	3	0	100	245	SBL 1.5 MI N OF KY 69 NTR	TWIN(70-100-70 FT CONT COMP WELDEL PLATE GIRDER SPANS-0	49.34	On	ROUGH RIVER	18005
2	PW	92	9007	B00063		402	0	3	0	100	245	NBL 1.5 MI N OF KY 69 NTR	TWIN(70-100-70 FT CONT COMP WELDEL PLATE GIRDER SPANS-0	49.34	On	ROUGH RIVER	18005
2	PW	92	9007	B00064		204	0	4	0	79	260	1.4 MI NE OF JCT US 231	48.5-78.75-78.75-48.5 FT CONT RCDG SPANS-30 DEG 13 MIN	50.52	Over	W.H. NATCHER PARKWAY	18006

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 30 and 92 stand for Daviess County and Ohio County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on William Natcher parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the William Natcher parkway.

Table 5 William Natcher Parkway Bridge Type Listing (Continued from Page 277)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
2	PW	92	9007	B00065		602	0	4	0	67	254	2.7 MI E OF JCT US 231	60.04-67-67-53.04 FT CONT PRESTRESSED CONC GIRDER SPANS	53.77	Over	W.H. NATCHER PARKWAY	17878
2	PW	92	9007	B00067		602	0	3	0	69	168	NBL 1.1 MI S-DAVIESS CL	TWIN(46-69-46 FT CONT PRESTRESSED CONC GIRDER SPANS-34	58.22	On	KY 764	17936
2	PW	92	9007	B00067	P	602	0	3	0	69	168	SBL 1.1 MI S-DAVIESS CL	TWIN(46-69-46 FT CONT PRESTRESSED CONC GIRDER SPANS-34	58.22	On	KY 764	17936
2	PW	92	9007	B00069		204	0	4	0	67	237	1.8 MI NOR. OF BUTLER CL	43-67-67-54.5 FT CONT RCDG SPANS-16 DEG 45 MIN SKEW	37.05	Over	W.H. NATCHER PARKWAY	18017
2	PW	92	9007	B00070		204	0	4	0	80	268	.6 MI NE OF JCT US 231	46.5-80-80-55.6 FT CONT RCDG SPANS-31 DEG 44MIN 18 SEC	38.58	Over	W.H. NATCHER PARKWAY	18020
2	PW	92	9007	B00072		402	0	4	0	71	249	@ JCT W.H. NATCHER PKWAY	TWIN(51.5-70.5-70.5-51.5 FT COMP WS DECK GIRDER SPANS-7	41.27	Over	GREEN RIVER PARKWAY	18094
2	PW	92	9007	B00072	P	402	0	4	0	71	249	@ JCT W.H. NATCHER PKWAY	TWIN(51.5-70.5-70.5-51.5 FT COMP WS DECK GIRDER SPANS-7	41.27	Over	GREEN RIVER PARKWAY	18094
2	PW	92	9007	B00074		204	0	4	0	75	263	.75 MI NE OF JCT KY 2718	53.5-75-75-53.5 FT CONT RCDG SPANS-25 DEG 7 MIN 30 SEC	43.27	Over	W.H. NATCHER PARKWAY	18096
2	PW	92	9007	B00075	P	602	0	4	0	58	237	SBL 2.6 MI N OF WK PW NTR	TWIN(4-58 FT CONT P.C.I.B.SPANS-7 DEG 26 MIN 30 SEC SKE	43.78	On	P&L RAILWAY - MUDDY CR	18097
2	PW	92	9007	B00075		602	0	4	0	58	237	NBL 2.6 MI N OF WK PW NTR	TWIN(4-58 FT CONT P.C.I.B.SPANS-7 DEG 26 MIN 30 SEC SKE	43.78	On	P&L RAILWAY - MUDDY CR	18097
2	PW	92	9007	B00076		602	0	3	0	44	135	NBL 2.8 MI N OF WK PW NTR	TWIN(43-44-43 FT CONT P.C.I.B SPANS-0 DEG SKEW)	44.05	On	PIGEON CREEK	18103
2	PW	92	9007	B00076	P	602	0	3	0	44	135	SBL 2.8 MI N OF WK PW NTR	TWIN(43-44-43 FT CONT P.C.I.B SPANS-0 DEG SKEW)	44.05	On	PIGEON CREEK	18103
3	MP	16	0231	B00054		602	0	2	0	145	299	1 MI SE OF OHIO CO.LN.	2-145.5' C.P.S. SPANS	33.85	Over	W.H. NATCHER PARKWAY	18003
3	RP	16	0403	B00053		204	0	4	0	75	272	.1 MI E OF JCT KY 269	58-75-75-58 FT CONT RCDG SPANS	31.65	Over	W.H. NATCHER PARKWAY	17976

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 92 and 16 stand for Ohio County and Butler County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on William Natcher parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the William Natcher parkway.

Table 5 William Natcher Parkway Bridge Type Listing (Continued from Page 278)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
3	PW	16	9007	B00057	P	502	0	3	0	74	228	SBL 3.7MI S-S/NTRCH US231	74-74-74 FT PRESTRESSED CONC I-BEAM SPANS	22.61	On	LITTLE MUDDY CREEK	18029
3	PW	16	9007	B00057		502	0	3	0	74	228	NBL 3.7MI S-S/NTRCH US231	74-74-74 FT PRESTRESSED CONC I-BEAM SPANS	22.61	On	LITTLE MUDDY CREEK	18029
3	PW	16	9007	B00059		502	0	3	0	76	180	NBL OVR S-NTRCH US 231	46.7-77-50.7 FT PREST. CONCRETE I-BEAM SPANS	26.14	On	US 231	18091
3	PW	16	9007	B00059	P	502	0	3	0	76	180	SBL OVR S-NTRCH US 231	46.7-77.0-50.7 FT PREST. CONCRETE I-BEAM SPANS	26.14	On	US 231	18091
3	PW	16	9007	B00060	P	602	0	3	0	59	160	SBL 1 MI N-S/NTRCH US 231	43.5-60-51.1 FT PREST PRECAST CONC I-BEAM SPANS	27.42	On	KY 70	17974
3	PW	16	9007	B00060		602	0	3	0	59	160	NBL 1 MI N-S/NTRCH US 231	43.5-60-51.1 FT PREST PRECAST CONC I-BEAM SPANS	27.42	On	KY 70	17974
3	PW	16	9007	B00061		403	0	3	0	330	780	1 MI S OF N-NTRCH US 231	220-330-220 FT CONT. WELDED PLATE GIRDER SPANS	32.64	On	GREEN RIVER	17774
3	PW	16	9007	B00062		204	0	2	0	79	163	1 MI NE OF JCT US 231	2-79 FT CONT RCDG SPANS	22.72	Over	W.H. NATCHER PARKWAY	18088
3	PW	16	9007	B00063		204	0	4	0	61	210	1 MI NE OF JCT US 231	41'- 61'- 61'- 41'CONT.RCDG SPANS	24.87	Over	W.H. NATCHER PARKWAY	18089
3	MP	114	0231	B00055		402	0	4	0	86	296	OVER GREEN RV PW NTRCHNG	58-86-86-58 FT CONT STEEL I-BEAM SPANS	7.42	Over	W.H. NATCHER PARKWAY	18119
3	RP	114	0626	B00056		204	0	4	0	65	250	.5 MI N-JCT US 231 @HADLE	55-65-65-60 FT. CONT. R.C.D.G. SPANS	15.12	Over	W.H. NATCHER PARKWAY	18152
3	RP	114	0884	B00050		104	0	4	0	60	225	2 MI SW OF JCT US 231	50-60-60-50 FT R.C.D.G. SPANS	.50	Over	W.H. NATCHER PARKWAY	18261
3	PW	114	9007	B00049	P	403	0	2	0	103	210	SBL OVER I-65 INTERCHANGE	103-103 FT STEEL DECK PLATE GIRDER SPANS	. 1	On	I 65	18259
3	PW	114	9007	B00049		403	0	2	0	103	210	NBL OVER I-65 INTERCHANGE	103-103 FT STEEL DECK PLATE GIRDER SPANS	. 1	On	I 65	18259

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 16 and 114 stand for Butler County and Warren County, respectively, of western Kentucky.
[3] Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on William Natcher parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the William Natcher parkway.

Table 5 William Natcher Parkway Bridge Type Listing (Continued from Page 279)

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Max Span Length (ft)	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	Over /On [10]	Feature Crossed	Drawing #
3	PW	114	9007	B00051	P	302	0	3	1	102	206	SBL OVER US 31W NTRCHNGE	49-101-49 FT STEEL PLATE DECK GIRDER	3.57	On	US 31-W	18268
3	PW	114	9007	B00051		302	0	3	0	102	206	NBL OVER US 31W NTRCHNGE	49-101-49 FT STEEL PLATE DECK GIRDER	3.57	On	US 31-W	18268
3	PW	114	9007	B00052		502	0	3	0	72	194	NBL .2 MI W OF US 31W NTR	58.10-78'8"-58'10" PRESTRESSED CONCRETE DECK GIRDER	3.81	On	CSX RAILROAD	18269
3	PW	114	9007	B00052	P	502	0	3	0	72	194	SBL .2 MI W OF US 31W NTR	58'10"-78'8"-58'10" PRESTRESSED CONCRETE DECK GIRDER	3.81	On	CSX RAILROAD	18269
3	PW	114	9007	B00053		502	0	4	0	56	227	NBL OVER US 68 INTERCHANG	54-55-55-54 FT PREST CONC DECK GIRDER SPANS	4.97	On	US 68	18270
3	PW	114	9007	B00053	P	502	0	4	0	56	227	SBL OVER US 68 INTERCHANG	54-55-55-54 FT PREST CONC DECK	4.97	On	US 68	18270
3	PW	114	9007	B00054	P	502	0	4	0	74	260	SBL 1.5 MI SE OF KY626 OP	60-74-60-60 FT PREST CONC GIRDER	13.51	On	GASPER RIVER	18151
3	PW	114	9007	B00054		502	0	4	0	74	260	NBL 1.5 MI SE OF KY626 OP	60-74-60-60'PREST. CONC. GIRDER	13.51	On	GASPER RIVER	18151
3	PW	114	9007	B00057		104	0	4	0	60	225	.2 MI SW OF JCT CR 5235	50-60-60-50 FT RCDG SPANS	1.60	Over	W.H. NATCHER PARKWAY	18262
3	PW	114	9007	B00058		204	0	4	0	65	225	.2 MI W OF JCT CR 5422	45-65-65-45 CONT RCDG SPANS	8.13	Over	W.H. NATCHER PARKWAY	18121
3	PW	114	9007	B00059		407	0	3	0	111	275	1 MI N OF JCT KY 3191	79'3"-111'6"-79'3" CONT.STEEL RIGID FRAME	9.68	Over	W.H. NATCHER PARKWAY	18123
3	PW	114	9007	B00060		204	0	4	0	60	205	.4 MI W OF JCT KY 2665	40-60-60-40 FT CONT RCDG SPANS	10.47	Over	W.H. NATCHER PARKWAY	18125

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 114 stands for Warren County of western Kentucky.
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[4] The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on William Natcher parkway.
[5] Bridge # stands for bridge type.
[6] Main spans stands for the number of main spans of the designated bridge.
[7] Alternative spans stands for the number of alternative spans of the designated bridge.
[8] Structure length is the total length of bridge including the approaches.
[9] MP stands for the mile point to which the bridge is logged.
[10] Over/on represents that the bridge is over or on the William Natcher parkway.

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