

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





OUR MISSION

We provide services to the transportation community through research, technology transfer and education.

We create and participate in partnerships to promote safe and effective transportation systems.

OUR VALUES

Teamwork

Listening and communicating along with courtesy and respect for others.

Honesty and Ethical Behavior

Delivering the highest quality products and services.

Continuous Improvement

In all that we do.

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

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

By

Jindong Hu

Visiting Professor, Kentucky Transportation Center

Tong Zhao

Visiting Professor, Kentucky Transportation Center

Issam Harik

Professor of Civil Engineering and Program Manager, Structures and Coatings Section, Kentucky Transportation Center

and

Jian Xie

Associated Professor, Tianjin University, P. R. China (Visiting Professor, Kentucky Transportation Center)

Kentucky Transportation Center College of Engineering, University of Kentucky

In cooperation with

Transportation Cabinet Commonwealth of Kentucky

And

Federal Highway Administration U.S. Department of Transportation

The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the University of Kentucky, the Kentucky Transportation Cabinet, nor the federal Highway Administration. This report does not constitute a standard, specification or regulation. The inclusions of manufacturer names or trade names are for identification purposes and are not to be considered an endorsement.

Technical Report Documentation Page

TCI	писат керог г Босишента	uon i agc		
1. Report No.	2. Government Accessi	on No.	3. Recipient's Catalog N	lo.
KTC-07-03/SPR246-02-2F				
10 07 03/01 10240 02 21				
4. Title and Subtitle			5. Report Date	
			June 20	08
SITE INVESTIGATION OF BR	RIDGES ON AN	D OVER THE	6. Performing Organiza	ation Code
PARKWAYS IN WES	STERN KENTU	CKY	ovi triorining organic	
	J. 1. (1. (1. (1. (1. (1. (1. (1. (1. (1.			
			8. Performing Organiza	tion Report No
7. Author(s): Jindong Hu, Tong Zhao,	Issam E. Harik and	Jian Xie		-
7. Author(s). Sindong Fig., 18ng Zindo, 188am Zi. Harik and Siam Xi.			KTC-07-03/SPR	(246-02-2F
9. Performing Organization Name and Address	,		10. Work Unit No. (TRA	AIS)
Kentucky Transpor			10. WOLK CHIL NO. (TRA	113)
College of Engineer		_		
University of Kentu	•		11. Contract or Grant N	
	•		KYSPR-02	2-246
Lexington, Kentuck	ky 40306-0261		13. Type of Report and	Period Covered
12. Sponsoring Agency Name and Address				
Kentucky Transporta	tion Cabinet		Final	
State Office Building		_		
Frankfort, Kentucky 40622			14. Sponsoring Agency	Code
Trankfort, Rentdoky	10022			
15. Supplementary Notes		•		
Prepared in cooperation with	n the Kentucky Tran	nsportation Cabine	and the U.S. Depart	artment of
Transportation, Federal High	nway Administration	٦.		
	-			
16. Abstract				
Determination of the seismic	risk of the bridges	on and over the p	oarkways in Weste	rn Kentucky
requires evaluating the current con	dition of the individ	dual elements of the	e bridges. Except	for culverts,
all bridges were visually inspected,				
the visual inspection and the photo			impleted site inspe	ection forms.
Any visually observed deficiencies of				
A Compact Disc (CD) that is				
inspection forms of all bridges on a				ned with the
bridge inventory to determine statist				
The site inspection forms				
conditions, assists in pre-earthquak			sis to develop post	-earthquake
emergency response, inspection, a	nd evaluation plans	•		
17. Key Words				
Parkways in western Kentucky, Seis		18. Distribution Staten	nent	
evaluation studies, bridges, site inspection. Kentuc			nent ed with the approva	ıl of
		Unlimite		
		Unlimite	ed with the approva	
19. Security Classif. (of this report)		Unlimite Kentucky	ed with the approva	
19. Security Classif. (of this report) Unclassified	ection.	Unlimite Kentucky	ed with the approva Transportation Ca	binet

Form DOT 1700.7 (8-72) Reproduction of Completed Page Authorized

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 (2 nd) 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

ACKNOWLEDGEMENTS

The Federal Highway Administration and the Kentucky Transportation Cabinet provided the financial support for conducting this study. Many thanks are extended to the following graduate and undergraduate students of the Department of Civil Engineering at the University of Kentucky: Peng Yuan, Clay Gatewood, Joseph Schwartz, Brandon Taylor, Robert Goodpaster, Michael Davidson, and Scott Pabian.

TABLE OF CONTENTS

Executive Summary	i
Acknowledgements	iii
List of Forms	v
List of Tables	xii
List of Figures	xiii
1. Introduction	1
2. Site Inspection of Bridges	3
3. Site Inspection Forms	4
4. Characteristics of the I-24 Bridges	6
5. Conclusions	9

LIST OF FORMS

Form 1: Inspection of Bridge # 38-0051-B00012 over Purchase Parkway	10
Form 2: Inspection of Bridge # 38-0307-B00015 over Purchase Parkway	
Form 3: Inspection of Bridge # 38-9003-B00054	
and Bridge # 38-9003-B00054P on Purchase Parkway	12
Form 4: Inspection of Bridge # 38-9003-B00053	
and Bridge # 38-9003-B00053P on Purchase Parkway	13
Form 5: Inspection of Bridge # 38-9003-B00055	
and Bridge # 38-9003-B00055P on Purchase Parkway	14
Form 6: Inspection of Bridge # 53-0094-B00050 over Purchase Parkway	
Form 7: Inspection of Bridge # 53-1529-B00056 over Purchase Parkway	
Form 8: Inspection of Bridge # 53-9003-B00068 over Purchase Parkway	
Form 9: Inspection of Bridge # 42-0131-B00009 over Purchase Parkway	
Form 10: Inspection of Bridge # 42-0301-B00028 over Purchase Parkway	
Form 11: Inspection of Bridge # 42-0058-B00096 over Purchase Parkway	
Form 12: Inspection of Bridge # 42-0080-B00106 over Purchase Parkway	
Form 13: Inspection of Bridge # 42-0121-B00111 over Purchase Parkway	
Form 14: Inspection of Bridge # 42-1748-B00128 over Purchase Parkway	
Form 15: Inspection of Bridge # 42-0339-B00143 over Purchase Parkway	
Form 16: Inspection of Bridge # 42-9003-B00153 over Purchase Parkway	
Form 17: Inspection of Bridge # 42-9003-B00154	25
and Bridge # 42-9003-B00154P on Purchase Parkway	26
Form 18: Inspection of Bridge # 42-9003-B00155	20
and Bridge # 42-9003-B00155P on Purchase Parkway	27
Form 19: Inspection of Bridge # 42-9003-B00156	21
and Bridge # 42-9003-B00156P on Purchase Parkway	28
Form 20: Inspection of Bridge # 42-9003-B00157	20
and Bridge # 42-9003-B00157P on Purchase Parkway	20
Form 21: Inspection of Bridge # 42-9003-B00158	49
and Bridge # 42-9003-B00158P on Purchase Parkway	30
Form 22: Inspection of Bridge # 42-9003-B00159	50
and Bridge # 42-9003-B00159 on Purchase Parkway	21
Form 23: Inspection of Bridge # 42-9003-B00160 over Purchase Parkway	
Form 24: Inspection of Bridge # 42-9003-B00161 over Purchase Parkway	32
Form 25: Inspection of Bridge # 42-9003-B00161 over 1 dichase 1 arkway	55
and Bridge # 42-9003-B00162P on Purchase Parkway	2.1
Form 26: Inspection of Bridge # 42-9003-B00163	54
	25
and Bridge # 42-9003-B00163P on Purchase Parkway	
Form 27: Inspection of Bridge # 42-9003-B00164 over Purchase Parkway	30
Form 28: Inspection of Bridge # 42-9003-B00165 and Bridge # 42-9003-B00165P on Purchase Parkway	27
Form 29: Inspection of Bridge # 42-9003-B00166	37
	20
and Bridge # 42-9003-B00166P on Purchase Parkway	30
Form 30: Inspection of Bridge # 42-9003-B00167	20
and Bridge # 42-9003-B00167P on Purchase Parkway	39
Form 31: Inspection of Bridge # 42-9003-B00168	40
and Bridge # 42-9003-B00168P on Purchase Parkway	
Form 32: Inspection of Bridge # 42-9003-B00169 over Purchase Parkway	41
Form 33: Inspection of Bridge # 42-9003-B00170	

and Bridge # 42-9003-B00170P on Purchase Parkway	42
Form 34: Inspection of Bridge # 42-9003-B00171 over Purchase Parkway	
Form 35: Inspection of Bridge # 42-9003-B00172 over Purchase Parkway	
Form 36: Inspection of Bridge # 42-9003-B00173	
and Bridge # 42-9003-B00173P on Purchase Parkway	45
Form 37: Inspection of Bridge # 42-9003-B00175 over Purchase Parkway	
Form 38: Inspection of Bridge # 42-9003-B00176	
and Bridge # 42-9003-B00176P on Purchase Parkway	47
Form 39: Inspection of Bridge # 42-9003-B00177	
and Bridge # 42-9003-B00177P on Purchase Parkway	48
Form 40: Inspection of Bridge # 42-0944-B00180 over Purchase Parkway	49
Form 41: Inspection of Bridge # 79-0068-B00001	
and Bridge # 79-0068-B00001P over Purchase Parkway	
Form 42: Inspection of Bridge # 79-0795-B00012 over Purchase Parkway	
Form 43: Inspection of Bridge # 79-1422-B00050 over Purchase Parkway	52
Form 44: Inspection of Bridge # 79-9003-B00064	
and Bridge # 79-9003-B00064P on Purchase Parkway	
Form 45: Inspection of Bridge # 79-9003-B00066 over Purchase Parkway	
Form 46: Inspection of Bridge # 79-9003-B00068 over Purchase Parkway	
Form 47: Inspection of Bridge # 79-0795-B00071 over Purchase Parkway	
Form 48: Inspection of Bridge # 79-9003-B00073 over Purchase Parkway	57
Form 49: Inspection of Bridge # 79-9003-B00074	
and Bridge # 79-9003-B00074P on Purchase Parkway	58
Form 50: Inspection of Bridge # 79-9003-B00075	
and Bridge # 79-9003-B00075P on Purchase Parkway	59
Form 51: Inspection of Bridge # 79-9003-B00076	
and Bridge # 79-9003-B00076P on Purchase Parkway	
Form 52: Inspection of Bridge # 79-0348-B00102 over Purchase Parkway	
Form 53: Inspection of Bridge # 79-0408-B00103 over Purchase Parkway	62
Form 54: Inspection of Bridge # 79-0024-B00114	
and Bridge # 79-0024-B00114P over Purchase Parkway	
Form 55: Inspection of Bridge # 79-0641-B00126 over Purchase Parkway	64
Form 56: Inspection of Bridge # 72-9001-B00029 over Western Kentucky Parkway	65
Form 57: Inspection of Bridge # 72-9001-B00030	
and Bridge # 72-9001-B00030P on Western Kentucky Parkway	66
Form 58: Inspection of Bridge # 72-9001-B00049	67
and Bridge # 72-9001-B00049P on Western Kentucky Parkway	
Form 59: Inspection of Bridge # 72-0093-B00050 over Western Kentucky Parkway	
Form 60: Inspection of Bridge # 72-9001-B00051 on Western Kentucky Parkway	69
Form 61: Inspection of Bridge # 72-9001-B00052	70
and Bridge # 72-9001-B00052P on Western Kentucky Parkway	
Form 62: Inspection of Bridge # 17-0293-B00007 over Western Kentucky Parkway	/1
Form 63: Inspection of Bridge # 17-9001-B00029	70
and Bridge # 17-9001-B00029P on Western Kentucky Parkway	12
Form 64: Inspection of Bridge # 17-9001-B00033	72
and Bridge # 17-9001-B00033P on Western Kentucky Parkway	
Form 65: Inspection of Bridge # 17-0091-B00037 over Western Kentucky Parkway	
Form 66: Inspection of Bridge # 17-2619-B00048 over Western Kentucky Parkway Form 67: Inspection of Bridge # 17-9001-B00060 over Western Kentucky Parkway	
Form 68: Inspection of Bridge # 17-2613-B00061 over Western Kentucky Parkway	
Form 69: Inspection of Bridge # 54-0109-B00070 over Western Kentucky Parkway	
. OTHE OZ. THOUGOUGH OF DITUES II JT-VIVZ-DUUUIU VVOI WOMOH INSHHUKKY LAIKWAY	/ ()

Form 70: Inspection of Bridge # 54-1454-B00117 over Western Kentucky Parkway79
Form 71: Inspection of Bridge # 54-0813-B00131 over Western Kentucky Parkway80
Form 72: Inspection of Bridge # 54-9001-B00136
and Bridge # 54-9001-B00136P on Western Kentucky Parkway
Form 73: Inspection of Bridge # 54-9001-B00137
and Bridge # 54-9001-B00137P on Western Kentucky Parkway82
Form 74: Inspection of Bridge # 54-9001-B00138
and Bridge # 54-9001-B00138P on Western Kentucky Parkway83
Form 75: Inspection of Bridge # 54-9001-B00139
and Bridge # 54-9001-B00139P on Western Kentucky Parkway84
Form 76: Inspection of Bridge # 54-9001-B00140
and Bridge # 54-9001-B00140P on Western Kentucky Parkway
Form 77: Inspection of Bridge # 54-9001-B00143
and Bridge # 54-9001-B00143P on Western Kentucky Parkway
Form 78: Inspection of Bridge # 54-9001-B00144
and Bridge # 54-9001-B00144P on Western Kentucky Parkway
Form 79: Inspection of Bridge # 54-9001-B00145
and Bridge # 54-9001-B00145P on Western Kentucky Parkway88
Form 80: Inspection of Bridge # 54-9001-B00146
and Bridge # 54-9001-B00146P on Western Kentucky Parkway89
Form 81: Inspection of Bridge # 89-0431-B00132
and Bridge # 89-0431-B00132P over Western Kentucky Parkway90
Form 82: Inspection of Bridge # 89-2692-B00085 over Western Kentucky Parkway91
Form 83: Inspection of Bridge # 89-2695-B00058 over Western Kentucky Parkway92
Form 84: Inspection of Bridge # 89-2694-B00059 over Western Kentucky Parkway93
Form 85: Inspection of Bridge # 89-2697-B00131 over Western Kentucky Parkway94
Form 86: Inspection of Bridge # 89-9001-B00089
and Bridge # 89-9001-B00089P on Western Kentucky Parkway95
Form 87: Inspection of Bridge # 89-9001-B00090
and Bridge # 89-9001-B00090P on Western Kentucky Parkway96
Form 88: Inspection of Bridge # 89-9001-B00091
and Bridge # 89-9001-B00091P on Western Kentucky Parkway97
Form 89: Inspection of Bridge # 89-9001-B00092
and Bridge # 89-9001-B00092P on Western Kentucky Parkway98
Form 90: Inspection of Bridge # 89-9001-B00093
and Bridge # 89-9001-B00093P on Western Kentucky Parkway99
Form 91: Inspection of Bridge # 89-9001-B00094
and Bridge # 89-9001-B00094P on Western Kentucky Parkway100
Form 92: Inspection of Bridge # 89-9001-B00096
and Bridge # 89-9001-B00096P on Western Kentucky Parkway
Form 93: Inspection of Bridge # 89-9001-B00109
and Bridge # 89-9001-B00109P on Western Kentucky Parkway102
Form 94: Inspection of Bridge # 89-9001-B00130 over Western Kentucky Parkway103
Form 95: Inspection of Bridge # 89-9001-XX0905 over Western Kentucky Parkway104
Form 96: Inspection of Bridge # 92-0505-B00093 over Western Kentucky Parkway105
Form 97: Inspection of Bridge # 92-1245-B00108 over Western Kentucky Parkway106
Form 98: Inspection of Bridge # 92-1245-B00112 over Western Kentucky Parkway107
Form 99: Inspection of Bridge # 92-2712-B00136 over Western Kentucky Parkway108
Form 100: Inspection of Bridge # 92-9001-B00130
and Bridge # 92-9001-B00130P on Western Kentucky Parkway109
Form 101: Inspection of Bridge # 92-9001-B00132

and Bridge # 92-9001-B00132P on Western Kentucky Parkway	110
Form 102: Inspection of Bridge # 92-9001-B00133	
and Bridge # 92-9001-B00133P on Western Kentucky Parkway	111
Form 103: Inspection of Bridge # 92-9001-B00134	
and Bridge # 92-9001-B00134P on Western Kentucky Parkway	112
Form 104: Inspection of Bridge # 16-9001-B00034 over Western Kentucky Parkway	
Form 105: Inspection of Bridge # 43-0224-B00003 over Western Kentucky Parkway	
Form 106: Inspection of Bridge # 43-0088-B00006 over Western Kentucky Parkway	
Form 107: Inspection of Bridge # 43-0259-B00009 over Western Kentucky Parkway	
Form 108: Inspection of Bridge # 43-0185-B00019 over Western Kentucky Parkway	
Form 109: Inspection of Bridge # 43-0079-B00023 over Western Kentucky Parkway	
Form 110: Inspection of Bridge # 43-9001-B00026	
and Bridge # 43-9001-B00026P on Western Kentucky Parkway	119
Form 111: Inspection of Bridge # 43-9001-B00027	.11,
and Bridge # 43-9001-B00027P on Western Kentucky Parkway	120
Form 112: Inspection of Bridge # 43-9001-B00060 over Western Kentucky Parkway	
Form 113: Inspection of Bridge # 43-9001-B00069 over Western Kentucky Parkway	
Form 114: Inspection of Bridge # 43-9001-B00070 over Western Kentucky Parkway	
Form 115: Inspection of Bridge # 43-9001-B00073 over Western Kentucky Parkway	
Form 116: Inspection of Bridge # 43-9001-B00076 over Western Kentucky Parkway	
Form 117: Inspection of Bridge # 43-9001-B00078 over Western Kentucky Parkway	
Form 118: Inspection of Bridge # 43-9001-B00082 over Western Kentucky Parkway	
Form 119: Inspection of Bridge # 47-9001-B00082 over Western Kentucky Parkway	
Form 120: Inspection of Bridge # 47-9001-B00045 over Western Kentucky Parkway	
Form 121: Inspection of Bridge # 47-9001-B00043 over Western Kentucky Parkway	
Form 122: Inspection of Bridge # 47-1130-B00055 over Western Kentucky Parkway	
Form 123: Inspection of Bridge # 47-9001-B00085 over Western Kentucky Parkway	
Form 124: Inspection of Bridge # 47-9001-B00090 over Western Kentucky Parkway	
Form 125: Inspection of Bridge # 47-9001-B00090	133
and Bridge # 47-9001-B00092P on Western Kentucky Parkway	13/
Form 126: Inspection of Bridge # 47-9001-B00093	134
and Bridge # 47-9001-B00093P on Western Kentucky Parkway	125
Form 127: Inspection of Bridge # 47-9001-B00094	133
and Bridge # 47-9001-B00094P on Western Kentucky Parkway	136
Form 128: Inspection of Bridge # 47-9001-B00127	150
and Bridge # 47-9001-B00127 on Western Kentucky Parkway	127
Form 129: Inspection of Bridge # 47-31W-B00108 over Western Kentucky Parkway	
Form 130: Inspection of Bridge # 47-31W-B00153 over Western Kentucky Parkway	
Form 131: Inspection of Bridge # 24-9004-B00093	133
and Bridge # 24-9004-B00093P over Pennyrile Parkway	140
Form 132: Inspection of Bridge # 24-9004-B00094 over Pennyrile Parkway	
Form 133: Inspection of Bridge # 24-9004-B00095 over Pennyrile Parkway	
Form 134: Inspection of Bridge # 24-9004-B00096 over Pennyrile Parkway	
Form 135: Inspection of Bridge # 24-9004-B00097 over Pennyrile Parkway	
Form 136: Inspection of Bridge # 24-9004-B00098 over Pennyrile Parkway	
Form 137: Inspection of Bridge # 24-9004-B00099 over Pennyrile Parkway	
Form 138: Inspection of Bridge # 24-9004-B00100 over Pennyrile Parkway	
Form 139: Inspection of Bridge # 24-9004-B00101 on Pennyrile Parkway	148
Form 140: Inspection of Bridge # 24-9004-B00102	1.40
and Bridge # 24-9004-B00102P on Pennyrile Parkway	149
Form 141: Inspection of Bridge # 24-9004-B00104	

and Bridge # 24-9004-B00104P on Pennyrile Parkway	150
Form 142: Inspection of Bridge # 24-9004-B00105	
and Bridge # 24-9004-B00105P on Pennyrile Parkway	151
Form 143: Inspection of Bridge # 24-9004-B00106 on Pennyrile Parkway	
Form 144: Inspection of Bridge # 24-9004-B00116 over Pennyrile Parkway	
Form 145: Inspection of Bridge # 24-9004-B00117 over Pennyrile Parkway	
Form 146: Inspection of Bridge # 24-9004-B00118	
and Bridge # 24-9004-B00118P on Pennyrile Parkway	155
Form 147: Inspection of Bridge # 54-9004-B00011 over Pennyrile Parkway	156
Form 148: Inspection of Bridge # 54-9004-B00012	
and Bridge # 54-9004-B00012P on Pennyrile Parkway	
Form 149: Inspection of Bridge # 54-9004-B00013 over Pennyrile Parkway	158
Form 150: Inspection of Bridge # 54-9004-B00014	
and Bridge # 54-9004-B00014P on Pennyrile Parkway	
Form 151: Inspection of Bridge # 54-9004-B00015 over Pennyrile Parkway	
Form 152: Inspection of Bridge # 54-9004-B00016 over Pennyrile Parkway	
Form 153: Inspection of Bridge # 54-9004-B00018 over Pennyrile Parkway	
Form 154: Inspection of Bridge # 54-9004-B00019 over Pennyrile Parkway	163
Form 155: Inspection of Bridge # 54-9004-B00020	
and Bridge # 54-9004-B00020P on Pennyrile Parkway	164
Form 156: Inspection of Bridge # 54-9004-B00021	
and Bridge # 54-9004-B00021P on Pennyrile Parkway	
Form 157: Inspection of Bridge # 54-0062-B00048 over Pennyrile Parkway	166
Form 158: Inspection of Bridge # 54-9004-B00095	1.5
and Bridge # 54-9004-B00095P on Pennyrile Parkway	16/
Form 159: Inspection of Bridge # 54-9004-B00096	1.00
and Bridge # 54-9004-B00096P on Pennyrile Parkway	108
Form 160: Inspection of Bridge # 54-9004-B00097	160
and Bridge # 54-9004-B00097P on Pennyrile Parkway	109
and Bridge # 54-9004-B00098P on Pennyrile Parkway	170
Form 162: Inspection of Bridge # 54-9004-B00099	170
and Bridge # 54-9004-B00099P on Pennyrile Parkway	171
Form 163: Inspection of Bridge # 54-9004-B00100	1/1
and Bridge # 54-9004-B00100P on Pennyrile Parkway	172
Form 164: Inspection of Bridge # 54-9004-B00101	1 / 2
and Bridge # 54-9004-B00101P on Pennyrile Parkway	173
Form 165: Inspection of Bridge # 54-9004-B00106	
and Bridge # 54-9004-B00106P on Pennyrile Parkway	174
Form 166: Inspection of Bridge # 54-9004-B00211 on Pennyrile Parkway	
Form 167: Inspection of Bridge # 117-9004-B00068 over Pennyrile Parkway	
Form 168: Inspection of Bridge # 117-9004-B00069	
and Bridge # 117-9004-B00069P on Pennyrile Parkway	177
Form 169: Inspection of Bridge # 117-9004-B00070 over Pennyrile Parkway	
Form 170: Inspection of Bridge # 117-9004-B00071	
and Bridge # 117-9004-B00071P on Pennyrile Parkway	179
Form 171: Inspection of Bridge # 117-9004-B00072	
and Bridge # 117-9004-B00072P on Pennyrile Parkway	180
Form 172: Inspection of Bridge # 117-9004-B00073 over Pennyrile Parkway	
Form 173: Inspection of Bridge # 117-9004-B00074	
and Bridge # 117-9004-B00074P on Pennyrile Parkway	182

Form 174: Inspection of Bridge # 51-0425-B00137	
and Bridge # 51-0425-B00137P over Pennyrile Parkway	183
Form 175: Inspection of Bridge # 51-9004-B00062	
and Bridge # 51-9004-B00062P on Pennyrile Parkway	184
Form 176: Inspection of Bridge # 51-9004-B00063 over Pennyrile Parkway	
Form 177: Inspection of Bridge # 51-9004-B00064 over Pennyrile Parkway	186
Form 178: Inspection of Bridge # 51-9004-B00065 over Pennyrile Parkway	
Form 179: Inspection of Bridge # 51-9004-B00066 over Pennyrile Parkway	188
Form 180: Inspection of Bridge # 51-9004-B00067 over Pennyrile Parkway	189
Form 181: Inspection of Bridge # 51-9004-B00068	
and Bridge # 51-9004-B00068P on Pennyrile Parkway	190
Form 182: Inspection of Bridge # 51-9004-B00069 over Pennyrile Parkway	191
Form 183: Inspection of Bridge # 51-9004-B00111 over Pennyrile Parkway	192
Form 184: Inspection of Bridge # 51-9004-B00112 over Pennyrile Parkway	193
Form 185: Inspection of Bridge # 51-9005-B00073	
and Bridge # 51-9005-B00073P over Pennyrile Parkway	194
Form 186: Inspection of Bridge # 51-9005-B00072 on Audubon Parkway	195
Form 187: Inspection of Bridge # 51-9005-B00076 over Audubon Parkway	196
Form 188: Inspection of Bridge # 51-9005-B00075 over Audubon Parkway	197
Form 189: Inspection of Bridge # 51-9005-B00074 over Audubon Parkway	198
Form 190: Inspection of Bridge # 51-9005-B00077	
and Bridge # 51-9005-B00077P on Audubon Parkway	199
Form 191: Inspection of Bridge # 51-9005-B00078 over Audubon Parkway	200
Form 192: Inspection of Bridge # 51-9005-B00079 over Audubon Parkway	
Form 193: Inspection of Bridge # 51-9005-B00080 over Audubon Parkway	202
Form 194: Inspection of Bridge # 30-9005-B00058	
and Bridge # 30-9005-B00058P on Audubon Parkway	203
Form 195: Inspection of Bridge # 30-9005-B00059	
and Bridge # 30-9005-B00059P on Audubon Parkway	204
Form 196: Inspection of Bridge # 30-9005-B00060 over Audubon Parkway	205
Form 197: Inspection of Bridge # 30-9005-B00061 over Audubon Parkway	
Form 198: Inspection of Bridge # 30-9005-B00063 over Audubon Parkway	207
Form 199: Inspection of Bridge # 114-9007-B00049	
and Bridge # 114-9007-B00049P on William Natcher Parkway	
Form 200: Inspection of Bridge # 114-0884-B00050 over William Natcher Parkway	209
Form 201: Inspection of Bridge # 114-9007-B00051	
and Bridge # 114-9007-B00051P on William Natcher Parkway	210
Form 202: Inspection of Bridge # 114-9007-B00052	
and Bridge # 114-9007-B00052P on William Natcher Parkway	211
Form 203: Inspection of Bridge # 114-9007-B00053	
and Bridge # 114-9007-B00053P on William Natcher Parkway	212
Form 204: Inspection of Bridge # 114-9007-B00054	
and Bridge # 114-9007-B00054P on William Natcher Parkway	
Form 205: Inspection of Bridge # 114-0231-B00055 over William Natcher Parkway	
Form 206: Inspection of Bridge # 114-0626-B00056 over William Natcher Parkway	
Form 207: Inspection of Bridge # 114-9007-B00057 over William Natcher Parkway	
Form 208: Inspection of Bridge # 114-9007-B00058 over William Natcher Parkway	
Form 209: Inspection of Bridge # 114-9007-B00059 over William Natcher Parkway	
Form 210: Inspection of Bridge # 114-9007-B00060 over William Natcher Parkway	
Form 211: Inspection of Bridge # 16-0403-B00053 over William Natcher Parkway	
Form 212: Inspection of Bridge # 16-0231-B00054 over William Natcher Parkway	221

Form 213: Inspection of Bridge # 16-9007-B00057	
and Bridge # 16-9007-B00057P on William Natcher Parkway	222
Form 214: Inspection of Bridge # 16-9007-B00059	
and Bridge # 16-9007-B00059P on William Natcher Parkway	223
Form 215: Inspection of Bridge # 16-9007-B00060	
and Bridge # 16-9007-B00060P on William Natcher Parkway	224
Form 216: Inspection of Bridge # 16-9007-B00061 on William Natcher Parkway	
Form 217: Inspection of Bridge # 16-9007-B00062 over William Natcher Parkway	
Form 218: Inspection of Bridge # 16-9007-B00063 over William Natcher Parkway	
Form 219: Inspection of Bridge # 92-9007-B00060	
and Bridge # 92-9007-B00060P on William Natcher Parkway	228
Form 220: Inspection of Bridge # 92-9007-B00061 over William Natcher Parkway	
Form 221: Inspection of Bridge # 92-9007-B00062 over William Natcher Parkway	
Form 222: Inspection of Bridge # 92-9007-B00063	
and Bridge # 92-9007-B00063P on William Natcher Parkway	231
Form 223: Inspection of Bridge # 92-9007-B00064 over William Natcher Parkway	
Form 224: Inspection of Bridge # 92-9007-B00065 over William Natcher Parkway	
Form 225: Inspection of Bridge # 92-9007-B00067	
and Bridge # 92-9007-B00067P on William Natcher Parkway	234
Form 226: Inspection of Bridge # 92-9007-B00069 over William Natcher Parkway	
Form 227: Inspection of Bridge # 92-9007-B00070 over William Natcher Parkway	
Form 228: Inspection of Bridge # 92-9007-B00072	
and Bridge # 92-9007-B00072P over William Natcher Parkway	237
Form 229: Inspection of Bridge # 92-9007-B00074 over William Natcher Parkway	
Form 230: Inspection of Bridge # 92-9007-B00075	
and Bridge # 92-9007-B00075P on William Natcher Parkway	239
Form 231: Inspection of Bridge # 92-9007-B00076	
and Bridge # 92-9007-B00076P on William Natcher Parkway	240
Form 232: Inspection of Bridge # 30-9007-B00081	
and Bridge # 30-9007-B00081P on William Natcher Parkway	241
Form 233: Inspection of Bridge # 30-9007-B00082	
and Bridge # 30-9007-B00082P on William Natcher Parkway	242
Form 234: Inspection of Bridge # 30-9007-B00083 over William Natcher Parkway	243
Form 235: Inspection of Bridge # 30-9007-B00084 over William Natcher Parkway	244
Form 236: Inspection of Bridge # 30-9007-B00085	
and Bridge # 30-9007-B00085P on William Natcher Parkway	245
Form 237: Inspection of Bridge # 30-9007-B00086 over William Natcher Parkway	246
Form 238: Inspection of Bridge # 30-9007-B00088	
and Bridge # 30-9007-B00088P on William Natcher Parkway	247
Form 239: Inspection of Bridge # 30-9007-B00089	
and Bridge # 30-9007-B00089P on William Natcher Parkway	248
Form 240: Inspection of Bridge # 30-9007-B00090	
and Bridge # 30-9007-B00090P on William Natcher Parkway	249
Form 241: Inspection of Bridge # 30-9007-B00091 over William Natcher Parkway	
Form 242: Inspection of Bridge # 30-9007-B00092 over William Natcher Parkway	
Form 243: Inspection of Bridge # 30-9007-B00093 over William Natcher Parkway	
Form 244: Inspection of Bridge # 30-9007-B00094	
and Bridge # 30-9007-B00094P on William Natcher Parkway	253

LIST OF TABLES

Table 1	Purchase Parkway Bridge Type Listing	254
	Western Kentucky Parkway Bridge Type Listing	
	Pennyrile Parkway Bridge Type Listing	
Table 4	Audubon Parkway Bridge Type Listing	274
Table 5	William Natcher Parkway Bridge Type Listing	276

LIST OF FIGURES

Figure 1 The Parkways in Western Kentucky

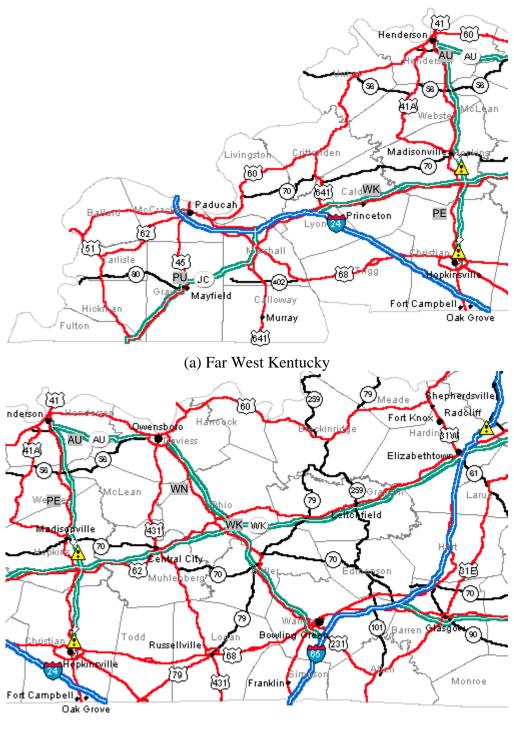
2

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.



(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

	GPS Location	Longitude	Latitude	- Bridge Numb	per 38-0051-B00	0012
	GI S Location	W88°53.400'	N36°31.074'	Driage Ivallic	36-0031-B00012	
R	Year Built	1966 County	Fulton	Crossing	Jackson Purc	
	Have modifications been made since the bridge was constructed? <i>No.</i> If <i>yes</i> . Please list the					
GENERAL	Does the bridge cross a body of water? Yes No		(Structure or	(Structure or load).		
	Has the bridge been seismically retrofitted? Yes No					
	Is it a rigid box culvert? Yes No					
RE	Is the superstru	cture integral with th	e abutments?	Yes N	Com	iments:
=	Does the super	structure contain box	girders?	Yes N	<i>io</i>	
ည	Is there lateral	movement under traf	fic loading?	0 2 4	6 8	
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0 2 4	6 8	
I &	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 4	6 8	
	Is the bridge sk	rewed?	No			
S	Is there any un	usual gap or offset at	an expansion joint	? 7.62cm		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?				<u>0</u> 2 4 6 8	
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			Yes No		
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?			Yes No		
3E,	Are there any girders supported on individual pedestals or columns?				Yes No	
_	The longituding abutments.	al support length mea	asured in a direction	n perpendicular	to the support at	
ш			4-:-:			V W.
J.	is the abutment	t a cantilever earth-re	taining abutment?			Yes No
L L	Are the reinfor	ced concrete column	s monolithic with th	ne superstructui	re?	Yes No
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, co	lumns or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the subst	ructure units?	<u>0</u> 2 4 6 8
SU	Are abutment-slop failures possible in an earthquake?				<u>0</u> 2 4 6 8	
	Risk is small					
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Numbe	er 38-0307-B00	NO.1.5
	GFS Location	W88°52.284'	N36°31.133'	- Bridge Number	38-0307-B00	1013
GENERAL	Year Built	1966 County	Fulton	Crossing	Jackson Purc	
	Have modifications been made since the bridge was constructed? <i>No.</i>				If yes. Please	
) H	Does the bridge	(Structure or	load).			
	Has the bridge					
	Is it a rigid box	culvert?		Yes No	_	
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	iments:
	Does the supers	structure contain box	x girders?	Yes No		
ည	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6	8	
SUPERSTRUCTURE		xely to collapse in are of the bearings?	n earthquake after	<u>0</u> 2 4 6	8	
I K	Would gross me	ovement of superstru	cture cause instabili	ty? 0 2 4 6	8	
I I	Is the bridge sk	tewed?	No			
S	Is there any uni	usual gap or offset a	t an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the bearing	gs likely to overtur	n in an earthqual	ke?	<u>0</u> 2 4 6 8
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported	on the seat edge?	Yes No
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No
3E,	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular t	o the support at	35cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure	?	Yes No
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, col	umns or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substr	ucture units?	<u>0</u> 2 4 6 8
SUI	Are abutment-s	slop failures possible	e in an earthquake?			<u>0</u> 2 4 6 8
	Risk is Minor					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Design	ridge Number 38-9003-B00054)54
	GPS Location	W88°53	3.848'	N36°30.910'	DIIC	ige Number	38-9003-B000)54 P
₹	Year Built	1966 County Fulton Crossing K			KY 166	KY 166		
GENERAL	Have modifications been made since the bridge was constructed? <i>No.</i>					If yes. Please list them		
Į įį	Does the bridge	(Structure or I	Structure or load).					
٥	Has the bridge been seismically retrofitted? Yes No							
	Is it a rigid box	culvert?				Yes No		
Ä	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:
	Does the supers	structure o	contain box	girders?		Yes No		
5	Is there lateral	movemen	t under traf	fic loading?		0 <u>2</u> 4 6 8		
SUPERSTRUCTURE	toppling failure	of the be	earings?	earthquake after		0 <u>2</u> 4 6 8		
l ä	Would gross mo	ovement o	of superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8		
I I	Is the bridge sk	ewed?		Yes, 25 deg	rees			
าร	Is there any uni	ısual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Bad
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8
N N	Does the bridge	with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	45cm
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
IRU	Is there horizon	ıtal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
	1.8cm steel rop Risk is small	e						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	38-9003-B000		
	GI S Location	W88°53	3.957'	N36°30.147'	DIK	ige indiffice	38-9003-B000)53 P	
RA	Year Built	r Built 1966 County Fulton Crossing				KY 116			
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please		
Ä	Does the bridge	(Structure or 1	oad).						
	Has the bridge been seismically retrofitted? Yes No								
	Is it a rigid box	culvert?				Yes No			
₩.	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
5	Does the supers	structure o	contain box	girders?		Yes No			
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<u>0</u> 2 4 6 8			
ER	Would gross me	ovement o	of superstruc	ture cause instabili	ity?	<u>0</u> 2 4 6 8			
	Is the bridge sk	ewed?		Yes, 5 degr	ees				
S	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Ela	astomeric	Sliding Mı	ıti-rata	ıtion	Condition?	Good	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtu	n in ar	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No	
3E,	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	40cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU	Is there horizon	ıtal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous concrete girders Risk is Minor								
OTHER	"SUBST consider highest v	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the iderlined 0 identifies when none of the ue to access or when the identifies when ident	magni ies the ie valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	under is used for the	

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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	38-9003-B00055		
	GPS Location	W88°52	2.995'	N36°31.008'	DIIC	ige Number	38-9003-B000)55 P	
₹ Y	Year Built	1966	County	Fulton	Cro	ssing	IC RAILROA	.D	
GENERAL	Have modificat	tions beer	made since	e the bridge was co	onstruc	eted? No.		Please list them	
	Does the bridge	(Structure or l	oad).						
0	Has the bridge	ne bridge been seismically retrofitted? Yes No							
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
2	Does the supers	structure	contain box	girders?		Yes No			
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	earings?	earthquake after		<u>0</u> 2 4 6 8			
l ä	Would gross me	ovement o	of superstruc	ture cause instabili	ity?	0 2 <u>4</u> 6 8			
I E	Is the bridge sk	ewed?		Yes, 30 deg	grees				
าร	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Ele	astomeric	Sliding Mı	ıti-rata	ution	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtu	n in a	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with les	s than 3 gird	lers have exterior	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats un	der the abut	ment end-diaphras	gm con	tinuous?		Yes No	
3E/	Are there any g	girders suj	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 $\underline{0}$ identifies the lowest value or risk while a $\underline{8}$ 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

	GPS Location	Longitude	Latitude	- Bridge Numbe	r 53-0094-B00	050	
	GI S Location	W88°50.497'	N36°32.807'	Bridge Ivallibe	1 33-0074-B00		
X	Year Built	1966 County	Hickman	Crossing		Jackson Purchase PKW	
買	Have modificat	tions been made since	If yes. Please				
GENERAL	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	ioad).	
	Has the bridge						
	Is it a rigid box			Yes No			
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:	
∄	Does the super	structure contain box	girders?	Yes No			
ည	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6	8		
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6	8		
<u>%</u>	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6	8		
ਜ਼ੋ	Is the bridge sk	tewed?	Yes, 25 deg	rees			
เร	Is there any un	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair	
ပ္သ	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquak	e?	<u>0</u> 2 4 6 8	
	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported	on the seat edge?	Yes No	
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous?		Yes No	
3E,	Are there any g	girders supported on i	ndividual pedestals	or columns?		Yes No	
_	The longituding abutments.	al support length mea	sured in a direction	n perpendicular t	o the support at		
Щ		t a cantilever earth-re	taining abutment?			Yes No	
		ced concrete columns		na cunaretructura	<u> </u>	Yes No	
SUBSTRUCTURE		ntal or vertical mover				0 2 4 6 8	
I R						-	
BS	Is there unusua	l or extensive erosion	n of soil at or near a	iny of the substru	icture units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	Number	53-1529-B000)56
	GI S Location	W88°49.835'	N36°33.915'	Driage	Tullioci	33-1327- D 000	330
GENERAL	Year Built	1966 County	Hickman	Crossin	ng	Jackson Purchase PKW	
買	Have modificat	Have modifications been made since the bridge was constructed? No.					list them
Į,	Does the bridge	e cross a body of wat	er?	Y	es No	(Structure or 1	load).
	Has the bridge been seismically retrofitted? Is it a rigid box culvert? Yes No						
	Is it a rigid box	culvert?		Y	es No		
ZE	Is the superstru	cture integral with th	e abutments?	Y	es No	Com	ments:
1 5	Does the supers	structure contain box	girders?	Y	es No		
၂	Is there lateral	movement under traf	fic loading?	<u>0</u>	2 4 6 8		
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0	2 4 6 8		
X	Would gross me	ovement of superstruc	ture cause instabilit	y? <u>0</u>	2 4 6 8		
	Is the bridge sk	tewed?	Yes, 15 deg	rees			
รเ	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatioi	n	Condition?	Fair
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an ea	rthquake?		<u>0</u> 2 4 6 8
Z	Does the bridge	e with less than 3 gire	ders have exterior g	irder sup	ported on th	ne seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continu	uous?		Yes No
3E,	Are there any g	girders supported on i	ndividual pedestals	or colun	nns?		Yes No
	The longitudina abutments.	al support length mea	sured in a direction	perpend	licular to the	e support at	35cm
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superst	tructure?		Yes No
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	nts, column	s or piers?	<u>0</u> 2 4 6 8
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Numbe	r 53-9003-B00	068	
	GFS Location	W88°50.971'	N36°32.066'	Bridge Numbe	33-9003-В00	008	
R A	Year Built	1966 County	Hickman	Crossing		Jackson Purchase PKW	
	Have modificat	tions been made sinc	If yes. Please				
GENERAL	Does the bridge	(Structure or	load).				
	Has the bridge						
	Is it a rigid box	culvert?		Yes No			
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:	
1 5	Does the supers	structure contain box	girders?	Yes No			
၂	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6	8		
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6	8		
K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 4 6	8		
<u>H</u>	Is the bridge sk	tewed?	Yes, 25 deg	rees			
รเ	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquak	e?	<u>0</u> 2 4 6 8	
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported o	on the seat edge?	Yes No	
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous?		Yes No	
3E,	Are there any g	girders supported on i	individual pedestals	or columns?		Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	the support at	35cm	
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure	?	Yes No	
l RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colu	imns or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substru	cture units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8	
	Risk is Minor						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDC I	Longitude	Latitude	D.I. M. I	42 0121 D00	000
	GPS Location	W88°35.755'	N36°46.533'	Bridge Number	42-0131-B00	009
Z Z	Year Built	1966 County	Graves	Crossing	Jackson Purchase PKW	
GENERAL	Have modificat	tions been made since	If yes. Please			
Ü	Does the bridge	e cross a body of wa	(Structure or	load).		
		been seismically ret	rofitted?	Yes No		
	Is it a rigid box			Yes No		
RE		cture integral with the		Yes No	Com	ments:
2	Does the supers	structure contain box	girders?	Yes No		
S		movement under tra		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	xely to collapse in are of the bearings?		<u>0</u> 2 4 6 8		
ER		ovement of superstru	cture cause instabil	<u>0</u> 2 4 6 8		
l P	Is the bridge sk	tewed?	Yes, 25 de	grees		
S	Is there any uni	usual gap or offset a	t an expansion joir	nt?		T
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Good
SS	If there are ped	estals, are the bearing	gs likely to overtu	rn in an earthquake?		<u>0</u> 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on t	he seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphra	gm continuous?		Yes No
BE		girders supported on				Yes No
	The longitudina abutments.	al support length me	asured in a direction	on perpendicular to th	e support at	35cm
RE	Is the abutment	t a cantilever earth-re	etaining abutment	?		Yes No
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with	the superstructure?		Yes No
IRU.	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments, column	ns or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8
SUI	Are abutment-s	slop failures possible	in an earthquake)		<u>0</u> 2 4 6 8
	Risk is Minor					
OTHER	"SUBST consider highest v	TRUCTURE" categ ration. A bold and u value or risk. The ca	ories identifies the inderlined $\underline{0}$ identifies when none of t	RSTRUCTURE", "B magnitude of the risk fies the lowest value on the values are bold and then a judgment could	for the function for risk while a § I underlined imp	n under is used for the

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

	GPS Location	Longitude	Latitude	Duidaa Numban	42 0201 D00	020
	GPS Location	W88°31.916'	N36°47.320'	- Bridge Number	42-0301-B00	028
GENERAL	Year Built	1966 County	Graves	Crossing	Jackson Purcl	hase PKW
買	Have modificat	tions been made sinc	If yes. Please			
Į,	Does the bridge	(Structure or	load).			
0	Has the bridge					
	Is it a rigid box	culvert?		Yes No		
SE SE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:
	Does the supers	structure contain box	girders?	Yes No		
<u>[</u>	Is there lateral	movement under traf	ffic loading?	<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6 8		
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6 8		
J F	Is the bridge sk	ewed?	Yes, 5 degre	ees		
รเ	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No
3E,	Are there any g	rirders supported on	individual pedestals	s or columns?		Yes No
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to the	ne support at	35cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No
CTO	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substruction	are units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
	Risk is Minor					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Number	42-0058-B00	006
	GFS Location	W88°43.883'	N36°40.995'	- Bridge Number	42-0036-D00	090
GENERAL	Year Built	1966 County	Graves	Crossing	Jackson Purch	
	Have modifications been made since the bridge was constructed? <i>No.</i>				If yes. Please	
Ü	Does the bridge	(Structure or	load).			
	Has the bridge					
	Is it a rigid box	culvert?		Yes No		
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:
1 5	Does the supers	structure contain box	girders?	Yes No		
၂၁	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6 8		
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6 8		
I I	Is the bridge sk	ewed?	Yes, 15 deg	rees		
S	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8
BEARINGS	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported on t	he seat edge?	Yes No
AR	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No
3E,	Are there any g	rirders supported on i	individual pedestals	s or columns?		Yes No
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	22cm
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8
38	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
	Risk is Minor					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Nun	nhar	42-0080-B001	106			
	GI S Location	W88°40.061'	N36°44.358'	Dridge Ivan	1001	42-0000- D 001	100			
R	Year Built	1957 County		Jackson Purch						
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No).	If <i>yes</i> . Please list them (Structure or load).				
GENERAL	Does the bridge	e cross a body of wat	er?	Yes	No	oad).				
		been seismically retr	ofitted?		No					
	Is it a rigid box	culvert?		Yes	No 📗					
RE	Is the superstru	Comi	ments:							
	Does the supers									
ည	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
l X	Would gross me									
l d	Is the bridge sk									
าร	Is there any uni									
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation		Condition?	Fair			
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthq	uake?		<u>0</u> 2 4 6 8			
Z	Does the bridge	e with less than 3 gire	ders have exterior g	irder supporte	ed on th	e seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous	?		Yes No			
3E,	Are there any g	girders supported on i	ndividual pedestals	or columns?			Yes No			
	The longitudina abutments.	al support length mea	sured in a direction	n perpendicula	ar to the	support at	50cm			
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstruct	ure?		Yes No			
IRU.	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, o	columns	or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the sub	structure	e units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8			
	Discontinuous shear key									
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and u value or risk. The caton was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	nagnitude of t es the lowest e values are bo	the risk value or old and	for the function risk while a <u>8</u> underlined imp	is used for the			

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

	GPS Location	Longitude	Latitude	Bridge N		42-0121-B00	111			
	42-0121- D 00	111								
GENERAL	Year Built	1962 County	Graves	Crossing		Jackson Purchase PKW				
╽┋	Have modificat	tions been made sinc	e the bridge was co	nstructed?	No.	If <i>yes</i> . Please (Structure or l				
ļ ji	Does the bridge	e cross a body of wat	Yes	No	oad). <u>902)</u>					
	Has the bridge	been seismically retr	No	-	<u> </u>					
	Is it a rigid box									
RE	Is the superstru	cture integral with th	e abutments?	Yes	No	Com	ments:			
5	Does the supers									
ည	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
K	Would gross me									
<u>H</u>	Is the bridge skewed? Yes, 5 degrees									
าร	Is there any uni									
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation		Condition?	Fair			
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an eart	hquake?		0 2 4 6 8			
Z	Does the bridge	e with less than 3 gird	ders have exterior g	girder suppo	orted on th	ne seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuo	us?		Yes No			
3E,	Are there any g	rirders supported on i	individual pedestals	or column	s?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendic	ular to the	e support at	40cm			
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No			
SUBSTRUCTURE	Are the reinforce	ced concrete columns	s monolithic with the	ne superstru	icture?		Yes No			
IRU.	Is there horizon	ntal or vertical mover	nent or tilting of th	e abutment	s, column	s or piers?	<u>0</u> 2 4 6 8			
38	Is there unusua	l or extensive erosion	n of soil at or near a	any of the s	ubstructur	e units?	<u>0</u> 2 4 6 8			
SUE	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8			
	Risk is Small									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	~~~ .	Longitude	Latitude			4-4-40-500			
l _ ∣	GPS Location	W88°43.314' N36°41.543' Bridge Number 42-1/48-B001.							
ZAI	Year Built	1966 County	Graves	Crossing		Jackson Purch	nase PKW		
GENERAL	Have modificat	tions been made sinc	e the bridge was o	onstructed? N	o.	If yes. Please			
)E	Does the bridge	e cross a body of war	No	(Structure or 1	load).				
		been seismically retr	Yes	No					
	Is it a rigid box	culvert?		Yes	No				
RE	Is the superstru	cture integral with the	ne abutments?	Yes	No	Com	ments:		
T	Does the supers								
nc	Is there lateral i								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
ER!	Would gross mo								
JPI	Is the bridge sk								
S	Is there any uni								
	Type Rocker	Elastomeric	Sliding M	uti-ratation		Condition?	Fair		
SE	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earth	quake?		<u>0</u> 2 4 6 8		
N	Does the bridge	e with less than 3 gir	ne seat edge?	Yes No					
AR	Are the bearing		Yes No						
BEARINGS	Are there any g	rirders supported on	individual pedesta	ls or columns	?		Yes No		
	The longitudina abutments.	al support length me	asured in a directi	on perpendicu	lar to the	e support at	30cm		
IRE	Is the abutment	a cantilever earth-re	etaining abutment	?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstruc	ture?		Yes No		
-RU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments,	column	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusual	l or extensive erosio	n of soil at or near	any of the sul	bstructur	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake	•			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Daidaa Numbaa	42 0220 B00	1.42				
	GFS Location	W88°45.208'	N36°38.750'	- Bridge Number	42-0339-B00	143				
₹ ¥	Year Built	1966 County	Graves	Crossing	Jackson Purc	hase PKW				
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please					
Ü	Does the bridge	e cross a body of wat	er?	Yes No	Yes No (Structure or le					
		been seismically retr	ofitted?	Yes No	<u> </u>					
	Is it a rigid box									
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:				
1 5	Does the supers									
၂၁	Is there lateral	3								
SUPERSTRUCTURE	Is the bridge like toppling failure	3								
I K	Would gross me	3								
l F	Is the bridge skewed? Yes, 10 degrees									
รเ	Is there any uni									
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair				
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake	?	<u>0</u> 2 4 6 8				
Z	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported or	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	girders supported on i	individual pedestals	s or columns?		Yes No				
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	the support at	35cm				
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No				
IRU.	Is there horizor	ntal or vertical mover	ment or tilting of th	e abutments, colu	nns or piers?	<u>0</u> 2 4 6 8				
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruc	ture units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Risk is Minor									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDC Location	Longitude	Latitude	Daidaa Nambaa	42 0002 D00	152				
	GPS Location W88°41 071' N36°43 349' Bridge Number 42-9003-B0									
GENERAL	Year Built	1966 County	Graves	Crossing	Jackson Purch	hase PKW				
買	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please					
Į,	Does the bridge	e cross a body of wat	ter?	Yes No	Yes No Structure or loa					
0	Has the bridge	been seismically retr	Yes No							
	Is it a rigid box	culvert?		Yes No						
Æ	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:				
	Does the supers									
<u>[</u>	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
I S	Would gross me									
l F	Is the bridge sk									
รเ	Is there any uni									
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair				
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8				
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	rirders supported on	individual pedestals	s or columns?		Yes No				
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to tl	ne support at	35cm				
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No				
CTO	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No				
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8				
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructi	are units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Risk is Small									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	42-9003-B001	154		
	GPS Location	W88°40	0.052'	N36°43.602'	DITE	ige Number	42-9003-B001	154 P		
₹ Y	Year Built	1966	County	Graves	Cro	ssing	Mayfield By-	Pass		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please list them			
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	load).		
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:		
	Does the supers	structure o	contain box	girders?		Yes No				
၂	Is there lateral									
SUPERSTRUCTURE	Is the bridge lik toppling failure									
l K	Would gross me									
I I	Is the bridge sk									
าร	Is there any uni		_							
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair		
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		<u>0</u> 2 4 6 8		
N N	Does the bridge	e seat edge?	Yes No							
BEARINGS	Are the bearing	Yes No								
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	28cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	42-9003-B001	155	
	GFS Location	W88°38	3.580'	N36°46.042'	DIIC	ige Number	42-9003-B001	155 P	
\ \ \	Year Built	1966	County	Graves	Cro	ssing	US 45		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).		
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	load). estrainer		
0	Has the bridge	been seisi	Yes No	<u>Steer Rope Re</u>	<u> </u>				
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂ ၁	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross me								
I F	Is the bridge sk								
าร	Is there any uni								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
S	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	35cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, column	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Deid	lge Number	42-9003-B001	156		
W88°38.257' N36°41.138'							42-9003-B001	156 P		
A A	Year Built	1966	County	Graves	Cro	ssing	P&L Railway			
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).			
Įμ	Does the bridge	e cross a b	ody of wat	er?		Yes No	oad).			
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:		
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No				
၂ ်	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge lik toppling failure									
X	Would gross mo									
ΙŒ	Is the bridge sk									
าร	Is there any uni									
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair		
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		<u><b>0</b></u> 2 4 6 8		
S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing	Yes No								
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
	Risk is Minor									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	42-9003-B001				
	GFS Location	W88°37	<u>'</u> .887'	N36°46.146'	DIIC	ige Mullibei	42-9003-B001	157 P			
RA	Year Built	1966	County	Graves	Cro	ssing	Mayfield Cree				
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).				
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	oad).				
	Has the bridge										
	Is it a rigid box	culvert?				Yes No					
₩.	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:			
1 5	Does the supers										
၂	Is there lateral										
SUPERSTRUCTURE	Is the bridge like toppling failure										
ER	Would gross me	Would gross movement of superstructure cause instability?									
l E	Is the bridge sk										
าร	Is there any uni										
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair			
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u><b>0</b></u> 2 4 6 8			
N N	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	ne seat edge?	Yes No			
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No			
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No			
	The longituding abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	25cm			
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No			
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No			
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8			
	Risk is Minor										
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	42-9003-B001			
	GFS Location	W88°37	.646'	N36°46.153'	DIIC	ige Number	42-9003-B001	158 P		
GENERAL	Year Built	1966	County	Graves	ek Overflow					
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please (Structure or l			
Į Į	Does the bridge	e cross a b	ody of wat	Yes No	oad).					
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
Æ	Is the superstru	Com	ments:							
ΙĒ	Does the supers									
၂ ်	Is there lateral									
SUPERSTRUCTURE	Is the bridge lik toppling failure									
X	Would gross mo									
ΙŒ	Is the bridge sk									
าร	Is there any uni									
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	tion	Condition?	Fair		
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8		
S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing		Yes No							
3E,	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm		
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with t	he sup	erstructure?		Yes No		
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extens	sive erosion	of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
	Risk is Minor									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location Bridge Number 42,0003 F						42-9003-B001			
_	GFS Location	W88°37	'.402'	N36°46.159'	DIIC	ige Number	42-9003-B001	159 P		
RA A	Year Built	1966	County	Graves	Cro	ssing	Mayfield Cree			
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).			
Ä	Does the bridge	ody of wat	Yes No	oad).						
	Has the bridge									
	Is it a rigid box	culvert?				Yes No				
ŊE	Is the superstru	Com	ments:							
1 5	Does the supers									
၂	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
ER.	Would gross me									
	Is the bridge sk									
าร	Is there any uni									
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair		
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		<u>0</u> 2 4 6 8		
N N	Does the bridge	e with less	s than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing	Yes No								
3E/	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	30cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	D : 1 - 37 - 1	12 0002 P00	1.60				
ا ا	GPS Location	W88°36.734' N36°46.236' Bridge Number 42-9003-B00160								
₹	Year Built	1966 County	Graves	Crossing	Jackson Purch	hase PKW				
GENERAL	Have modificat	tions been made since	ce the bridge was	constructed? No.	If yes. Please					
Įμ	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).				
		been seismically ret	Yes No							
	Is it a rigid box	culvert?		Yes No						
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:				
1	Does the supers	structure contain box	x girders?	Yes No						
	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
X	Would gross mo									
1 4	Is the bridge sk									
S	Is there any uni	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker	Elastomeric	Sliding M	luti-ratation	Condition?	Fair				
တ္သ	If there are ped	estals, are the bearing	ngs likely to overtu	ırn in an earthquake?		<u>0</u> 2 4 6 8				
ĕ	Does the bridge	the seat edge?	Yes No							
AR	Are the bearing		Yes No							
BEARINGS	Are there any g	girders supported on	individual pedesta	als or columns?		Yes No				
	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to t	he support at					
IRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No				
R.	Is there horizon	ntal or vertical move	ment or tilting of	the abutments, colum	ns or piers?	<u>0</u> 2 4 6 8				
BS1	Is there unusua	l or extensive erosio	on of soil at or near	any of the substruct	ure units?	<u>0</u> 2 4 6 8				
ns	Are abutment-s	slop failures possible	e in an earthquake	?		<u>0</u> 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 <b>0</b> identifies the lowest value or risk while a <b>8</b> 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

SENERAL		W88°36.	.645'	N36°46.234'	Brid	lge Number	42-9003-B001	161	
GENERAI	Have modificat		County						
GENER		iona boon							
GE	Does the bridge	Have modifications been made since the bridge was constructed? <i>No.</i>					If yes. Please list them		
						Yes No	(Structure or load).		
	, ,					Yes No			
	Is it a rigid box					Yes No	~		
RE	Is the superstruc	cture integ	gral with the	e abutments?		Yes No	Com	ments:	
	Does the superstructure contain box girders?  Yes No  Is there lateral movement under traffic loading?  0 2 4 6 8								
	Is there lateral r								
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  2 4 6 8								
	Would gross mo	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8							
l ≅ └	Is the bridge ske								
S	Is there any unu								
	Type Rocker	Ela	stomeric	Sliding Mu	ıti-rata	tion	Condition?	Fair	
S	If there are pede	estals, are	the bearing	s likely to overtu	n in an	n earthquake?		<u>0</u> 2 4 6 8	
l <u>ĕ</u> L	Does the bridge	with less	than 3 gird	lers have exterior	girder s	supported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	er the abuti	ment end-diaphrag	gm con	tinuous?		Yes No	
BE			=	ndividual pedestal				Yes No	
	The longitudina abutments.	l support	length mea	sured in a directio	n perpe	endicular to the	e support at	30cm	
IRE	Is the abutment	a cantilev	er earth-re	aining abutment?				Yes No	
SUBSTRUCTURE	Are the reinforc	ed concre	ete columns	monolithic with t	he sup	erstructure?		Yes No	
L L	Is there horizon	tal or vert	ical moven	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusual	or extens	sive erosion	of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
S	Are abutment-slop failures possible in an earthquake? <u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	42-9003-B001		
	GFS Location	W88°31	.607'	N36°47.364'	Dile	ige Number	42-9003-B001	162 P	
RA	Year Built	1966	County	Graves	Cro	ssing	Panther Creek		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please		
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).		
	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
₩.	is the superstructure integral with the abutilierts.							ments:	
5	Does the superstructure contain box girders?  Yes No								
၂ ၁	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
ER	Would gross me	Would gross movement of superstructure cause instability?							
I E	Is the bridge sk								
าร	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							Fair	
Si	If there are ped	estals, are	the bearing	gs likely to overtu	n in aı	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No	
BEARINGS	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-slop failures possible in an earthquake? <u>0</u> 2 4 6 8								
	Discontinuous Concrete girders								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	42-9003-B001		
_	GFS Location	W88°31	.432'	N36°47.392'	DIIC	ige Number	42-9003-B001	163 P	
RA A	Year Built	1966	County	Graves	Cro	ssing	Panther Creek	Overflow	
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
₹ E	Is the superstru	Is the superstructure integral with the abutments?  Yes No							
	Does the superstructure contain box girders?  Yes No								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?								
X	Would gross me	Would gross movement of superstructure cause instability?							
I I	Is the bridge sk								
รเ	Is there any uni								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
N S	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	28cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
I.R.	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-slop failures possible in an earthquake? <u>0</u> 2 4 6 8								
	Discontinuous Concrete Girder								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	Number	42-9003-B001	164		
	GFS Location	W88°30.417'	N36°47.846'	Dridge !	Nullibei	42-9003- <b>B</b> 001	104		
۲	Year Built	1966 County	Graves	Crossin	g	Jackson Purchase PKW			
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed'	? No.	If yes. Please list them			
Į,	Does the bridge	e cross a body of wat	er?	Ye	Yes No Structure or le		oad).		
		been seismically retr	ofitted?	Ye	es No	_			
	Is it a rigid box	culvert?		Ye	es No				
ZE	Is the superstru	cture integral with th	e abutments?	Ye	es No	Com	ments:		
1 5	Does the supers								
၂	Is there lateral	Is there lateral movement under traffic loading?							
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross me	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8							
I I	Is the bridge sk	Is the bridge skewed? Yes, 5 degrees							
รเ	Is there any uni	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	ı	Condition?	Fair		
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an ea	rthquake?		<u>0</u> 2 4 6 8		
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	girder supp	orted on th	ne seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continu	ous?		Yes No		
3E,	Are there any g	girders supported on i	individual pedestals	or colum	ıns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendi	icular to the	e support at	35cm		
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superst	ructure?		Yes No		
IRU.	Is there horizon	ntal or vertical mover	nent or tilting of th	e abutmer	nts, column	s or piers?	<u>0</u> 2 4 6 8		
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	my of the	substructui	re units?	<u>0</u> 2 4 6 8		
SU	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	42-9003-B001	
	GFS Location	W88°29	.670'	N36°48.308'	DIIC	ige Mullibei	42-9003-B001	165 P
RA	Year Built	1966	County	Graves	Cro	ssing	Clarks River (	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	eted? No.	If yes. Please	
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).	
	Has the bridge	been seis	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstructure integral with the abutments?  Yes No							ments:
1 5	Does the superstructure contain box girders?  Yes No							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
I &	Would gross me							
l E	Is the bridge sk							
าร	Is there any uni							
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 <u>2</u> 4 6 8
N N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No
BEARINGS	Are there any g	irders su	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-slop failures possible in an earthquake?  0 2 4 6							
	Discontinuous Concrete Girders							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Deic	lge Number	42-9003-B001	166	
	GFS Location	W88°29	.566'	N36°48.437'	DIIC	ige Number	42-9003-B001	166 P	
GENERAL	Year Built	1966	County	Graves	Cro	ssing	West Fork Cla	arks River	
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į Į	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No			
၂ ်	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross mo	Would gross movement of superstructure cause instability?							
ΙŒ	Is the bridge sk								
าร	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							Fair	
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		<u><b>0</b></u> 2 4 6 8	
S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	ler the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E,	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-slop failures possible in an earthquake?								
	Discontinuous Concrete girders.								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	42-9003-B001		
	GPS Location	W88°29	.381'	N36°48.669'	DIT	ige Number	42-9003-B001	167 P	
Z A	Year Built	1966	County	Graves	Cro	ssing	Clarks River (	Overflow	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į Į	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).		
0	Has the bridge	been seisi	nically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No			
၂ ်	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
2	Would gross mo	Would gross movement of superstructure cause instability?							
l <u>a</u>	Is the bridge sk								
เร	Is there any uni								
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 <u>2</u> 4 6 8	
N N	Does the bridge	e with less	than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	ler the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	35cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extens	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-slop failures possible in an earthquake? $\underline{0}$								
	Discontinuous Beams								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	CDC I anation	Longitude	Latitude	Daide a Namahan	42-9003-B00	168		
L	GPS Location	W88°29.192'	N36°48.913'	Bridge Number	42-9003-B00	168 P		
RA	Year Built	1966 County	Graves	Crossing	KY 564			
GENERAL		tions been made sinc		onstructed? No.	If yes. Please			
l ii		e cross a body of wat		Yes No	(Structure or	ioad).		
		been seismically retr	rofitted?	Yes No	_			
	Is it a rigid box			Yes No				
RE	-	cture integral with the		Yes No	Com	ments:		
2	-	structure contain box		Yes No	_			
) D		Is there lateral movement under traffic loading?  1. Is the bridge likely to collapse in an earthquake after  1. 2.4 6.8						
SUPERSTRUCTURE	toppling failure							
ER	Would gross me							
P	Is the bridge sk							
S	Is there any uni	+						
	71	Type Rocker Elastomeric Sliding Muti-ratation Condition?						
38	If there are ped	estals, are the bearin	gs likely to overtu	n in an earthquake?		0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	gm continuous?		Yes No		
BE		girders supported on				Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to tl	ne support at			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No		
RU	Is there horizon	ntal or vertical move	ment or tilting of th	ne abutments, colum	ns or piers?	0 2 4 6 8		
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructi	are units?	0 2 4 6 8		
SU	Are abutment-s		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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	B : 1 - 17 - 1	12 0002 700	1.60			
	GPS Location	W88°49.056'	N36°35.306'	Bridge Number	42-9003-B00	169			
<u>₹</u>	Year Built	1966 County	Graves	Crossing	Jackson Purcl	nase PKW			
GENERAL	Have modificat	tions been made since	e the bridge was	constructed? No.	If yes. Please list them				
μ	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).			
		been seismically ret	rofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:			
	Does the supers	Does the superstructure contain box girders?  Yes No  Is there lateral movement under traffic loading?  0 2 4 6 8							
	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross mo	ovement of superstru	cture cause instabi	lity? <b>0</b> 2 4 6 8					
	Is the bridge sk	Is the bridge skewed? Yes, 5 degrees							
S	Is there any uni	usual gap or offset a	t an expansion joi	nt?		<b>.</b>			
	Type Rocker	Elastomeric	Sliding M	luti-ratation	Condition?	Fair			
Si	If there are ped	estals, are the bearin	igs likely to overti	ırn in an earthquake?		0 2 4 6 8			
ΙŽ	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphra	ngm continuous?		Yes No			
BE,	Are there any g	rirders supported on	individual pedesta	als or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to the	he support at				
IRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
-RU	Is there horizon	ntal or vertical move	ment or tilting of	the abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near	r any of the substruct	ure units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	Are abutment-slop failures possible in an earthquake?							
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitue	de	Latitude	Desid	laa Numban	42-9003-B00	170
L	GPS Location	W88°48	.378'	N36°35.763'	DITO	lge Number	42-9003-B003	170 P
GENERAL	Year Built	1966	County	Graves	Cro	ssing	Bayou Dechie	
一里	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).	
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	oad).	
ا	Has the bridge	been seisr	nically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstru	cture integ	gral with th	e abutments?		Yes No	Com	ments:
1 5	Does the superstructure contain box girders?  Yes No							
၂ ဍ	Is there lateral							
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  0 2 4 6 8							
l ä	Would gross me							
I F	Is the bridge sk							
รเ	Is there any uni							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							Fair
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtu	n in aı	n earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less	than 3 gird	ders have exterior	girder	supported on th	ne seat edge?	Yes No
N N	Are the bearing	seats und	ler the abut	ment end-diaphrag	gm con	tinuous?		Yes No
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No
L	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	28cm
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with t	he sup	erstructure?		Yes No
l R	Is there horizon	ital or ver	tical moven	nent or tilting of th	ne abut	ments, column	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extens	sive erosion	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDC I and in	Longitude	Latitude	Daide Nonday	42 0002 D00	171			
	GPS Location	W88°47.605'	N36°36.418'	Bridge Number	42-9003-B00	1/1			
GENERAL	Year Built	1966 County	Graves	Crossing	Jackson Purchase PKW				
	Have modificat	tions been made sinc	e the bridge was c	constructed? No.	If yes. Please list them				
Į	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).			
	Has the bridge	been seismically retr							
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:			
=	Does the supers								
၂ ၁	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross mo	Would gross movement of superstructure cause instability?							
1 4	Is the bridge sk	Is the bridge skewed? Yes, 15 degrees							
S	Is there any uni								
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair			
တ္သ	If there are ped	estals, are the bearing	gs likely to overtu	ırn in an earthquake?		<u>0</u> 2 4 6 8			
Ž	Does the bridge	e with less than 3 gird	ders have exterior	girder supported on t	he seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abut	ment end-diaphra	gm continuous?		Yes No			
BE	Are there any g	irders supported on i	individual pedesta	ds or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	on perpendicular to th	e support at	35cm			
RE	Is the abutment	a cantilever earth-re	taining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with	the superstructure?		Yes No			
IRU.	Is there horizon	ntal or vertical mover	ment or tilting of t	he abutments, column	ns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosion	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-slop failures possible in an earthquake?  0 2 4 6 8								
	Risk = Minor								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	ana i	Longitude	Latitude	D : 1 N 1	12 0002 B00	1.50			
۱	GPS Location	W88°46.746'	N36°37.260'	Bridge Number	42-9003-B00	172			
<u>₹</u>	Year Built	1966 County	Graves	Crossing	Jackson Purch	nase PKW			
GENERAL	Have modificat	tions been made since	ce the bridge was	constructed? No.	If yes. Please list them				
Ĭ	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).			
		been seismically ret	rofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:			
1	Does the supers								
	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross mo	ovement of superstru	cture cause instabi	lity? <b>0</b> 2 4 6 8					
ΙĒ	Is the bridge sk	Is the bridge skewed? Yes, 15 degrees							
S	Is there any uni	usual gap or offset a	t an expansion joi	nt?		<b>.</b>			
	Type Rocker	Elastomeric	Sliding M	luti-ratation	Condition?	Fair			
တ္သ	If there are ped	estals, are the bearing	ngs likely to overtu	ırn in an earthquake?	<b>)</b>	0 2 4 6 8			
ΙŽ	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
AR	Are the bearing	g seats under the abu	tment end-diaphra	ngm continuous?		Yes No			
BEARINGS	Are there any g	girders supported on	individual pedesta	als or columns?		Yes No			
_	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to t	he support at	30cm			
IRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
F.	Is there horizon	ntal or vertical move	ment or tilting of	the abutments, colum	nns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near	r any of the substruct	ure units?	<u>0</u> 2 4 6 8			
ns	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	42-9003-B001	
	GFS Location	W88°45	.808'	N36°38.188'	DIIC	ige Number	42-9003-B001	173 P
₹ ¥	Year Built	1966	County	Graves	Cro	ssing	Brush Creek	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	if yes. Please		
Į įį	Does the bridge	e cross a b	ody of wat	er?		Yes No (Structure or l		oad).
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	nents:
ΙΞ̈́	Does the supers							
<u>ට</u>	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me							
<u>H</u>	Is the bridge sk							
รเ	Is there any uni	ısual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u><b>0</b></u> 2 4 6 8
BEARINGS	Does the bridge	with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with t	he sup	erstructure?		Yes No
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Numb	er 42-9003-B00	)175		
	GI S Location	W88°44.371'	N36°39.989'	Driage rvaino	42-7003-B00	7175		
R	Year Built	1966 County	Graves	Crossing	Jackson Purc			
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
GENERAL	Does the bridge	e cross a body of war	ter?	Yes N	(Structure or	ioad).		
		been seismically retr	rofitted?	Yes N				
	Is it a rigid box	culvert?		Yes N				
RE	Is the superstru	Con	iments:					
	Does the supers	0						
ည	Is there lateral	6 8						
SUPERSTRUCTURE	Is the bridge like toppling failure	6 8						
l ä	Would gross me	6 8						
l g	Is the bridge skewed? No							
าร	Is there any uni							
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
Si	If there are ped	lestals, are the bearin	gs likely to overtur	n in an earthqua	ıke?	0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported	on the seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No		
3E,	Are there any g	girders supported on	individual pedestals	or columns?		Yes No		
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular	to the support at	30cm		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructur	e?	Yes No		
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, co	lumns or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	ny of the subst	ructure units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Column 80 X 50cm							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	42-9003-B001	
	GFS Location	W88°43	3.731'	N36°41.170'	DIIC	ige Number	42-9003-B001	76 P
Z A	Year Built	1966	County	Graves	Cro	ssing	Obion Creek	
GENERAL	Have modificat	ions been	made since	e the bridge was c	onstruc	ted? No.	If yes. Please	
Į įį	Does the bridge	e cross a b	ody of wat	er?		Yes No	Yes No (Structure or l	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	nents:
ΙΞ̈́	Does the supers							
၂ ဍ	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me							
l 🗹	Is the bridge sk							
าร	Is there any uni	ısual gap	or offset at	an expansion join	t?			
	Type Rocker	Ela	astomeric	Sliding Mi	ıti-rata	ıtion	Condition?	Fair
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtu	rn in aı	n earthquake?		<u><b>0</b></u> 2 4 6 8
BEARINGS	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No
A R	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No
3E,	Are there any g	irders sup	ported on i	ndividual pedesta	ls or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	35cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with	the sup	erstructure?		Yes No
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of the	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u><b>0</b></u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	42-9003-B001		
_	GFS Location	W88°42	2.967'	N36°41.809'	DIIC	ige Number	42-9003-B001	177 P	
₹	Year Built	1966	County	Graves	Cro	ssing	Opossum Cre	ek	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No (Structure or l		oad).	
0	Has the bridge	been seis	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l X	Would gross me								
I I	Is the bridge sk								
าร	Is there any uni								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders su	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
I.R.	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or exten	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Possible Liquefaction of the sand.								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	e Number	42-0944-B001	180
	GI S Location	W88°45.944'	N36°38.062'	Dilugo	CINUITIOCI	42-0944-D00	100
R A	Year Built	1966 County	Graves	Crossi	ing	Jackson Purchase PKW	
単	Have modificat	tions been made sinc	e the bridge was co	nstructe	d? <i>No</i> .	If yes. Please	
GENERAL	Does the bridge	e cross a body of wat	er?	1	Yes No (Structure or l		oad).
		been seismically retr	ofitted?	]	Yes No		
	Is it a rigid box	culvert?		1	Yes No		
RE.	Is the superstru	Com	ments:				
∄	Does the super						
ြ	Is there lateral						
SUPERSTRUCTURE	Is the bridge like toppling failure						
<u>%</u>	Would gross me						
ਜ਼ੋ	Is the bridge sk						
เร	Is there any un	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatic	on	Condition?	Fair
ပ္သ	If there are ped	estals, are the bearin	gs likely to overtur	n in an e	arthquake?		<u>0</u> 2 4 6 8
	Does the bridge	e with less than 3 gird	ders have exterior g	irder suj	pported on th	ne seat edge?	Yes No
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m contin	nuous?		Yes No
3E/	Are there any g	girders supported on i	individual pedestals	or colu	mns?		Yes No
	The longituding abutments.	al support length mea	asured in a direction	n perpen	dicular to the	e support at	
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinfore	ced concrete column	s monolithic with th	ne supers	structure?		Yes No
RU	Is there horizon	ntal or vertical mover	nent or tilting of the	e abutme	ents, column	s or piers?	0 2 4 6 8
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	iny of th	e substructur	e units?	0 2 4 6 8
SU	Are abutment-s	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	:	Latitude	Desid	laa Numban	79-0068-B000	001
L	GPS Location	W88°20.78	84'	N36°55.673'	DITO	lge Number	79-0068-B000	001 P
GENERAL	Year Built	1966 C	County	Marshall	Cros	ssing	Jackson Purch	nase PKW
一里	Have modificat	ions been m	nade since	the bridge was co	nstruc	ted? No.	If yes. Please	
Į į	Does the bridge	e cross a bod	dy of wate	er?		Yes No Structure or l		oad).
ا	Has the bridge been seismically retrofitted?					Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstructure integral with the abutments? Yes No							ments:
	Does the superstructure contain box girders?  Yes No							
၂ ဍ	Is there lateral							
SUPERSTRUCTURE	Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Oud 2 4 6 8							
l X	Would gross me							
I F	Is the bridge sk							
รเ	Is there any uni							
	Type Rocker	Elasto	omeric	Sliding Mut	i-rata	tion	Condition?	Fair
တ္သ	If there are ped	estals, are th	ne bearing	gs likely to overturn	n in ar	earthquake?		0 <u>2</u> 4 6 8
Ž	Does the bridge	with less th	han 3 gird	lers have exterior g	irder s	supported on th	e seat edge?	Yes No
N N	Are the bearing	seats under	the abuti	ment end-diaphragi	m con	tinuous?		Yes No
BEARINGS	Are there any g	irders suppo	orted on i	ndividual pedestals	or co	lumns?		Yes No
	The longitudina abutments.	al support le	ngth mea	sured in a direction	perp	endicular to the	support at	35cm
RE	Is the abutment	a cantilever	r earth-ret	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete	columns	monolithic with th	ne sup	erstructure?		Yes No
R.	Is there horizon	ntal or vertica	al moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensiv	e erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failures	possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

		Longitude	Latitude				2.4.5	
	GPS Location	W88°20.829'	N36°58.032'	Bridg	ge Number	79-0795-B000	012	
₹	Year Built	1966 County	Marshall	Cross	sing	Jackson Purch	nase PKW	
GENERAL	Have modificat	tions been made sinc	e the bridge was c	construct	ed? No.	If yes. Please list them		
Ä	Does the bridge	e cross a body of wat	ter?		Yes No	(Structure or l	load).	
		been seismically retr	Yes No	]				
	Is it a rigid box				Yes No			
RE	Is the superstru	Com	ments:					
1	Does the supers							
S	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
K	Would gross me							
	Is the bridge sk							
S	Is there any uni	usual gap or offset at	an expansion joir	nt?				
	Type Rocker	Elastomeric	Sliding M	uti-ratat	tion	Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overtu	rn in an	earthquake?		<u>0</u> 2 4 6 8	
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder si	upported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abut	tment end-diaphra	gm cont	inuous?		Yes No	
BE		irders supported on	_				Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	on perpe	ndicular to the	e support at	35cm	
JRE	Is the abutment	a cantilever earth-re	etaining abutment	?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the supe	erstructure?		Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutn	nents, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensive erosion	n of soil at or near	any of t	he substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake	?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDC I	Longitude	Latitude	Daller Manalera	70 1422 D00	050		
	GPS Location	W88°20.961'	N36°57.334'	Bridge Number	79-1422-B00	050		
\ ₹	Year Built	1966 County	Marshall	Crossing	Jackson Purchase PKW			
GENERAL	Have modificat	tions been made sinc	e the bridge was c	onstructed? No.	If yes. Please list them			
Ä	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).		
		been seismically retr	_					
	Is it a rigid box			Yes No				
RE	Is the superstru	Com	ments:					
1	Does the supers							
S	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
ER	Would gross mo	_						
l P	Is the bridge sk							
S	Is there any uni		T					
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Good		
35	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthquake?		<u>0</u> 2 4 6 8		
Ž	Does the bridge	e with less than 3 gire	ders have exterior	girder supported on t	he seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	tment end-diaphra	gm continuous?		Yes No		
BE		girders supported on				Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	on perpendicular to th	e support at	35cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
CTU	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No		
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutments, column	ns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-slop failures possible in an earthquake? <u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitue	de	Latitude	Bric	lge Number	79-9003-B000		
_	GFS Location	W88°21	.550'	N36°52.702'	DIIC	ige Number	79-9003-B000	)64 P	
₹ Y	Year Built	1966	County	Marshall	Cro	ssing	Clarks River		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	Yes No (Structure or l		
0	Has the bridge	been seisr	nically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂ ၁	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l ä	Would gross me								
JPI	Is the bridge sk								
S	Is there any uni								
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
NG	Does the bridge	e with less	than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	ler the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	ne sup	erstructure?		Yes No	
RU	Is there horizon	ital or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extens	sive erosior	n of soil at or near a	ny of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous Beams								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Brid	lge Number	79-9003-B000	)66	
	GI S Location	W88°20.848'	N36°58.085'	Dilu	ige i tuilibei	77-7003- <b>D</b> 000	<del></del>	
GENERAL	Year Built	1966 County	Marshall	Cros	ssing	Jackson Purchase PKW		
単	Have modificat	tions been made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).		
Į,	Does the bridge	e cross a body of wat	er?		Yes No Structure or 16		load).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box							
AE .	Is the superstru	Com	ments:					
5	Does the supers							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me							
<u>H</u>	Is the bridge sk							
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
ပ္သ	If there are ped	estals, are the bearing	gs likely to overtur	n in an	earthquake?		<u>0</u> 2 4 6 8	
N N	Does the bridge	e with less than 3 gird	ders have exterior g	irder s	supported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E,	Are there any g	girders supported on i	ndividual pedestals	or co	lumns?		Yes No	
	The longitudina abutments.	al support length mea	sured in a direction	n perpe	endicular to the	e support at	56cm	
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutı	ments, column	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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 W88°27.453'		Dand				
RA		W 00 21.433	N36°49.653'	Dilu	ge Number	79-9003-B000	)68	
I <del></del> [	Year Built	1966 County	Marshall	Cros	ssing	Jackson Purch	nase PKW	
▎≝▕	Have modificat	ions been made sinc	e the bridge was co	onstruct	ted? No.	If yes. Please list them		
	Does the bridge	cross a body of wa	ter?		Yes No	(Structure or 1	oad).	
		been seismically ret	Yes No					
	Is it a rigid box				Yes No	~		
RE	Is the superstruc	Com	ments:					
l ₽ ŀ	Does the supers							
	Is there lateral r							
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  • 2 4 6 8							
ER	Would gross mo							
l 🖥 📗	Is the bridge ske							
S	Is there any unu	isual gap or offset a	an expansion join	t?			_	
	Type Rocker	Elastomeric	Sliding Mu	ıti-rata	tion	Condition?	Good	
SS	If there are pede	estals, are the bearing	gs likely to overtur	n in an	earthquake?		<u>0</u> 2 4 6 8	
Ž	Does the bridge	with less than 3 gir	ders have exterior	girder s	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	gm cont	tinuous?		Yes No	
BE		irders supported on					Yes No	
	The longitudina abutments.	al support length me	asured in a directio	n perpe	endicular to the	e support at	36cm	
JRE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with t	he supe	erstructure?		Yes No	
RU	Is there horizon	tal or vertical move	ment or tilting of th	ne abuti	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusual	or extensive erosio	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
S	Are abutment-s	lop failures possible	in an earthquake?				<u>0</u> 2 4 6 8	
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Brid	ge Number	79-0795-B000	771		
	GI S Location	W88°25.761'	N36°50.209'	Dilu	ge ivuilibei	79-0793- <b>D</b> 000	<i>57</i> 1		
R A	Year Built	1966 County	Marshall	Cros	sing	Jackson Purchase PKW			
単	Have modificat	tions been made since	e the bridge was co	nstruct	ted? No.	If yes. Please list them			
GENERAL	Does the bridge	e cross a body of wat	er?		Yes No Structure or le		load).		
		been seismically retr	Yes No	<u> </u> -					
	Is it a rigid box	culvert?			Yes No				
RE	Is the superstru	cture integral with th	Com	ments:					
1 5	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross me								
ਜ਼	Is the bridge skewed? Yes, 15 degrees								
รเ	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratai	tion	Condition?	Good		
Si	If there are ped	estals, are the bearing	gs likely to overtur	n in an	earthquake?		0 2 4 6 8		
Z	Does the bridge	e with less than 3 gird	ders have exterior g	girder s	upported on th	ne seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m cont	inuous?		Yes No		
3E,	Are there any g	girders supported on i	ndividual pedestals	or col	lumns?		Yes No		
	The longitudina abutments.	al support length mea	sured in a direction	n perpe	endicular to the	e support at	35cm		
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne supe	erstructure?		Yes No		
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutr	nents, column	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or extensive erosion	n of soil at or near a	ıny of t	the substructur	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	D.1. N	<b>5</b> 0 0002 D00	0.72			
	GPS Location	W88°23.573'	N36°50.854'	Bridge Number	79-9003-B00	073			
₹	Year Built	1966 County	Marshall	Crossing	Jackson Purch	nase PKW			
GENERAL	Have modificat	tions been made sinc	If yes. Please						
) j	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).			
		been seismically retr	rofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	Com	ments:						
1	Does the supers								
		movement under trat		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	toppling failure	xely to collapse in an e of the bearings?		<u>0</u> 2 4 6 8					
ER		ovement of superstru	1						
l P	Is the bridge sk	ewed?	Yes, 3.3 d	egrees					
S	<del>                                     </del>	usual gap or offset at	an expansion join	nt?		1			
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair			
35	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthquake	?	<u>0</u> 2 4 6 8			
Ĭ	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphra	gm continuous?		Yes No			
BE		girders supported on	_			Yes No			
	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to	the support at	51cm			
IRE	Is the abutment	t a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments, colun	nns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substruct	ture units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake	?		0 <u>2</u> 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 <b>0</b> identifies the lowest value or risk while a <b>8</b> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	79-9003-B000	
	GPS Location	W88°21	.804'	N36°52.287'	DIT	ige Number	79-9003-B000	)74 P
Z A	Year Built	1966	County	Marshall	Cro	ssing	NC&STL RR	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them (Structure or load).	
Į įį	Does the bridge	e cross a b	ody of wat	er?		Yes No		
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No		
	Is it a rigid box							
₩.	Is the superstru	Comi	nents:					
l 5	Does the supers							
၂ ဍ	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<u>0</u> 2 4 6 8		
X	Would gross mo							
l 🗹	Is the bridge sk	ewed?		Yes, 5 degr	ees			
าร	Is there any uni	ısual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	tion	Condition?	Fair
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		<u><b>0</b></u> 2 4 6 8
BEARINGS	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
A R	Are the bearing	Yes No						
3E,	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with t	he sup	erstructure?		Yes No
RU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u><b>0</b></u> 2 4 6 8
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	<b>RE</b> " catego bold and un sk. The cas	8" in the "SUPER ries identifies the raderlined <u>0</u> identifies when none of the ue to access or wh	magni les the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

**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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	79-9003-B000		
_	GFS Location	W88°21	.376'	N36°52.992'	DIIC	ige Number	79-9003-B000	)75 P	
₹ Y	Year Built	1966	County	Marshall	Cro	ssing	Clarks River		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them (Structure or load).		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No			
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box								
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		<u>0</u> 2 4 6 8			
l ä	Would gross me								
I I	Is the bridge sk	ewed?		Yes, 10 deg	rees				
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		<u>0</u> 2 4 6 8	
NG	Does the bridge	e with less	s than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag		Yes No			
3E/	Are there any g	irders sup	ported on i	ndividual pedestal:	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU.	Is there horizon	ıtal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	0 2 4 6 8	
BST	Is there unusua	l or exten	sive erosior	n of soil at or near a	any of	the substructur	e units?	0 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				0 2 4 6 8	
	Risk is Middle								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitud	le	Latitude	Design	laa Numbar	79-9003-B000	)76	
▎▃	GPS Location	W88°21	383'	N36°52.961'	DITC	lge Number	79-9003-B000	)76 P	
GENERAL	Year Built	1966	County	Marshall	Cro	ssing	East Fork Cla	rks River	
	Have modificat	ions been	made since	e the bridge was con	nstruc	ted? No.	If yes. Please list them		
Ĭ	Does the bridge	e cross a bo	ody of wate	Yes No	(Structure or l	oad).			
	Has the bridge	been seism	nically retro	Yes No					
	Is it a rigid box	culvert?				Yes No			
RE	Is the superstru	cture integ	ral with th	e abutments?		Yes No	Comi	ments:	
∄	Does the supers	structure co	ontain box	girders?		Yes No			
ည	Is there lateral					<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the bea	rings?	earthquake after		<u>0</u> 2 4 6 8			
X	Would gross me	ovement of	superstruc	ture cause instabilit	y?	<u>0</u> 2 4 6 8			
<u>4</u>	Is the bridge sk								
าร	Is there any uni	usual gap o	or offset at	an expansion joint	?			_	
	Type Rocker	Elas	stomeric	Sliding Mut	ti-rata	tion	Condition?	Fair	
လွ	If there are ped	estals, are	the bearing	gs likely to overturn	ı in ar	n earthquake?		0 2 4 6 8	
Ž	Does the bridge	e seat edge?	Yes No						
BEARINGS	Are the bearing		Yes No						
BE,	Are there any g	irders supp	ported on i	ndividual pedestals	or co	lumns?		Yes No	
_	The longitudina abutments.	al support l	length mea	sured in a direction	n perp	endicular to the	support at		
RE	Is the abutment	a cantilev	er earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	te columns	monolithic with th	ne sup	erstructure?		Yes No	
RU	Is there horizon	ıtal or verti	ical moven	nent or tilting of the	e abut	ments, columns	s or piers?	0 2 4 6 8	
BS1	Is there unusua	l or extensi	ive erosion	of soil at or near a	ny of	the substructur	e units?	0 2 4 6 8	
ns	Are abutment-s	lop failure	s possible	in an earthquake?				0 2 4 6 8	
	Risk is Middle to High								
OTHER	"SUBST consider highest v	TRUCTUR ation. A b value or ris	<b>RE</b> " catego oold and ur k. The cas	B" in the "SUPERS ries identifies the naderlined <b>0</b> identifies when none of the ue to access or when	nagnites the	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GDG I	Longitude	Latitude	D : 1 . 37 . 1	<b>5</b> 0 0240 D00	1.02			
_ ا	GPS Location	W88°21.909'	N36°52.133'	Bridge Number	79-0348-B00	102			
GENERAL	Year Built	1966 County	Marshall	Crossing	Jackson Purch	nase PKW			
	Have modificat	tions been made sinc	e the bridge was o	constructed? No.	If yes. Please				
Į Į	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).			
		been seismically reta	rofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	<del>   </del>	ments:						
2	Does the supers								
S		movement under tra		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	toppling failure	tely to collapse in an e of the bearings?		<u>0</u> 2 4 6 8					
E K		ovement of superstru	cture cause instabi	<u><b>0</b></u> 2 4 6 8					
	Is the bridge sk	ewed?	Yes, 10 de	grees					
S	Is there any uni	usual gap or offset at	an expansion joir	nt?		_			
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair			
SS	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthquake	?	0 2 4 6 8			
Ĭ	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphra	gm continuous?		Yes No			
BE		irders supported on				Yes No			
	The longitudina abutments.	al support length me	asured in a direction	on perpendicular to t	he support at	35cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments, colun	nns or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusua	l or extensive erosio	n of soil at or near	any of the substruct	ture units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	slop failures possible	in an earthquake			<u>0</u> 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 $\underline{0}$ identifies the lowest value or risk while a $\underline{8}$ 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

	GPS Location	Longitude	Latitude	- Bridge Number	79-0408-B00	102				
	GFS Location	W88°22.024'	N36°51.668'	- Bridge Number	/9-0408- <b>D</b> 00	103				
RA A	Year Built	1966 County	Marshall	Crossing		ackson Purchase PKW				
GENERAL	Have modificat	If yes. Please								
Ü	Does the bridge	(Structure or 1	load).							
	Has the bridge									
	Is it a rigid box									
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:				
1 5	Does the supers									
၂၁	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6 8						
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6 8						
I K	Would gross me									
l F	Would gross movement of superstructure cause instability?									
รเ	Is there any uni	usual gap or offset at	an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good				
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8				
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No				
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	35cm				
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No				
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with th	ne superstructure?		Yes No				
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, columi	ns or piers?	<u>0</u> 2 4 6 8				
38	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8				
SUE	Are abutment-slop failures possible in an earthquake?  0 2 4									
	Continuous Slab									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dric	lge Number	79-0024-B001	114
	GPS Location	W88°20	.836'	N36°59.449'	DIT	ige Number	79-0024-B001	114 P
Z A	Year Built	1972	County	Marshall	Cro	ssing	Jackson Purch	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them	
Į įį	Does the bridge	e cross a b	Yes No	(Structure or 1	oad).			
0	Has the bridge	mically retro	Yes No					
	Is it a rigid box							
₩.	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:
ΙĒ	Does the supers							
၂ ဍ	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<b>0</b> 2 4 6 8 <b>0</b> 2 4 6 8		
X	Would gross mo							
I E	Is the bridge sk	ewed?		No				
รเ	Is there any uni	ısual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8
BEARINGS	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
<u>R</u>	Are the bearing	Yes No						
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	51cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	he sup	erstructure?		Yes No
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failur	es possible	in an earthquake?				0 <u>2</u> 4 6 8
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	<b>RE</b> " catego bold and ur sk. The cas	8" in the "SUPERS ories identifies the raderlined <b>0</b> identifies when none of thou to access or who	magni es the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitude	Latitude	- Bridge Number	79-0641-B00	126				
	GFS Location	W88°22.782'	N36°50.889'	- Bridge Number	/9-0041- <b>D</b> 00	120				
₹ ¥	Year Built	<i>1983</i> County	Jackson Purcl							
GENERAL	Have modificat	If yes. Please								
Ü	Does the bridge	e cross a body of war	(Structure or	load).						
	Has the bridge	been seismically reta	Yes No							
	Is it a rigid box									
RE	Is the superstru	Com	ments:							
1 5	Does the supers	structure contain box	girders?	Yes No						
၂၁	Is there lateral	movement under traf	ffic loading?	<u>0</u> 2 4 6 8						
SUPERSTRUCTURE	Is the bridge lik toppling failure									
I K	Would gross me									
l F	Would gross movement of superstructure cause instability? 0 2 <b>4</b> 6 8  Is the bridge skewed? Yes, 10 degrees									
รเ	Is there any uni	usual gap or offset at	an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair				
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8				
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No				
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	ne support at	25cm				
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No				
CTU	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No				
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8				
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	are units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Continuous Steel Girders.									
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the randerlined <b>0</b> identifies when none of the	magnitude of the risk es the lowest value e values are bold an	k for the function or risk while a <u>8</u> d underlined imp	n under is used for the				

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

	GPS Location	Longitude	Latitude	- Bridge Number	72-9001-B00	029			
	GI S Location	W88°00.044'	N37°06.501'	Bridge runnber	72-9001-B00	02)			
GENERAL	Year Built	1967 County		Western KY Parkway					
	Have modificat	tions been made sinc	If yes. Please						
Ä	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).			
		been seismically retr	<u>l</u>						
	Is it a rigid box								
₹E	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:			
1 5	Does the supers	structure contain box	girders?	Yes No	I				
ည	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8	3				
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0 2 4 6 8	3				
K	Would gross me	3							
<u>H</u>	Is the bridge sk	tewed?	Yes, 5 degre	ees					
รเ	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake	?	<u>0</u> 2 4 6 8			
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported or	the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continuous?		Yes No			
BE	Are there any g	girders supported on i	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	the support at	40cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
R.	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colui	nns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruc	ture units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Continuous Concrete Beams								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and u value or risk. The caton was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the ri es the lowest value e values are bold a	sk for the function e or risk while a <u>§</u> nd underlined imp	n under  is used for the			

**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)

	GPS Location	Longitu	de	Latitude	Deic	lge Number	72-9001-B000	)30	
	GFS Location	W88°2.0	000'	N37°6.295'	DIIC	ige Number	72-9001-B000	)30 P	
GENERAL	Year Built	1967	County	Lyon	Cro	ssing	US 62		
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them (Structure or load).		
Įμ	Does the bridge	e cross a b	ody of wate	er?		Yes No			
0	Has the bridge								
	Is it a rigid box								
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No			
၂ ်	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<b>0</b> 2 4 6 8 <b>0</b> 2 4 6 8			
X	Would gross mo								
l <u>a</u>	Is the bridge sk	ewed?		No					
เร	Is there any uni	ısual gap	or offset at	an expansion joint	?	5.1cm			
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	tion	Condition?	Good	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8	
BEARINGS	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
<del> </del>	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extens	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Risk is Small								
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	<b>RE</b> " catego bold and ur sk. The cas	8" in the "SUPERS ries identifies the randerlined <u>0</u> identifies when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

**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)

	GPS Location	Longitu	de	Latitude	Deic	lge Number	72-9001-B000	)49	
	GFS Location	W88°5.	123'	N37°4.281'	DIIC	ige Number	72-9001-B000	)49 P	
GENERAL	Year Built	1968	County	Lyon	Cro	ssing	I-24 @ MP. 0	41.603	
	Have modificat	ions beer	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them (Structure or load).		
Į Į	Does the bridge	e cross a l	ody of wat	er?		Yes No			
0	Has the bridge								
	Is it a rigid box								
Æ	Is the superstru	Comi	ments:						
ΙĒ	Does the supers								
၂ ်	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	earings?	earthquake after		<b>0</b> 2 4 6 8 <b>0</b> 2 4 6 8			
X	Would gross mo								
ΙŒ	Is the bridge sk	ewed?		Yes, 28.43	degree	es			
าร	Is there any uni	ısual gap	or offset at	an expansion joint	?				
	Type Rocker	Ele	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
ပ္သ	If there are ped	estals, are	e the bearing	gs likely to overtur	n in ar	n earthquake?		<u><b>0</b></u> 2 4 6 8	
BEARINGS	Does the bridge	e with les	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
모	Are the bearing	Yes No							
3E/	Are there any g	irders suj	pported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	36cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	he sup	erstructure?		Yes No	
P.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	res possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Curve bridge								
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	<b>RE</b> " catego bold and unitsk. The case	8" in the "SUPER ories identifies the anderlined <u>0</u> identifies when none of the ue to access or who	magnit es the e valu	tude of the risk lowest value or es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GPS Location	Longitude	Latitude	- Bridge Number	72-0093-B00	050			
_	Of 5 Location	W88°04.429'	N37°04.793'	Driage Number	72-0093-B00	030			
RA	Year Built	1967 County	Western KY	· ·					
GENERAL	Have modificat	tions been made sinc	If yes. Please						
Ä	Does the bridge	e cross a body of wat	(Structure or	load).					
	Has the bridge								
	Is it a rigid box								
₹ E	Is the superstru	Com	ments:						
	Does the supers	structure contain box	girders?	Yes No					
၂၁	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8					
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0 2 <u>4</u> 6 8					
I S	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 <u>4</u> 6 8					
J PE	Is the bridge sk	tewed?	Yes, 20 deg	rees					
รเ	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
SS	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8			
N N	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to the	ne support at				
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
-RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	are units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Number	72-9001-B00	N <b>5</b> 1
	GI S Location	W88°3.665'	N37°5.241'	Bridge Number	72-9001-000	031
R A	Year Built	1967 County	Lyon	Crossing	Riley Road	
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If <i>yes</i> . Please list them (Structure or load).	
川川	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	ioad).
		been seismically retr	ofitted?	Yes No		
	Is it a rigid box	culvert?		Yes No		
RE	Is the superstru	Com	ments:			
	Does the supers	structure contain box	girders?	Yes No		
ည	Is there lateral	movement under traf	fic loading?	0 2 4 6 8		
SUPERSTRUCTURE	Is the bridge lik toppling failure					
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 4 6 8		
I I	Is the bridge sk	ewed?	Yes, 25 deg	rees		
S	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported on the	he seat edge?	Yes No
BEARINGS	Are the bearing	Yes No				
3E,	Are there any g	rirders supported on i	individual pedestals	or columns?		Yes No
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	
IRE		a cantilever earth-re	taining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, column	s or piers?	0 2 4 6 8
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	0 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?			0 2 4 6 8
	Under pass					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and ureally alue or risk. The cap on was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the risk es the lowest value of e values are bold and	for the function or risk while a <u>8</u> I underlined imp	under is used for the

**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)

	GPS Location	Longitu	de	Latitude	Deid	lge Number	72-9001-B000	)52	
	GPS Location	W88°2.2	219'	N37°6.104'	DIIC	ige Number	72-9001-B000	)52 P	
GENERAL	Year Built	1967	County	Lyon	Cro	ssing	P&L RR-Elkh	P&L RR-Elkhorn Tavern Rd	
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Ĭ	Does the bridge	e cross a b	ody of wate	er?		Yes No	(Structure or load).		
	Has the bridge	been seisi	nically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
1 5	Does the supers	structure o	contain box	girders?		Yes No			
၂ ၁	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		0 2 4 6 8			
E E	Would gross me	ovement o	f superstruc	ture cause instabilit	y?	0 <u>2</u> 4 6 8			
	Is the bridge sk	ewed?		Yes, 25 deg	rees				
S	Is there any uni	ısual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	istomeric	Sliding Mu	ti-rata	tion	Condition?	Bad	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u><b>0</b></u> 2 4 6 8	
Z	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
BE,	Are there any g	irders sup	ported on i	ndividual pedestals	or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	ı perp	endicular to the	support at	40cm	
JRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Steel Girders								
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	<b>RE</b> " catego bold and ur sk. The cas	8" in the "SUPERS ries identifies the randerlined <u>0</u> identifies when none of the ue to access or who	nagnites the	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

_	GPS Location		Latitude	Dr.	idge Number	17-0293-B000	007
		W87°52.234'	N37°7.976'	DI.	idge Number	17-0293-000	507
A A	Year Built	1961 Coun	ty Caldwell	Cr	ossing	Western KY Parkway	
GENERAL	Have modificat	ions been made	since the bridge w	as constru	icted? No.	If yes. Please list them	
Ĭ	Does the bridge	e cross a body of	water?		Yes No	(Structure or 1	load).
	Has the bridge	been seismically	retrofitted?		Yes No		
	Is it a rigid box	culvert?			Yes No		
ZE	Is the superstru	cture integral wi	th the abutments?		Yes No	Com	ments:
1 5	Does the supers	structure contain	box girders?		Yes No		
၂ ၁	Is there lateral i	movement under	traffic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		tely to collapse is of the bearings?	n an earthquake a	fter	0 <u>2</u> 4 6 8		
2	Would gross mo	ovement of super	structure cause ins	tability?	0 <u>2</u> 4 6 8	_	
1 4	Is the bridge sk	ewed?	No				
าร	Is there any unu	usual gap or offs	et at an expansion	joint?			
	Type Rocker	Elastomer	ic Sliding	Muti-rai	tation	Condition?	Fair
တ္သ	If there are ped	estals, are the be	arings likely to ov	erturn in a	an earthquake?		0 2 4 6 8
S	Does the bridge	e with less than 3	girders have exte	rior girde	r supported on th	ne seat edge?	Yes No
BEARINGS	Are the bearing	seats under the	abutment end-dia	ohragm co	ntinuous?		Yes No
3E,	Are there any g	irders supported	on individual ped	estals or c	columns?		Yes No
	The longitudina abutments.	al support length	measured in a dir	ection per	pendicular to the	e support at	42cm
RE	Is the abutment	a cantilever eart	h-retaining abutm	ent?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete colu	mns monolithic v	vith the su	perstructure?		Yes No
RU.	Is there horizon	ntal or vertical m	ovement or tilting	of the abu	ıtments, column	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusual	l or extensive ero	sion of soil at or	near any o	of the substructur	re units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failures poss	ible in an earthqu	ake?			<u>0</u> 2 4 6 8
	Continuous con						
~	Shear keys at al	outments					
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	CDC Location	Longitude	Lati	itude	Desid	laa Numban	17-9001-B000	)29	
L	GPS Location	W87°53.931'	N37	7°7.278'	DIIC	lge Number	17-9001-B000	)29 P	
₹	Year Built	<i>1961</i> County	С	Caldwell Crossing P &				P & L Railway	
GENERAL	Have modificat	tions been made sir	ce the l	bridge was co	nstruc	ted? No.	If yes. Please list them		
Į įį	Does the bridge cross a body of water?					Yes No	(Structure or 1	oad).	
0	Has the bridge	been seismically re	trofitte	d?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Ä	Is the superstructure integral with the abutments?  Yes No							ments:	
	Does the supers	structure contain bo	x girde	ers?		Yes No			
<u>万</u>	Is there lateral	movement under tr	affic loa	ading?		0 2 4 6 8			
SUPERSTRUCTURE		xely to collapse in a e of the bearings?	n earth	quake after		0 <u>2</u> 4 6 8			
X	Would gross mo	ovement of superstr	ucture c	ause instabilit	y?	<u>0</u> 2 4 6 8			
I I	Is the bridge sk	ewed?		Yes, 9 degre	ees				
าร	Is there any uni	usual gap or offset	at an ex	pansion joint?	?				
	Type Rocker	Elastomeric	Sl	iding Mut	i-rata	tion	Condition?	Bad	
တ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?							0 2 <u>4</u> 6 8	
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
K	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
BEARINGS	Are there any girders supported on individual pedestals or columns?							Yes No	
L	The longitudina abutments.	al support length m	easured	l in a direction	perp	endicular to the	e support at	41cm	
IRE	Is the abutment	a cantilever earth-	retainin	ng abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete colum	ns mon	olithic with th	e sup	erstructure?		Yes No	
RU.	Is there horizon	ntal or vertical mov	ement o	or tilting of the	abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or extensive erosi	on of so	oil at or near a	ny of	the substructur	e units?	0 <u>2</u> 4 6 8	
SU	Are abutment-s	slop failures possib	e in an	earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest v	dition scale "0 2 4 FRUCTURE" cate ration. A bold and value or risk. The con was not possible	gories i underli ase wh	dentifies the ned $\underline{0}$ identified en none of the	nagnites the	ude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

**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)

	GPS Location	Longitu	de	Latitude	Dric	lge Number	17-9001-B000	)33
	GPS Location	W87°43	.806'	N37°10.736'	DIT	ige Number	17-9001-B000	)33 P
₹ Y	Year Built	1961	County	Caldwell	Cro	ssing	Tradewater R	iver
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them	
Į įį	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstructure integral with the abutments?  Yes No							ments:
	Does the supers	structure o	contain box	girders?		Yes No		
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		<u>0</u> 2 4 6 8		
l K	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8		
I I	Is the bridge sk	ewed?		No				
S	Is there any uni	usual gap	or offset at	an expansion joint	?			
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8
N N	Does the bridge	e with less	s than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
3E/	Are there any g	girders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	42cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No
RU.	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosior	n of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
	Continuous cor	ncrete bea	ms					
OTHER	"SUBST consider highest v	TRUCTU ration. A value or ri	<b>RE</b> " catego bold and un sk. The cas	8" in the "SUPER; ories identifies the numberlined <b>0</b> identifies when none of the to access or who	magni es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	under is used for the

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

	GPS Location	Longitude	Latitude	Bridge Number	17-0091-B00	037
	GI S Location	W87°53.595'	N37°7.360'	Bridge Number	17-0091-B00	
GENERAL	Year Built	<i>1961</i> County	Caldwell	Crossing	Western KY Parkway	
빌		tions been made sir	If yes. Please			
Ä		e cross a body of w		Yes No	(Structure or	ioad).
		been seismically re	trofitted?	Yes No		
	Is it a rigid box			Yes No	~	
RE	Is the superstru	cture integral with	the abutments?	Yes No	Com	ments:
1	Does the supers	structure contain bo	ox girders?	Yes No		
ည		movement under tr		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	kely to collapse in a of the bearings?	-	0 2 <u>4</u> 6 8		
R	Would gross me	ovement of superstr	ucture cause instabili	ty? 0 2 <u>4</u> 6 8		
	Is the bridge sk	ewed?	Yes, 35 deg	rees		
S	Is there any uni	usual gap or offset	at an expansion joint	?		_
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the beari	ngs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8
Z	Does the bridge	e with less than 3 g	rders have exterior g	girder supported on	the seat edge?	Yes No
BEARINGS	Are the bearing	Yes No				
BE		* *	individual pedestal:			Yes No
	The longitudina abutments.	al support length m	easured in a direction	n perpendicular to t	he support at	40cm
RE	Is the abutment	a cantilever earth-	retaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete colum	ns monolithic with the	he superstructure?		Yes No
'RU	Is there horizon	ntal or vertical mov	ement or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8
BST	Is there unusua	l or extensive erosi	on of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possibl	e in an earthquake?			<u>0</u> 2 4 6 8
	Continuous Co Shear keys at a					
OTHER	"SUBST consider highest v	TRUCTURE" cate ration. A bold and value or risk. The control of th	5 8" in the "SUPER gories identifies the nunderlined <u>0</u> identifies when none of the due to access or who	magnitude of the ris es the lowest value e values are bold ar	k for the function or risk while a § d underlined imp	n under is used for the

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

	GPS Location	Longitude	Latitude	- Bridge Number	17 2610 P00	049		
	GPS Location	W87°44.535'	N37°10.226'	bridge Number	17-2619-B00	046		
GENERAL	Year Built	<i>1961</i> County	Caldwell	Crossing		Western KY Parkway		
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.		If yes. Please list them		
Ü	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).		
	Has the bridge	been seismically retr	rofitted?	Yes No				
	Is it a rigid box	culvert?		Yes No				
RE.	Is the superstru	Com	ments:					
	Does the supers	structure contain box	girders?	Yes No				
ည	Is there lateral	movement under traf	ffic loading?	0 <u>2</u> 4 6 8				
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	0 <u>2</u> 4 6 8				
I X	Would gross mo	ovement of superstruc	cture cause instabilit	xy? 0 <u>2</u> 4 6 8				
J P	Is the bridge sk	tewed?	No					
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good		
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake?		0 2 4 6 8		
N N	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No		
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to t	he support at	40cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No		
-RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
		beams are concrete.						
OTHER	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							
O	highest v	ration. A bold and uvalue or risk. The ca	se when none of the	e values are bold ar	d underlined imp			

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

	GPS Location	Longitude	Latitude	Bride	ge Number	17-9001-B000	)60
	GI S Location	W87°47.942'	N37°8.846'	Dilu	ge rumber	17-7001-000	700
R	Year Built	<i>1961</i> County	Caldwell	Cros	sing	Western KY Parkway	
╽ÿ	Have modificat	tions been made sinc	e the bridge was co	nstruct	ted? No.	If yes. Please	
GENERAL	Does the bridge	e cross a body of wat	ter?		Yes No	(Structure or 1	oad).
		been seismically reta	ofitted?		Yes No		
	Is it a rigid box	culvert?			Yes No	-	
RE		cture integral with the			Yes No	Com	ments:
	Does the supers	structure contain box	girders?		Yes No		
ည	Is there lateral	movement under trat	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after		0 <u>2</u> 4 6 8		
X	Would gross me	ovement of superstruc	cture cause instabili	ty?	0 <u>2</u> 4 6 8		
l F	Is the bridge sk	tewed?	Yes, 9 degr	ees			
าร	Is there any uni	usual gap or offset at	an expansion joint	:?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratat	tion	Condition?	Fair
လွ	If there are ped	lestals, are the bearin	gs likely to overtur	n in an	earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder s	upported on th	e seat edge?	Yes No
BEARINGS	Are the bearing		Yes No				
3E,	Are there any g	girders supported on	individual pedestal	s or col	umns?		Yes No
	The longitudina abutments.	al support length me	asured in a direction	n perpe	endicular to the	support at	45cm
JRE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he supe	erstructure?		Yes No
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutr	nents, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosio	n of soil at or near	any of t	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
OTHER	2) Hit da Note: The con "SUBST consider highest v	ncrete beams s on beams amage by trucks dition scale "0 2 4 6 TRUCTURE" categoration. A bold and unvalue or risk. The categor was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	magnitu ies the l e value	ude of the risk lowest value or s are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GDG I	Longitude	Latitude	D. I.I. M	15.0412.000	20.51	
	GPS Location	W87°46.678'	N37°9.294'	Bridge Nur	nber 17-2613-B00	0061	
₹	Year Built	1961 County	Caldwell	Crossing	Western KY	rn KY Parkway	
GENERAL	Have modificat	tions been made sinc	e the bridge was o	constructed? No	If yes. Please		
) j	Does the bridge	e cross a body of wa	ter?	Yes	No Structure or	load).	
		been seismically ret	rofitted?	Yes	No		
	Is it a rigid box	culvert?		Yes	No		
RE	Is the superstru	ments:					
1	Does the supers	structure contain box	girders?	Yes	No		
		movement under tra		<u>0</u> 2 4	6 8		
SUPERSTRUCTURE		cely to collapse in are of the bearings?	earthquake after	0 2 4	6 8		
ER	Would gross me	ovement of superstru	cture cause instabi	lity? 0 2 4	6 8		
l P	Is the bridge sk	ewed?	No				
S	Is there any uni	usual gap or offset a	t an expansion joir	nt?			
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair	
35	If there are ped	estals, are the bearing	gs likely to overtu	rn in an earthq	uake?	<u>0</u> 2 4 6 8	
Z	Does the bridge	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					
BEARINGS	Are the bearing	Yes No					
BE		girders supported on		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	on perpendicul	ar to the support at	25cm	
JRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstruct	ure?	Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments,	columns or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the sub	structure units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake	?		<u>0</u> 2 4 6 8	
	Discontinuous Shear keys at c						
~							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Number	54-0109-B00	070	
	GI S Location	W87°41.340'	N37°11.881'	Bridge Number	3 <del>4</del> -0107- <b>D</b> 000		
R	Year Built	1961 County	Hopkins	Crossing	Western KY Parkway		
	Have modificat	tions been made since	If yes. Please				
GENERAL	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or 1	ioad).	
		been seismically retr	ofitted?	Yes No			
	Is it a rigid box	culvert?		Yes No			
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:	
]	Does the supers	structure contain box	girders?	Yes No			
ည	Is there lateral	movement under traf	fic loading?	0 2 4 6 8			
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	0 2 <u>4</u> 6 8			
I X	Would gross me	ovement of superstruc	ture cause instabilit	y? 0 2 <u>4</u> 6 8			
I I	Is the bridge sk	ewed?	Yes, 9 degre	ees			
S	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mui	ti-ratation	Condition?	Fair	
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquake?		<u>0</u> 2 4 6 8	
Z	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported on t	he seat edge?	Yes No	
BEARINGS	Are the bearing		Yes No				
BE	Are there any g	irders supported on i	ndividual pedestals	or columns?		Yes No	
	The longitudina abutments.	al support length mea	sured in a direction	perpendicular to th	e support at	40cm	
IRE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne superstructure?		Yes No	
-RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, column	ns or piers?	0 2 4 6 8	
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substructu	re units?	0 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?			0 2 4 6 8	
	Continuous cor						
	Shear keys at a	ouments					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Number	54-1454-B00	117
	GFS Location	W87°33.715'	N37°11.798'	Bridge Number	34-1434-D00	117
GENERAL	Year Built	1961 County	Hopkins	Crossing	Western KY Parkway	
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please	
Ü	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or 1	load).
		been seismically retr	rofitted?	Yes No		
	Is it a rigid box	culvert?		Yes No		
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:
1 5	Does the supers	structure contain box	girders?	Yes No		
၂	Is there lateral	movement under traf	ffic loading?	<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0 2 <u>4</u> 6 8		
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 <u>4</u> 6 8		
l F	Is the bridge sk	ewed?	Yes, 17 deg	rees		
S	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported on t	he seat edge?	Yes No
BEARINGS	Are the bearing	Yes No				
3E,	Are there any g	girders supported on	individual pedestals	or columns?		Yes No
	The longitudina abutments.	al support length me	asured in a direction	perpendicular to th	e support at	45cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
	Continuous cor	ncrete girders				
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the r nderlined <u>0</u> identifies se when none of the	nagnitude of the risk es the lowest value of e values are bold and	for the function or risk while a 8 underlined imp	under is used for the

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

	GPS Location	Longitude	Latitude	- Bridge Number	54-0813-B00	121	
	GFS Location	W87°26.052'	N37°12.740'	- Bridge Number	34-0813- <b>D</b> 00	131	
₹ ¥	Year Built	1962 County	Hopkins	Crossing	Western KY Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.		If yes. Please list them	
Ü	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or 1	load).	
	Has the bridge	been seismically retr	ofitted?	Yes No	_		
	Is it a rigid box	culvert?		Yes No			
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:	
1 5	Does the supers	structure contain box	girders?	Yes No			
၂	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8			
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4 6 8			
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2 <u>4</u> 6 8	_		
I I	Is the bridge sk	ewed?	No				
S	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8	
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abu	ment end-diaphrag	m continuous?		Yes No	
3E,	Are there any g	rirders supported on	individual pedestals	s or columns?		Yes No	
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	20cm	
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8	
38	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8	
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8	
	Continuous cor	ncrete girders					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the risk es the lowest value of e values are bold and	for the function for risk while a § I underlined imp	under is used for the	

**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)

	GPS Location	Longitue	de	Latitude	Bric	lge Number	54-9001-B001			
_	GFS Location	W87°21	.982'	N37°13.851'	Dile	ige Mullibei	54-9001-B001	136 P		
\ Y ∀	Year Built	1961	County	Hopkins	Cro	ssing	Pond River Ro	elief		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please			
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).		
	Has the bridge	been seisr	nically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ŊE	Is the superstru	Com	ments:							
1 5	Does the supers									
၂	Is there lateral	movement	t under traf	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge like toppling failure									
8	Would gross me									
I E	Is the bridge sk									
าร	Is there any uni	usual gap	or offset at	an expansion joint	?					
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	tion	Condition?	Fair		
တ္	If there are pedestals, are the bearings likely to overturn in an earthquake?							0 2 4 6 8		
N S	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No		
N K	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal:	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm		
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	he sup	erstructure?		Yes No		
RU	Is there horizon	ntal or vert	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or extens	sive erosior	n of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failure	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitud	de	Latitude	Brio	lge Number	54-9001-B001			
	GFS Location	W87°21.	.401'	N37°14.014'	DIIC	ige Mullibei	54-9001-B001	137 P		
\ ₹	Year Built	1961	County	Hopkins	Cro	ssing	Pond River			
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	eted? No.	If yes. Please			
Į,	Does the bridge	e cross a b	ody of wate	er?		Yes No	(Structure or 1	oad).		
	Has the bridge	been seisn	nically retro	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	Com	ments:							
	Does the supers									
ည	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
X	Would gross me									
	Is the bridge sk									
าร	Is there any uni	usual gap o	or offset at	an expansion joint	?					
	Type Rocker	Ela	stomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair		
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8		
N N	Does the bridge	e seat edge?	Yes No							
A R	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm		
RE	Is the abutment	a cantilev	er earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
-RU	Is there horizon	ıtal or vert	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	0 2 4 6 8		
BS1	Is there unusua	l or extens	sive erosion	of soil at or near	any of	the substructur	e units?	0 2 4 6 8		
SU	Are abutment-s	slop failure	es 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Bric	lge Number	54-9001-B00				
	GFS Location	W87°43.610'	N37°10.847'	DIIC	ige Number	54-9001-B00	138 P			
GENERAL	Year Built	1961 County	Hopkins	Cro	ssing	Tradewater R	iver Overflow			
╽┋	Have modificat	tions been made sine	ce the bridge was co	onstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).				
	Does the bridge	e cross a body of wa	ter?		Yes No (Structure of )		load).			
	Has the bridge	been seismically ret	rofitted?		Yes No					
	Is it a rigid box									
₩.	Is the superstru	Com	ments:							
1 5	Does the supers									
၂ ်	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
l ä	Would gross me									
I F	Is the bridge sk									
รเ	Is there any uni	usual gap or offset a	t an expansion joint	?			_			
	Type Rocker	Elastomeric	Sliding Mu	ti-rata	tion	Condition?	Fair			
တ္သ	If there are ped	estals, are the bearing	ngs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8			
N S	Does the bridge	Does the bridge with less than 3 girders have exterior girder supported on the seat edg								
₩	Are the bearing		Yes No							
BEARINGS	Are there any g	girders supported on	individual pedestal	s or co	olumns?		Yes No			
L	The longitudina abutments.	al support length me	easured in a directio	n perp	endicular to the	e support at	30cm			
RE	Is the abutment	t a cantilever earth-r	etaining abutment?				Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete columi	ns monolithic with t	he sup	erstructure?		Yes No			
R.	Is there horizon	ntal or vertical move	ement or tilting of th	e abut	ments, column	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	on of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	e in an earthquake?				<u>0</u> 2 4 6 8			
	Discontinuous concrete beams									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	I	Latitude	Deid	lge Number	54-9001-B001	139		
	GFS Location	W87°40.838'	ı	N37°11.937'	DIIC	ige Number	54-9001-B001	139 P		
GENERAL	Year Built	1961 Count	y	Hopkins	Cro	ssing	P & L Railwa			
╽┋	Have modificat	tions been made s	nce tl	the bridge was cor	ıstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).			
	Does the bridge	e cross a body of	vater?	?		Yes No Structure or loa		oad).		
	Has the bridge	been seismically	etrofi	itted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
Z.	Is the superstru	Com	ments:							
	Does the supers									
၂ ဍ	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
X	Would gross me									
I F	Is the bridge sk									
รเ	Is there any uni	usual gap or offse	at an	n expansion joint?	•					
	Type Rocker	Elastomer	c	Sliding Mut	i-rata	tion	Condition?	Bad		
တ္သ	If there are ped	estals, are the bea	rings	likely to overturn	in ar	earthquake?		0 2 4 6 8		
N S	Does the bridge	e seat edge?	Yes No							
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
3E/	Are there any g	rirders supported	n ind	dividual pedestals	or co	lumns?		Yes No		
	The longitudina abutments.	al support length	neasu	ared in a direction	perp	endicular to the	support at	30cm		
RE	Is the abutment	a cantilever earth	-retai	ining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete colu	nns n	nonolithic with th	e sup	erstructure?		Yes No		
IRU.	Is there horizon	ntal or vertical mo	veme	ent or tilting of the	abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive ero	sion o	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	slop failures possi	ole in	an earthquake?				<u>0</u> 2 4 6 8		
	Local damage of support (crack)									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	54-9001-B001		
	GI S Location	W87°37	.192'	N37°11.518'	Dik	ige ivuilibei	54-9001-B001	140 P	
RA	Year Built	1961	County	Hopkins	Cro	ssing	KY 112 & Co		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
	Has the bridge		nically retr	ofitted?		Yes No			
	Is it a rigid box								
RE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure								
N X	Would gross me								
I I	Is the bridge sk								
าร	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	istomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?							0 2 4 6 8	
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
R.	Is there horizon	ıtal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous steel girders								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	e	Latitude	Dric	lge Number	54-9001-B001	143		
	GPS Location	W87°31.2	246'	N37°12.177'	DIT	ige Number	54-9001-B001	143 P		
GENERAL	Year Built	1962	County	Hopkins	Cro	ssing		Spur & OakRd		
				e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).			
三	Does the bridge					Yes No		oad).		
	Has the bridge		ically retro	ofitted?		Yes No				
	Is it a rigid box									
RE	Is the superstru	Com	ments:							
1 2	Does the supers									
၂၁	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
ER	Would gross me									
P	Is the bridge sk	ewed?		Yes, 49 deg	rees	<u> </u>				
S	Is there any uni	ısual gap o	or offset at	an expansion joint	?					
	Type Rocker	Elas	stomeric	Sliding Mu	ti-rata	tion	Condition?	Fair		
Si	If there are ped	estals, are t	the bearing	gs likely to overturi	n in ar	n earthquake?		0 2 4 6 8		
Ž	Does the bridge	with less	supported on th	e seat edge?	Yes No					
AR	Are the bearing	seats unde		Yes No						
BEARINGS	Are there any g	irders supp	orted on i	ndividual pedestals	or co	lumns?		Yes No		
	The longitudina abutments.	al support l	ength mea	sured in a direction	n perp	endicular to the	e support at	40cm		
JRE	Is the abutment	a cantileve	er earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concret	te columns	monolithic with the	ne sup	erstructure?		Yes No		
l R	Is there horizon	ıtal or verti	cal moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or extensi	ive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	lop failures	s possible	in an earthquake?				<u>0</u> 2 4 6 8		
	Continuous concrete girders. Relative bigger bridge.									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	I	Latitude	Deid	laa Numbar	54-9001-B001	144		
L	GPS Location	W87°27.974'	1	N37°12.759'	DIIG	lge Number	54-9001-B001	144 P		
GENERAL	Year Built	1962 Count	y	Hopkins	Cros	ssing	CSX Railroad			
一里	Have modificat	tions been made s	ince tl	the bridge was cor	ıstruc	ted? No.	If yes. Please list them			
Į į	Does the bridge	e cross a body of	vater'	?		Yes No (Structure or le		load).		
ا	Has the bridge	been seismically	etrofi	itted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
₩.	Is the superstru	Com	ments:							
	Does the supers									
၂ ဍ	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
l ä	Would gross me									
I F	Is the bridge sk									
รเ	Is there any uni	usual gap or offse	t at an	n expansion joint?	)			_		
	Type Rocker	Elastomer	c	Sliding Mut	i-rata	tion	Condition?	Fair		
တ္သ	If there are ped	estals, are the bea	rings	likely to overturn	in an	earthquake?		0 2 4 6 8		
N S	Does the bridge	e seat edge?	Yes No							
BEARINGS	Are the bearing	seats under the a		Yes No						
3E/	Are there any g	rirders supported	on ind	dividual pedestals	or co	lumns?		Yes No		
	The longitudina abutments.	al support length	neasu	ured in a direction	perpe	endicular to the	support at	30cm		
RE	Is the abutment	a cantilever earth	-retai	ining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete colu	nns n	nonolithic with th	e sup	erstructure?		Yes No		
l R	Is there horizon	ntal or vertical mo	veme	ent or tilting of the	abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive ero	sion o	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possi	ble in	an earthquake?				<u>0</u> 2 4 6 8		
	Continuous concrete girders									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dric	lge Number	54-9001-B001	145		
	GFS Location	W87°26	.490'	N37°12.745'	DIIC	ige Number	54-9001-B001	145 P		
GENERAL	Year Built	1962	County	Hopkins	Cro	ssing	US 41			
	Have modificat	ions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please			
Įμ	Does the bridge	e cross a b	ody of wate	er?		Yes No	(Structure or l	oad).		
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No				
	Is it a rigid box									
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:		
ΙĒ	Does the supers									
၂ ်	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge lik toppling failure									
X	Would gross me									
l <u>a</u>	Is the bridge sk									
าร	Is there any uni	ısual gap	or offset at	an expansion join	t?					
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	tion	Condition?	Fair		
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8		
S	Does the bridge	e with less	s than 3 gird	lers have exterior	girder	supported on th	e seat edge?	Yes No		
A R	Are the bearing	seats und		Yes No						
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	30cm		
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with t	he sup	erstructure?		Yes No		
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extens	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
	Shear keys at abutments Continuous concrete girders									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	54-9001-B001		
	GFS Location	W87°24	.372'	N37°12.747'	DIIC	ige Number	54-9001-B001	146 P	
₹ Y	Year Built	1962	County	Hopkins	Cro	ssing	Drakes Creek		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l ä	Would gross me								
I I	Is the bridge sk								
รเ	Is there any uni	usual gap	or offset at	an expansion joint	t?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
N S	Does the bridge	e seat edge?	Yes No						
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	40cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
l R	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	0 <u>2</u> 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				0 <u>2</u> 4 6 8	
	Long bridge								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Bridge Number	89-0431-B00	
	GI S Location	W87°6.577'	N37°16.929'	Bridge (vuinoe)	89-0431-B00	132 P
RA	Year Built	19 County	Muhlenberg	Crossing	Western KY	•
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please	list them
三	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	ioad).
	Has the bridge	been seismically retr	rofitted?	Yes No		
	Is it a rigid box	culvert?		Yes No		
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:
=	Does the supers	structure contain box	girders?	Yes No		
ည	Is there lateral	movement under traf	ffic loading?	<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge like toppling failure					
ER	Would gross me					
	Is the bridge sk					
S	Is there any uni	usual gap or offset at	an expansion joint	?		_
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported on	the seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continuous?		Yes No
BE,	Are there any g	girders supported on	individual pedestals	or columns?		Yes No
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	ne support at	50cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No
-RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	ire units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 (TRUCTURE" categoration. A bold and uvalue or risk. The caton was not possible of	ories identifies the r nderlined <u>0</u> identifies se when none of the	magnitude of the rist es the lowest value e values are bold an	k for the function or risk while a <u>8</u> d underlined imp	under is used for the

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

	GPS Location	Longitude		Latitude	Brid	lge Number	89-2692-B000	185	
بِـ	GI S Location	W87°19.74	49'	N37°14.195'	Dire	ige i tumber	07 2072 <b>D</b> 000		
GENERAL	Year Built		County	Muhlenberg		ssing	Western KY I		
빌				the bridge was co	nstruc		If <i>yes</i> . Please list them (Structure or load).		
Ä	Does the bridge		•			Yes No	(Structure or I	oad).	
	Has the bridge		cally retro	ofitted?		Yes No			
	Is it a rigid box	~							
RE	Is the superstru	Com	ments:						
	Does the supers								
ည	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
R.	Would gross me	ovement of s	uperstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8			
	Is the bridge sk								
าร	Is there any uni	usual gap or	offset at	an expansion joint	?				
	Type Rocker	Elaste	omeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
Si	If there are ped	estals, are th	ne bearing	gs likely to overtur	n in ar	n earthquake?		<u><b>0</b></u> 2 4 6 8	
Ž	Does the bridge	e with less th	nan 3 gird	lers have exterior g	girder	supported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	seats under	the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E,	Are there any g	girders suppo	orted on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support le	ngth mea	sured in a direction	n perp	endicular to the	e support at	50cm	
RE	Is the abutment	a cantileve	r earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete	columns	monolithic with the	he sup	erstructure?		Yes No	
RU.	Is there horizon	ntal or vertic	al moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensiv	e erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures	possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous concrete girders Shear keys								
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	TRUCTURI ation. A bo value or risk	E" catego old and ur . The cas	8" in the "SUPER ries identifies the inderlined <u>0</u> identifies when none of the ue to access or wh	magnit es the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GPS Location	Longitude	Latitude	- Bridge Numbe	r 89-2695-B00	058				
	GFS Location	W87°3.248'	N37°18.825'	- Bridge Numbe	89-2093-B00	038				
<b>₩</b>	Year Built	1962 County	Muhlenberg	Crossing	Western KY	Parkway				
GENERAL	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please					
Ü	Does the bridge	e cross a body of wat	er?	Yes No	Yes No Structure or lo					
		been seismically retr	ofitted?	Yes No						
	Is it a rigid box									
₹ E	Is the superstru	Com	ments:							
5	Does the supers	structure contain box	girders?	Yes No						
<u>[</u>	Is there lateral	8								
SUPERSTRUCTURE	Is the bridge like toppling failure	8								
R	Would gross me	8								
<u>H</u>	Is the bridge sk									
รเ	Is there any uni	usual gap or offset at	an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good				
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquak	e?	0 <u>2</u> 4 6 8				
N N	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported o	on the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	irders supported on i	ndividual pedestals	or columns?		Yes No				
	The longitudina abutments.	al support length mea	sured in a direction	n perpendicular t	the support at	30cm				
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne superstructure	?	Yes No				
-RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colu	ımns or piers?	<u>0</u> 2 4 6 8				
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substru	cture units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Discontinuous concrete beams									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bride	ge Number	89-2694-B000	150
	GFS Location	W87°0.170'	N37°19.199'	Diluş	ge Nullibei	69-2094-D000	)39
<b>₩</b>	Year Built	1962 County	sing	Western KY Parkway			
GENERAL	Have modificat	tions been made since	e the bridge was co	nstruct	ed? No.	If yes. Please list them	
Ü	Does the bridge	e cross a body of wat	er?		Yes No (Structure or lo		oad).
	Has the bridge	been seismically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?	Yes No				
₹ E	Is the superstru	Com	ments:				
	Does the supers						
<u>[</u>	Is there lateral						
SUPERSTRUCTURE	Is the bridge like toppling failure						
R	Would gross me	ovement of superstruc	ture cause instabilit	y?	<u>0</u> 2 4 6 8		
<u>H</u>	Is the bridge sk	ewed?	Yes, 8 degre	ees			
รเ	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratat	tion	Condition?	Fair
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an	earthquake?		<u>0</u> 2 4 6 8
N N	Does the bridge	ne seat edge?	Yes No				
BEARINGS	Are the bearing		Yes No				
3E,	Are there any g	irders supported on i	ndividual pedestals	or col	umns?		Yes No
	The longitudina abutments.	al support length mea	sured in a direction	n perpe	endicular to the	e support at	30cm
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne supe	erstructure?		Yes No
l RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutn	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ıny of t	he substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
	Discontinuous	concrete beams					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 CRUCTURE" categoration. A bold and unvalue or risk. The caron was not possible d	ories identifies the renderlined $\underline{0}$ identifies when none of the	nagnitu es the l e value	ude of the risk lowest value o s are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitude	Latitude	Daidge Numb	per 89-2697-B00	)121			
	GFS Location	W87°7.376'	N37°16.728'	- Bridge Numb	89-2097-B00	)131			
₹ ¥	Year Built	19 County	Muhlenberg	Crossing	Western KY	•			
GENERAL	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please				
Ü	Does the bridge	e cross a body of wat	er?	Yes N	(Structure or	load).			
		been seismically retr	Yes N	o 📗					
	Is it a rigid box	culvert?	To						
RE	Is the superstru	cture integral with th	e abutments?	Yes N	Con	nments:			
1 5	Does the supers								
၂၁	Is there lateral	6 8							
SUPERSTRUCTURE	Is the bridge lik toppling failure	6 8							
I K	Would gross me	6 8							
I I	Is the bridge sk	ewed?	Yes, 12 deg	rees					
S	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good			
Si	If there are ped	estals, are the bearing	gs likely to overtur	n in an earthqua	ake?	0 2 4 6 8			
BEARINGS	Does the bridge	I on the seat edge?	Yes No						
AR	Are the bearing		Yes No						
3E,	Are there any g	rirders supported on i	ndividual pedestals	or columns?		Yes No			
	The longitudina abutments.	al support length mea	sured in a direction	n perpendicular	to the support at	30cm			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with the	ne superstructur	re?	Yes No			
IRU	Is there horizon	ntal or vertical mover	ment or tilting of th	e abutments, co	olumns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the subst	ructure units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Continuous concrete girders								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 CRUCTURE" categoration. A bold and under alue or risk. The case on was not possible d	ories identifies the inderlined $\underline{0}$ identifies when none of the	magnitude of the es the lowest va e values are bol	e risk for the function alue or risk while a d and underlined im	on under  8 is used for the			

**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)

	GPS Location	Longitude		Latitude	Brid	dge Number	89-9001-B000	
١,	GFS Location	W87°16.476'		N37°14.057'	Dile	ige Number	89-9001-B000	
GENERAL	Year Built	1961 Cour	ıty	Muhlenberg	Cro	ssing	P&L RR-KY 175-Unnamed Creek	
l E	Have modificat	tions been made	since	e the bridge was c	onstruc	cted? No.	ted? No. If yes. Please	
GE		e cross a body of		Yes No	(Structure or l	oad).		
		been seismically	retr	Yes No				
	Is it a rigid box					Yes No	~	
RE		cture integral w				Yes No	Com	ments:
]	Does the superstructure contain box girders?  Yes No  Is there lateral movement under traffic loading?  0 2 4 6 8							
2	Is there lateral							
SUPERSTRUCTURE		cely to collapse is of the bearings		earthquake after		0 2 4 6 8		
I K	Would gross me	ovement of super	struc	ture cause instabil	ity?	0 2 4 6 8		
l g	Is the bridge sk	ewed?		Yes, 13 de	grees			
S	Is there any uni	usual gap or offs	et at	an expansion join	t?			
	Type Rocker	Elastome	ric	Sliding Mi	ıti-rata	ation	Condition?	Fair
Si	If there are ped	<u>0</u> 2 4 6 8						
	Does the bridge	e seat edge?	Yes No					
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
BE,	Are there any girders supported on individual pedestals or columns?							Yes No
	The longitudina abutments.	al support length	mea	sured in a direction	n perp	endicular to the	support at	25cm
RE	Is the abutment	a cantilever ear	th-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete col	ımns	s monolithic with	he sup	perstructure?		Yes No
RU	Is there horizon	ntal or vertical m	over	ment or tilting of the	ne abut	tments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive er	osior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures pos	ible	in an earthquake?				<u>0</u> 2 4 6 8
	Discontinuous	concrete beams						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> is used for 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)

	GPS Location	Longitude	Latitude	Dailes Manches	89-9001-B00	090
	GPS Location	W87°21.169'	N37°14.048'	Bridge Number	89-9001-B00	090 P
GENERAL	Year Built	1961 County	Pond River R			
╽ÿ	Have modificat	tions been made since	ce the bridge was co	onstructed? No.	If yes. Please	
三		e cross a body of wa	Yes No	Yes No (Structure or le		
		been seismically ret	Yes No	_		
	Is it a rigid box		Yes No			
RE		cture integral with the		Yes No	Com	ments:
2	Does the supers	_				
20	Is there lateral					
SUPERSTRUCTURE	Is the bridge like toppling failure					
ER	Would gross me	ovement of superstru	cture cause instabili	ity? <u>0</u> 2 4 6 8		
	Is the bridge sk	ewed?	Yes, 8 degr	rees		
S	Is there any uni	usual gap or offset a	t an expansion join	t?		+
	Type Rocker	Elastomeric	Sliding Mı	ıti-ratation	Condition?	Fair
SS	If there are ped	estals, are the bearing	gs likely to overtu	n in an earthquake?		0 2 4 6 8
Ι <u>Ξ</u>	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	gm continuous?		Yes No
BE		girders supported on				Yes No
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	ne support at	30cm
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No
RU	Is there horizon	ntal or vertical move	ment or tilting of th	ne abutments, colum	ns or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	are units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	e in an earthquake?			<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	TRUCTURE" categration. A bold and uvalue or risk. The ca	ories identifies the underlined $\underline{0}$ identifies when none of the	STRUCTURE", "E magnitude of the ris ies the lowest value are values are bold an aren a judgment could	k for the function or risk while a <u>8</u> d underlined imp	n under  is used for the

**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)

	GPS Location	Longitude		Latitude	Design	laa Numbar	89-9001-B000	)91
	GPS Location	W87°11.903	3'	N37°15.213'	DIT	lge Number	89-9001-B000	)91 P
GENERAL	Year Built	1961 Co	ssing	KY 181				
	Have modificat	Have modifications been made since the bridge was constructed? <i>No</i> .						list them
Į,	Does the bridge	e cross a body	of wate	Yes No	oad).			
	Has the bridge	been seismica	ally retro	Yes No				
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstru	cture integral	with the	e abutments?		Yes No	Com	ments:
1 5	Does the supers							
၂ ဍ	Is there lateral							
SUPERSTRUCTURE	toppling failure	of the bearing	gs?	earthquake after		<u>0</u> 2 4 6 8		
l ä	Would gross me	ovement of sup	perstruc	ture cause instabilit	y?	<u>0</u> 2 4 6 8		
I II	Is the bridge sk	ewed?		Yes, 15 deg	rees			
าร	Is there any uni	usual gap or o	ffset at	an expansion joint	?			
	Type Rocker	Elastor	meric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
Si	If there are ped	0 2 4 6 8						
N N	Does the bridge	e with less tha	e seat edge?	Yes No				
N N	Are the bearing		Yes No					
BEARINGS	Are there any g		Yes No					
	The longitudina abutments.	al support lens	gth mea	sured in a direction	n perp	endicular to the	support at	30cm
RE	Is the abutment	a cantilever e	earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete c	columns	monolithic with the	ne sup	erstructure?		Yes No
RU	Is there horizon	ntal or vertical	l moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive	erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures p	ossible	in an earthquake?				<u>0</u> 2 4 6 8
	Discontinuous	concrete bean	ns					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Deid	lge Number	89-9001-B000	092	
	GFS Location	W87°5.295'	N37°17.225'	BHU	ige Number	89-9001-B000	092 P	
GENERAL	Year Built	1962 County	Muhlenberg	Cros	ssing	Cleaton-Green River Road		
╽┋	Have modificat	tions been made sinc	If yes. Please					
Į įį	Does the bridge	e cross a body of wat	Yes No (Structure or load		oad).			
	Has the bridge	been seismically retr	Yes No					
	Is it a rigid box	culvert?			Yes No			
RE	Is the superstru	cture integral with th	ne abutments?		Yes No	Com	ments:	
I ∄	Does the supers							
ည		movement under traf			<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	xely to collapse in an e of the bearings?	-		<u>0</u> 2 4 6 8			
ER	Would gross me	ovement of superstruc	cture cause instabilit	y?	<u>0</u> 2 4 6 8			
l 🚽	Is the bridge sk	tewed?	No					
าร	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-rata	tion	Condition?	Good	
Si	If there are ped	0 2 4 6 8						
Z	Does the bridge	e seat edge?	Yes No					
BEARINGS	Are the bearing		Yes No					
BE,	Are there any g	Yes No						
	The longitudina abutments.	al support length mea	asured in a direction	n perpe	endicular to the	e support at	30cm	
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne supe	erstructure?		Yes No	
R.	Is there horizon	ntal or vertical move	ment or tilting of the	e abutı	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous	concrete beams						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	89-9001-B000		
	GFS Location	W86°59	.394'	N37°19.613'	DIIC	ige Mullibei	89-9001-B000	)93 P	
₹ Y	Year Built	1962	County	Muhlenberg	Cro	ssing	Green River		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į,	Does the bridge	e cross a b	ody of wat	Yes No (Structure or le		oad).			
0	Has the bridge	been seisi	mically retro	Yes No					
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure			earthquake after		<u>0</u> 2 4 6 8			
I K	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8			
I II	Is the bridge sk	ewed?		Yes, 5 degre	ees				
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
Si	If there are ped	0 2 4 6 8							
N N	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	40cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosion	of soil at or near a	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Simply support	ed beam							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	89-9001-B000		
	GFS Location	W87°9.	058'	N37°16.410'	Dile	ige Mullibei	89-9001-B000	)94 P	
RA	Year Built	1961	County	Muhlenberg	Cro	ssing	P&L Railway		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	eted? No.	If yes. Please		
Ä	Does the bridge	e cross a b	ody of wat	Yes No	(Structure or 1	oad).			
	Has the bridge	been seisi	mically retro	Yes No					
	Is it a rigid box	culvert?				Yes No			
SE SE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
5	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		<u>0</u> 2 4 6 8			
I X	Would gross me	ovement o	of superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8			
JPI	Is the bridge sk	ewed?		Yes, 25 deg	rees				
S	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	<u>0</u> 2 4 6 8							
NG	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous cor	ncrete giro	lers						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	89-9001-B000		
L	GPS Location	W87°6.9	939'	N37°16.868'	DIIC	ige Number	89-9001-B000	)96 P	
₹ Y	Year Built	1961	County	Muhlenberg	Cro	ssing	CSX Railroad		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please (Structure or 1		
Į,	Does the bridge	Does the bridge cross a body of water?  Yes						oad).	
0	Has the bridge	Has the bridge been seismically retrofitted?							
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure			earthquake after		<u>0</u> 2 4 6 8			
I &	Would gross me	ovement o	f superstruc	ture cause instabilit	ty?	<u>0</u> 2 4 6 8			
I I	Is the bridge sk	ewed?		Yes, 13 deg	rees				
S	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Good	
တ္သ	If there are ped	0 2 4 6 8							
N N	Does the bridge	Yes No							
N R	Are the bearing	Yes No							
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU	Is there horizon	ıtal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extens	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous	concrete b	eams.						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Drie	lge Number	89-9001-B001	109
L	GFS Location	W87°8.5	556'	N37°16.451'	DIIC	ige Number	89-9001-B001	109 P
₹ Y	Year Built	1980	County	Muhlenberg	Cro	ssing	US 62	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please	
Į įį	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
	Does the supers							
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		<u>0</u> 2 4 6 8		
l ä	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	<u><b>0</b></u> 2 4 6 8		
I I	Is the bridge sk	ewed?		Yes, 15 deg	rees			
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Good
တ္သ	If there are ped	<u>0</u> 2 4 6 8						
N N	Does the bridge	e seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No						
3E/	Are there any g	irders sup	ported on i	ndividual pedestal:	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	he sup	erstructure?		Yes No
RU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extens	sive erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
	Discontinuous	concrete b	eams.					
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Number	89-9001-B00	130
_	GFS Location	W87°14.187'	N37°16.947'	- Bridge Number	89-9001-В00	130
<b>₩</b>	Year Built	1994 County	Western KY	Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please	
Ü	Does the bridge	e cross a body of war	ter?	Yes No	Yes No Structure or loa	
		been seismically retr	Yes No	<u>.                                    </u>		
	Is it a rigid box	culvert?	Yes No			
₹E	Is the superstru	Com	ments:			
	Does the supers					
<u> </u>	Is there lateral	3				
SUPERSTRUCTURE	Is the bridge like toppling failure	3				
R	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6 8	3	
<u>B</u>	Is the bridge sk	ewed?	Yes, 25 deg	rees		
รเ	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake	?	<u>0</u> 2 4 6 8
N N	Does the bridge	the seat edge?	Yes No			
BEARINGS	Are the bearing		Yes No			
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to	the support at	30cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No
l R	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colur	nns or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substruc	ture units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
	Shear keys					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the ri es the lowest value e values are bold a	sk for the function or risk while a <u>§</u> nd underlined imp	n under $\underline{\mathbf{g}}$ is used for the

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

	GPS Location	Longitude	Latitude	- Bridge Number	89-9001-XX0	0005		
	GFS Location	W87°06.141'	N37°18.511'	Bridge Number	89-9001-77	1903		
GENERAL	Year Built	19 County	Muhlenberg	Crossing	Western KY	<u> </u>		
	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please			
) H	Does the bridge	e cross a body of wa	ter?	Yes No	Yes No (Structure or los			
	Has the bridge	been seismically ret	Yes No					
	Is it a rigid box	culvert?	Yes No	1				
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:		
	Does the supers							
ည	Is there lateral							
SUPERSTRUCTURE		xely to collapse in are of the bearings?	earthquake after	0 <u>2</u> 4 6 8				
NA NA	Would gross me	ovement of superstru	cture cause instabilit	ty? <u>0</u> 2 4 6 8				
	Is the bridge sk	ewed?	Yes, 23 deg	rees				
S	Is there any uni	usual gap or offset a	t an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
SS	If there are ped	estals, are the bearing	gs likely to overtur	n in an earthquake?		0 2 4 6 8		
Z	Does the bridge	the seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No						
BE	Are there any g	irders supported on	individual pedestals	s or columns?		Yes No		
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to t	he support at	40cm		
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
CTU	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No		
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Discontinuous	steel girders						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Deid	ge Number	92-0505-B000	002	
	GFS Location	W86°42.858'	N37°23.561'	Bilu	ge Nullibei	92-0303- <b>D</b> 000	093	
GENERAL	Year Built	<i>1961</i> County	Ohio	Cros	sing	Western KY I	•	
	Have modificat	tions been made sinc	e the bridge was co	onstruct	ted? No.	If yes. Please		
川川	Does the bridge	e cross a body of wat	er?		Yes No	(Structure or 1	load).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
RE	Is the superstru	cture integral with th	e abutments?		Yes No	Com	ments:	
	Does the supers	structure contain box	girders?		Yes No			
ည	Is there lateral	movement under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after		<u>0</u> 2 4 6 8			
I K	Would gross mo	ovement of superstruc	cture cause instabili	ty?	<u>0</u> 2 4 6 8			
J F	Is the bridge sk	ewed?	No					
S	Is there any uni	usual gap or offset at	an expansion joint	t?				
	Type Rocker	Elastomeric	Sliding Mu	ıti-ratat	tion	Condition?	Good	
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8							
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No							
A R	Are the bearing	seats under the abut	ment end-diaphrag	m cont	inuous?		Yes No	
3E,	Are there any g	irders supported on i	ndividual pedestal	s or col	lumns?		Yes No	
	The longitudina abutments.	al support length mea	asured in a directio	n perpe	endicular to the	support at	40cm	
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with t	he supe	erstructure?		Yes No	
IRU	Is there horizon	ntal or vertical mover	ment or tilting of th	e abutr	nents, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusual or extensive erosion of soil at or near any of the substructure units?							
SUI	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Nu	mher	92-1245-B001	108		
	GI S Location	W86°57.730'	N37°19.905'	Dilage iva	moci	72-12 <b>-</b> 3- <b>D</b> 001	100		
GENERAL	Year Built	1961 County	Ohio	Crossing		Western KY I	•		
	Have modificat	tions been made sinc	e the bridge was co	nstructed? N	lo.		yes. Please list them		
Ü	Does the bridge	e cross a body of wat	ter?	Yes	No	(Structure or 1	oad).		
0	Has the bridge	been seismically retr	rofitted?	Yes	No				
	Is it a rigid box	culvert?		Yes	No				
Æ	Is the superstru	cture integral with th	ne abutments?	Yes	No	Comi	ments:		
	Does the supers	structure contain box	girders?	Yes	No				
<u> </u>	Is there lateral	movement under traf	ffic loading?	0 2	4 6 8				
SUPERSTRUCTURE		kely to collapse in and of the bearings?	earthquake after	0 <u>2</u>	4 6 8				
X	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2	4 6 8				
<u>P</u> E	Is the bridge sk	ewed?	Yes, 35 deg	rees					
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
ğ	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?  Yes No								
BE	Are there any g	girders supported on	individual pedestals	or columns	?		Yes No		
	The longitudina abutments.	al support length me	asured in a direction	n perpendicu	lar to the	e support at	30cm		
IRE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No		
CTO	Are the reinford	ced concrete column	s monolithic with th	ne superstruc	ture?		Yes No		
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments,	columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	ny of the su	bstructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-slop failures possible in an earthquake?  0 2 4 6 8								
	Continuous concrete beams								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 (TRUCTURE" categoration. A bold and uvalue or risk. The category was not possible of	ories identifies the randerlined <b>0</b> identifies when none of the	nagnitude of es the lowes e values are	the risk t value of bold and	for the function r risk while a <u>8</u> underlined imp	is used for the		

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

	GPS Location	Longitude	Latitude	- Bridge Numbe	r 92-1245-B00	112			
_	GFS Location	W86°56.433'	N37°20.451'	Bridge Numbe	92-1243-B00	1112			
GENERAL	Year Built	1961 County	Ohio	Crossing	Western KY	•			
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.		ves. Please list them			
Ü	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).			
0	Has the bridge	been seismically retr	rofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
Æ	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:			
	Does the supers	structure contain box	girders?	Yes No					
၂	Is there lateral	movement under traf	ffic loading?	<u>0</u> 2 4 6	8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?								
l K	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8								
I F	Is the bridge sk	ewed?	Yes, 10 deg	rees					
S	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
A R	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No			
	The longitudinal support length measured in a direction perpendicular to the support at abutments.								
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure	?	Yes No			
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colu	imns or piers?	0 2 4 6 8			
BST	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substru	cture units?	0 2 4 6 8			
SU	Are abutment-slop failures possible in an earthquake? 0 2 4 <u>6</u> 8								
	Discontinuous steel girders Abutment cracks								
OTHER	Note: The con "SUBST consider highest v	dition scale "0 2 4 6 (RUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the renderlined <u>0</u> identifies when none of the	nagnitude of the es the lowest val e values are bold	risk for the function ue or risk while a <u>sa</u> and underlined imp	n under $\underline{\mathbf{g}}$ is used for the			

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

	GPS Location	Longitude	Latitude	- Bridge Nur	nhar	92-2712-B001	126		
	GFS Location	W86°47.994'	N37°23.359'	bridge Nur	noei	92-2712- <b>D</b> 001	130		
GENERAL	Year Built	<i>1961</i> County	Ohio	Crossing		Western KY I	•		
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No	o. 📗	If yes. Please			
) H	Does the bridge	e cross a body of wat	er?	Yes	No	(Structure or 1	load).		
		been seismically retr	ofitted?	Yes	No				
	Is it a rigid box	culvert?		Yes	No				
RE	Is the superstru	cture integral with th	e abutments?	Yes	No	Com	ments:		
	Does the supers	structure contain box	girders?	Yes	No				
ည	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4	4 6 8				
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	<u>0</u> 2 4	4 6 8				
I K	Would gross me	ovement of superstruc	cture cause instabili	y? <u><b>0</b></u> 2 4	4 6 8				
I F	Is the bridge sk	ewed?	Yes, 3.8 deg	grees					
S	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous	?		Yes No		
BE,	Are there any g	irders supported on i	individual pedestals	or columns?	•		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicul	ar to the	support at	40cm		
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with the	ne superstruct	ture?		Yes No		
IRU	Is there horizon	ntal or vertical mover	nent or tilting of th	e abutments,	columns	s or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusual or extensive erosion of soil at or near any of the substructure units?  0 2 4 6 8								
SU	Are abutment-s	lop failures possible	in an earthquake?				<u>0</u> 2 4 6 8		
	Simply supported beam								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and urealue or risk. The case on was not possible of	ories identifies the inderlined <u>0</u> identifies when none of the	nagnitude of es the lowest e values are b	the risk value or old and	for the function r risk while a <u>8</u> underlined imp	is used for the		

**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)

	GPS Location	Longitude	Latitude	Bridge Number	92-9001-B00					
بدا	GI S Location	W86°39.029'	N37°23.067'	Bridge Number	92-9001-B00	130 P				
GENERAL	Year Built	<i>1961</i> County	Ohio	Crossing	Arnold-Butle					
빌		tions been made sinc		onstructed? No.		s. Please list them cture or load).				
買		e cross a body of wa		Yes No	(Structure or )	ioau).				
		been seismically ret	rofitted?	Yes No						
	Is it a rigid box			Yes No						
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:				
	Does the supers	structure contain box	girders?	Yes No						
ည		movement under tra		0 2 4 6 8						
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?									
N X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
ᆸ	Is the bridge skewed? Yes, 40 degrees									
S	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair									
ပ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8									
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No									
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?									
3E,	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No				
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	30cm				
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No				
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8				
BSI	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8				
ns	Are abutment-slop failures possible in an earthquake? <u>0</u> 2 4 6 8									
	Simply supported beam.									
OTHER	"SUBST consider highest was to be a second consider with the consideration with th	dition scale "0 2 4 6 TRUCTURE" categration. A bold and uvalue or risk. The categon was not possible of	ories identifies the inderlined <b>0</b> identifies when none of the	magnitude of the risk les the lowest value of e values are bold and	t for the function or risk while a <u>8</u> 1 d underlined imp	n under is used for the				

**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)

	GPS Location	Longitude	e	Latitude	Drid	lge Number	92-9001-B001	132	
	GPS Location	W86°50.5	564'	N37°22.052'	DITO	ige Number	92-9001-B001	132 P	
₹ ¥	Year Built	1961	County	Ohio	Cros	ssing	US 231		
GENERAL	Have modificat	ions been n	nade since	the bridge was co	nstruc	ted? No.	If yes. Please		
jj	Does the bridge	e cross a bo	dy of wate	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seismi	ically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture integr	ral with th	e abutments?		Yes No	Comi	ments:	
	Does the supers	structure co	ntain box	girders?		Yes No			
၂ ဍ	Is there lateral	movement u	under traf	fic loading?		0 <u>2</u> 4 6 8			
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8								
l ä	Would gross movement of superstructure cause instability? 0 2 <u>4</u> 6 8								
I I	Is the bridge sk	ewed?		Yes, 25 deg	rees				
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Good								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake? $\underline{0}$ 2 4 6 8								
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
A R	Are the bearing	seats unde	r the abut	ment end-diaphrag	m con	tinuous?		Yes No	
BEARINGS	Are there any g	irders supp	orted on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support le	ength mea	sured in a direction	n perpe	endicular to the	e support at	25cm	
JRE	Is the abutment	a cantileve	er earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete	e columns	monolithic with the	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ital or vertic	cal moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensi	ve erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-slop failures possible in an earthquake?   0 2 4 6 8								
	Discontinuous concrete beam.								
OTHER	"SUBST consider highest v	RUCTUR ation. A bo value or risk	E" catego old and unk. The cas	B" in the "SUPERS ries identifies the randerlined <b>0</b> identifies when none of the ue to access or who	nagnit es the e value	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

**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)

	GPS Location	Longitude	Latitude	- Bridge Number	92-9001-B00				
بِ ا	GI S Location	W86°52.703'	N37°21.356'	Bridge Number	92-9001-B00	133 P			
GENERAL	Year Built	<i>1961</i> County	Ohio	Crossing	US 369				
빌		tions been made sinc		nstructed? No.	If <i>yes</i> . Please (Structure or 1	Please list them			
) E		e cross a body of wa		Yes No	(Structure of )	ioau).			
		been seismically reta	rofitted?	Yes No	_				
	Is it a rigid box			Yes No					
RE		cture integral with the		Yes No	Com	ments:			
1	Does the supers	structure contain box	girders?	Yes No					
ည	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8								
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8								
N X	Would gross movement of superstructure cause instability? 0 2 4 <u>6</u> 8								
<u>=</u>	Is the bridge skewed? Yes, 25 degrees								
เร	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
က္	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4								
N S	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?  Are the bearing seats under the abutment end-diaphragm continuous?								
BEARINGS									
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	20cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No			
IRU PRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8			
ns	Are abutment-slop failures possible in an earthquake? <u>0</u> 2 4 6 8								
	Discontinuous concrete beams Rocker is in bad condition								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the noderlined $\underline{0}$ identifies when none of the	magnitude of the risk es the lowest value of e values are bold and	for the function or risk while a <u>8</u> I underlined imp	under is used for the			

**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)

	GPS Location	Longitude	Latitude	Bridge Number	92-9001-B00				
بدا	GI S Location	W86°55.518'	N37°20.989'	Bridge rumber	92-9001-B00	134 P			
R	Year Built	<i>1961</i> County	Ohio	Crossing	Lewis Creek				
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstructed? No.		yes. Please list them tructure or load).			
買		e cross a body of war		Yes No	(Structure or )	ioau).			
		been seismically reta	ofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:			
	Does the supers	structure contain box	girders?	Yes No					
ည		movement under traf		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8								
N X	Would gross movement of superstructure cause instability? 0 2 <u>4</u> 6 8								
ᆸ	Is the bridge skewed? Yes, 24 degrees								
S	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
ပ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E/	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No			
	The longituding abutments.	al support length me	asured in a directio	n perpendicular to th	e support at	25cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No			
RU RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	d or extensive erosio	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8			
ns	Are abutment-slop failures possible in an earthquake? <u>0</u> 2 4 6 8								
	Discontinuous concrete beams								
OTHER	"SUBST consider highest was to be a second consider with the consideration with th	ndition scale "0 2 4 6  TRUCTURE" categoration. A bold and unvalue or risk. The categor was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	magnitude of the risk les the lowest value of e values are bold and	t for the function or risk while a <u>8</u> 1 d underlined imp	n under  is used for the			

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

	GPS Location	Longitude	Latitude	Duidaa Nyumbau	16-9001-B00	024			
	GFS Location	W86°36.800'	W86°36.800'	- Bridge Number	10-9001-6000	J3 <del>4</del>			
₹ ¥	Year Built	<i>1961</i> County	Butler	Crossing	Western KY				
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please				
Ü	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or 1	load).			
	Has the bridge	been seismically retr	ofitted?	Yes No	_				
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:			
1 5	Does the supers	structure contain box	girders?	Yes No					
၂	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8								
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 <u>2</u> 4 6 8					
l F	Is the bridge sk	ewed?	Yes, 30 deg	rees					
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?  Yes No								
BE	Are there any girders supported on individual pedestals or columns?  Yes No								
	The longitudina abutments.	al support length mea	asured in a direction	perpendicular to th	e support at	35cm			
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
IRU.	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusual or extensive erosion of soil at or near any of the substructure units? $\underline{0}$ 2 4 6 8								
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Continuous beam								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uralue or risk. The cap on was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	nagnitude of the risk es the lowest value of e values are bold and	for the function or risk while a 8 underlined imp	under is used for the			

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

	GPS Location	Longitude	Latitude	- Bridge Number	43-0224-B00	003			
_	GFS Location	W86°12.547'	N37°29.347'	Bridge Number	43-0224-000	003			
GENERAL	Year Built	1961 County	Grayson	Crossing	Western KY	· · · · · · · · · · · · · · · · · · ·			
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please				
川	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).			
		been seismically retr	ofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
₹E	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:			
	Does the supers	structure contain box	girders?	Yes No					
၂	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8								
I &	Would gross movement of superstructure cause instability? 0 2 4 6 8								
	Is the bridge skewed? Yes, 30 degrees								
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? I								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on i	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to t	he support at				
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
-RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BST	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8			
SU	Are abutment-slop failures possible in an earthquake?  0 2 4 6 8								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 (RUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the ris es the lowest value e values are bold an	k for the function or risk while a § d underlined imp	n under is used for the			

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

Year Built 1961   County   Grayson   Crossing   Western KY Parkw   Have modifications been made since the bridge was constructed? No.   If yes. Please list the Does the bridge been seismically retrofitted?   Yes No   Is it a rigid box culver?   Yes No   Is the superstructure integral with the abutments?   Yes No   Is the superstructure contain box girders?   Yes No   Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?   Yes, 30 degrees   Is the bridge skewed?   Yes, 30 degrees   Is there any unusual gap or offset at an expansion joint?   Type   Rocker   Elastomeric   Sliding   Muti-ratation   Condition?   Fain If there are pedestals, are the bearings likely to overturn in an earthquake?   Yes Are the bearing seats under the abutment end-diaphragm continuous?   Yes Are there any girders supported on individual pedestals or columns?   Yes Are the reinforced concrete columns monolithic with the superstructure?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there unusual or extensive erosion of soil at or near any of the substructure units?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Are abutment-slop failures possible in an		GPS Location	Longitude	Latitude	Bridge Num	her	43-0088-B000	006		
Has the bridge been seismically retrofitted?   Yes No   Is it a rigid box culvert?   Yes No   Is the superstructure integral with the abutments?   Yes No   Does the superstructure contain box girders?   Yes No   Is there lateral movement under traffic loading?   Q 2 4 6 8   Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?   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?   Type   Rocker   Elastomeric   Sliding   Muti-ratation   Condition?   Fain If there are pedestals, are the bearings likely to overturn in an earthquake?   0 2 Does the bridge with less than 3 girders have exterior girder supported on the seat edge?   Yes Are there any girders supported on individual pedestals or columns?   Yes Are there any girders supported on individual pedestals or columns?   Yes The longitudinal support length measured in a direction perpendicular to the support at abutments.   Is the abutment a cantilever earth-retaining abutment?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there unusual or extensive erosion of soil at or near any of the substructure units?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and		GI S Location	W86°13.532'	N37°28.991'	Dridge Ivain	ioci	+3-0000- <b>D</b> 000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Has the bridge been seismically retrolitted?  Is it a rigid box culvert?  Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is the bridge skewed?  Is there any unusual gap or offset at an expansion joint?  Type   Rocker   Elastomeric   Sliding   Muti-ratation   Condition?   Fain    If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge?   Yes    Are the bearing seats under the abutment end-diaphragm continuous?   Yes    Are there any girders supported on individual pedestals or columns?   Yes    The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?   Yes    Are the reinforced concrete columns monolithic with the superstructure?   Yes    Is there unusual or extensive erosion of soil at or near any of the substructure units?   0 2    Are abutment-slop failures possible in an earthquake?   0 2    Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	R \	Year Built	1961 County	Grayson	Crossing			•		
Has the bridge been seismically retrofitted?   Yes No   Is it a rigid box culvert?   Yes No   Is the superstructure integral with the abutments?   Yes No   Does the superstructure contain box girders?   Yes No   Is there lateral movement under traffic loading?   Q 2 4 6 8   Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?   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?   Type   Rocker   Elastomeric   Sliding   Muti-ratation   Condition?   Fain If there are pedestals, are the bearings likely to overturn in an earthquake?   0 2 Does the bridge with less than 3 girders have exterior girder supported on the seat edge?   Yes Are there any girders supported on individual pedestals or columns?   Yes Are there any girders supported on individual pedestals or columns?   Yes The longitudinal support length measured in a direction perpendicular to the support at abutments.   Is the abutment a cantilever earth-retaining abutment?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there unusual or extensive erosion of soil at or near any of the substructure units?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	買	Have modificat	tions been made since	the bridge was con	nstructed? No.					
Has the bridge been seismically retrofitted?   Yes No   Is it a rigid box culvert?   Yes No   Is the superstructure integral with the abutments?   Yes No   Does the superstructure contain box girders?   Yes No   Is there lateral movement under traffic loading?   Q 2 4 6 8   Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?   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?   Type   Rocker   Elastomeric   Sliding   Muti-ratation   Condition?   Fain If there are pedestals, are the bearings likely to overturn in an earthquake?   0 2 Does the bridge with less than 3 girders have exterior girder supported on the seat edge?   Yes Are there any girders supported on individual pedestals or columns?   Yes Are there any girders supported on individual pedestals or columns?   Yes The longitudinal support length measured in a direction perpendicular to the support at abutments.   Is the abutment a cantilever earth-retaining abutment?   Yes Is there inforced concrete columns monolithic with the superstructure?   Yes Is there unusual or extensive erosion of soil at or near any of the substructure units?   Q 2   Are abutment-slop failures possible in an earthquake?   Q 2   Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	Ü	Does the bridge	e cross a body of water	er?	Yes 1	Vo 📗	(Structure or I	oad).		
Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is the bridge skewed?  Type Rocker Elastomeric Sliding Muti-ratation Condition? Fain If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  O 2  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and		Has the bridge	been seismically retro	ofitted?	Yes 1	Vo 📗				
Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Type Rocker Selecter Sliding Muti-ratation  Type Rocker Elastomeric Sliding Muti-ratation  Type Rocker Selecter Sliding Muti-ratation  Type Selecter Sliding Selecter Slidin		Is it a rigid box	culvert?		Yes 1	Vo 📗				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	λE	Is the superstructure	cture integral with the	e abutments?	Yes 1	Vo 📗	Comi	ments:		
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	5	Does the supers	structure contain box	girders?	Yes 1	Vo 📗				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	ည	Is there lateral r	movement under traff	fic loading?	<u>0</u> 2 4	6 8				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	STRU			earthquake after	0 2 <u>4</u>	6 8				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	I K	Would gross mo	ovement of superstruc	ture cause instabilit	y? 0 <u>2</u> 4	6 8				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	l g	Is the bridge ske	ewed?	Yes, 30 degr	rees					
If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the seat edge?  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	รเ	Is there any unusual gap or offset at an expansion joint?								
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  O 2  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and										
The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	S	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	Ι <u>Ξ</u>	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	AR	Are the bearing	seats under the abuti	ment end-diaphragi	n continuous?	•		Yes No		
The longitudinal support length measured in a direction perpendicular to the support at abutments.  Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or piers?  Is there unusual or extensive erosion of soil at or near any of the substructure units?  Are abutment-slop failures possible in an earthquake?  Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	BE.	Are there any g	irders supported on in	ndividual pedestals	or columns?			Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and			al support length mea	sured in a direction	perpendicula	r to the	support at			
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	RE	Is the abutment	a cantilever earth-ret	taining abutment?				Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	CTU	Are the reinforce	ced concrete columns	monolithic with th	e superstructu	ıre?		Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	RU	Is there horizon	ntal or vertical moven	nent or tilting of the	abutments, c	olumns	or piers?	<u>0</u> 2 4 6 8		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	BST	Is there unusual	l or extensive erosion	of soil at or near a	ny of the subs	structure	e units?	<u>0</u> 2 4 6 8		
	SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8		
consideration. A bold and underlined <u>0</u> identifies the lowest value or risk while a <u>8</u> is use highest value or risk. The case when none of the values are bold and underlined implies the evaluation was not possible due to access or when a judgment could not be made.	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> is used for the highest value or risk. The case when none of the values are bold and underlined implies that an								

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

	GPS Location	Longitude	Latitude	Bride	ge Number	43-0259-B000	)()()		
	GI S Location	W86°17.499'	N37°27.979'	Dilug	ge radiliber	43-0237-D000	, o		
GENERAL	Year Built	1961 County	Grayson	Cross	sing	Western KY I	<u> </u>		
	Have modificat	tions been made sinc	e the bridge was co	nstruct	ed? No.		Please list them		
Ü	Does the bridge	e cross a body of wat	er?		Yes No	(Structure or 1	oad).		
0	Has the bridge	been seismically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?			Yes No				
Ä	Is the superstru	cture integral with th	ne abutments?		Yes No	Com	ments:		
	Does the supers	structure contain box	girders?		Yes No				
<u> </u>	Is there lateral	movement under traf	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE		cely to collapse in an e of the bearings?	earthquake after		0 2 <u>4</u> 6 8				
R.	Would gross me	ovement of superstruc	cture cause instabilit	y?	0 <u>2</u> 4 6 8				
	Is the bridge sk	ewed?	No						
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fai								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake?  0 2 4 6 8								
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No								
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m conti	inuous?		Yes No		
BE	Are there any g	girders supported on i	individual pedestals	or col	umns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpe	ndicular to the	e support at			
Ä		t a cantilever earth-re	etaining abutment?				Yes No		
		ced concrete column		ne supe	rstructure?		Yes No		
SUC		ntal or vertical move				s or piers?	0 2 4 6 8		
STF		l or extensive erosion				-	<u>0</u> 2 4 6 8		
SUBSTRUCTURE	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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	Year Built	W86°29.137'	N37°24.686'	DIII	GPS Location Longitude Latitude Bridge Number 43-0185-					
NERA	Year Built									
	, , ,				ssing	Western KY I	<u>-</u>			
	Have modificat	ions been made s	ince the bridge was	construc	cted? No.	If yes. Please list them				
見し	Does the bridge	cross a body of	water?		Yes No	(Structure or 1	load).			
l [⊍]	Has the bridge l	been seismically	retrofitted?		Yes No					
	Is it a rigid box	culvert?			Yes No					
果	Is the superstruc	cture integral wit	h the abutments?		Yes No	Com	ments:			
5	Does the supers									
ည	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8									
SUPERSTRUCTURE	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									
<u>B</u>	Is the bridge skewed? Yes, 40 degrees									
รเ	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition						Fair			
SS	If there are pede	estals, are the bea	rings likely to over	turn in a	n earthquake?		0 2 4 6 8			
l <u>ĕ</u> L	Does the bridge	with less than 3	girders have exteri	or girder	supported on th	ne seat edge?	Yes No			
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No			
BE	Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the support at						Yes No			
	The longitudina abutments.	al support length	measured in a direc	tion perp	endicular to the	e support at				
RE		a cantilever eart	n-retaining abutmen	nt?			Yes No			
OTC	Are the reinforce	ced concrete colu	mns monolithic wi	h the sup	erstructure?		Yes No			
SUBSTRUCTURE	Is there horizon	tal or vertical mo	vement or tilting o	f the abut	tments, column	s or piers?	<u>0</u> 2 4 6 8			
BST	Is there unusual	or extensive ero	sion of soil at or ne	ar any of	the substructur	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	lop failures possi	ble in an earthquak	e?			<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	43-0079-B00	022				
	GFS Location	W86°30.162'	N37°24.791'	Bridge Number	43-00/9-000	023	
GENERAL	Year Built	<i>1961</i> County	Grayson	Crossing	Western KY	<u> </u>	
	Have modificat	tions been made sinc	e the bridge was co	onstructed? No.	If yes. Please		
Ĭ	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).	
		been seismically retr	rofitted?	Yes No			
	Is it a rigid box	culvert?		Yes No			
ΑË	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:	
	Does the supers						
၂ ်	Is there lateral						
SUPERSTRUCTURE	Is the bridge lik toppling failure						
X	Would gross me						
<u>H</u>	Is the bridge sk						
าร	Is there any uni						
	Type Rocker Elastomeric Sliding Muti-ratation Condition?						
တ္သ	If there are ped	estals, are the bearin	n in an earthquake?		0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						
3E,	Are there any g	Yes No					
_	The longitudina abutments.	al support length me	asured in a directio	n perpendicular to tl	e support at 40cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No	
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructi	are units?	<u>0</u> 2 4 6 8	
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <b>0</b> identifies the lowest value or risk while a <b>8</b> 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)

	GPS Location	Longitude	Latitude	Daides Namber	43-9001-B00	026		
	GPS Location	W86°30.162'	N37°24.791'	Bridge Number	43-9001-B00	026 P		
GENERAL	Year Built	1961 County	Grayson	Crossing	KY 187			
╽┋		tions been made sinc		onstructed? No.	If yes. Please			
三		e cross a body of war		Yes No	(Structure or	ioad).		
		been seismically reta	rofitted?	Yes No	_			
	Is it a rigid box			Yes No				
RE		cture integral with the		Yes No	Com	ments:		
2	Does the supers	_						
S	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
ER	Would gross me							
l <u>P</u>	Is the bridge sk							
S	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							
38	If there are pedestals, are the bearings likely to overturn in an earthquake?							
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No		
BE	Are there any g	Yes No						
	The longitudina abutments.	al support length me	asured in a directio	n perpendicular to th	e support at	40cm		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No		
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Simply support	ted beam						
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The caton was not possible of	ories identifies the inderlined $\underline{0}$ identifies when none of the	magnitude of the risk les the lowest value of e values are bold and	of for the function or risk while a § underlined imp	n under is used for the		

**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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	43-9001-B000	027
	GFS Location	W86°24	.917'	N37°24.872'	DIIC	ige Mullibei	43-9001-B000	)27 P
₹ Y	Year Built	1961	County	Grayson	Cro	ssing	Millwood-Ple	asant View Rd
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please	
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
	Does the superstructure contain box girders?  Yes No							
၂ ၁	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8							
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?							
l K	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8							
I I	Is the bridge skewed? Yes, 20 degrees							
รเ	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker	Ela	astomeric	Sliding Mı	ıti-rata	ıtion	Condition?	Fair
တ္	If there are ped	estals, are	the bearing	gs likely to overtui	n in ar	n earthquake?		0 2 4 6 8
N	Does the bridge	e with less	supported on th	ne seat edge?	Yes No			
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
3E/	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	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
RU	Is there horizon	ntal or ver	tical mover	ment or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
	Simply support	ed beam						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

Year Built  Have modification  Does the bridge of the Bridge like toppling failure of the Bridge of the	ture integral with the fructure contain box provement under traffely to collapse in an eof the bearings?  vement of superstruct ewed?	e abutments? girders? ic loading? earthquake after ture cause instability Yes, 60 degr	Yes Yes Yes Yes Yes 0 2 4 0 2 4 9? 0 2 4		Western KY P If yes. Please I (Structure or le	Parkway list them						
Is it a rigid box of	ons been made since cross a body of water een seismically retroculvert?  ture integral with the cructure contain box in overment under traffely to collapse in an error of the bearings?  verment of superstruct ewed?	e abutments? girders? cic loading? earthquake after ture cause instability Yes, 60 degr	Yes   Yes   Yes   Yes   Yes   Yes   Yes   Yes   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2 4   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q 2   Q	No N	If yes. Please I (Structure or Id	list them oad).						
Is it a rigid box of	cross a body of water een seismically retroculvert?  ture integral with the cructure contain box anovement under traffely to collapse in an electron of the bearings?  vement of superstruct ewed?	e abutments? girders? ic loading? earthquake after ture cause instability Yes, 60 degr	Yes Yes Yes Yes Yes 0 2 4 0 2 4 9? 0 2 4	No N	(Structure or le	oad).						
Is it a rigid box of	een seismically retro culvert? ture integral with the cructure contain box novement under traff ely to collapse in an e of the bearings? vement of superstruct ewed?	e abutments? girders? fic loading? earthquake after ture cause instability Yes, 60 degr	Yes Yes Yes Yes  Q 2 4 0 2 4 y? 0 2 4	No N								
Is it a rigid box of	culvert?  ture integral with the cructure contain box provement under traffely to collapse in an electron of the bearings?  vement of superstruct ewed?	e abutments? girders? fic loading? earthquake after ture cause instability Yes, 60 degr	Yes Yes Yes 0 2 4 0 2 4 9? 0 2 4	No N	Comr	ments:						
	ture integral with the fructure contain box provement under traffely to collapse in an eof the bearings?  vement of superstruct ewed?	girders? ic loading? earthquake after ture cause instability Yes, 60 degr	Yes Yes  0 2 4 0 2 2 9? 0 2 2	No N	Comr	ments:						
Is the superstruct Does the superstruct Is there lateral m Is the bridge like toppling failure of would gross move.  Is the bridge sket.	ructure contain box provement under traffely to collapse in an electron of the bearings?  vement of superstruct ewed?  sual gap or offset at a	girders? ic loading? earthquake after ture cause instability Yes, 60 degr	Yes  0 2 4  0 2 2  9? 0 2 4	No 1 6 8 4 6 8	Comr	nents:						
Does the superst  Is there lateral m  Is the bridge like toppling failure of would gross move.  Is the bridge skeen to the bri	novement under traffely to collapse in an eof the bearings?  vement of superstructewed?  sual gap or offset at a	ic loading? earthquake after ture cause instability Yes, 60 degr	0 2 4 0 2 4 y? 0 2 4	4 6 8 4 6 8								
Is there lateral m  Is the bridge like toppling failure of Would gross move.  Is the bridge skerning of the bridge skerning failure of the bridge skerning	ely to collapse in an of the bearings?  vement of superstruct  ewed?  sual gap or offset at a	ture cause instability  Yes, 60 degr	0 2 <u>4</u> y? 0 <u>2</u> 4	<u>1</u> 6 8								
Is the bridge like toppling failure of Would gross mov	of the bearings?  vement of superstruct  wed?  sual gap or offset at a	ture cause instability Yes, 60 degr	y? 0 <u>2</u> 4									
Would gross mov	ewed? sual gap or offset at a	Yes, 60 degr		4 6 8								
Is the bridge ske	sual gap or offset at a		rees									
is the orage ske		an expansion ioint?			Is the bridge skewed? Yes, 60 degrees							
Is there any unus	Flastomaria	Is there any unusual gap or offset at an expansion joint?										
Type Rocker	Liusiomeric	Type Rocker Elastomeric Sliding Muti-ratation Condition?										
If there are pedes	If there are pedestals, are the bearings likely to overturn in an earthquake?											
Does the bridge	with less than 3 gird	ers have exterior gi	irder support	ed on the	e seat edge?	Yes No						
Does the bridge  Are the bearing s  Are there any gir	Are the bearing seats under the abutment end-diaphragm continuous?											
Are there any gir	Are there any girders supported on individual pedestals or columns?											
The longitudinal abutments.	support length meas	sured in a direction	perpendicul	ar to the	support at							
	a cantilever earth-ret	aining abutment?				Yes No						
Are the reinforce	ed concrete columns	monolithic with th	e superstruct	ture?		Yes No						
Is the abutment a  Are the reinforce  Is there horizontal  Is there unusual of the abutment a	al or vertical movem	nent or tilting of the	abutments,	columns	or piers?	<u>0</u> 2 4 6 8						
Is there unusual	or extensive erosion	of soil at or near a	ny of the sub	structure	units?	<u>0</u> 2 4 6 8						
Are abutment-slo	op failures possible i	in an earthquake?				<u>0</u> 2 4 6 8						
"SUBSTR considerate highest va	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Number	43-9001-B00	060		
	GFS Location	W86°10.316'	N37°29.848'	- Bridge Number	43-9001-000	009		
GENERAL	Year Built	<i>1961</i> County	Grayson	Crossing	Western KY	•		
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
) H	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
	Has the bridge	been seismically retr	rofitted?	Yes No				
	Is it a rigid box	culvert?		Yes No				
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	<b>Comments:</b>		
	Does the supers							
ည	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
I K	Would gross mo							
I I	Is the bridge skewed? No							
S	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							
Si	If there are ped		0 2 4 6 8					
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No		
BEARINGS	Are the bearing		Yes No					
3E,	Are there any g	Yes No						
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	ne support at	40cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No		
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8		
38	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8		
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Simply support	red beams						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Number	43-9001-B00	070		
	GFS Location	W86°6.490'	N37°33.069'	- Bridge Number	43-9001-В00	070		
GENERAL	Year Built	<i>1961</i> County	Grayson	Crossing	Western KY	•		
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
Ü	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
	Has the bridge	been seismically retr	ofitted?	Yes No	<u>.                                    </u>			
	Is it a rigid box	culvert?		Yes No				
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:		
1 5	Does the supers							
၂၁	Is there lateral	3						
SUPERSTRUCTURE	Is the bridge lik toppling failure	3						
N. N.	Would gross me							
l F	Is the bridge skewed? Yes, 30 degrees							
รเ	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							
Si	If there are ped	?	0 2 4 6 8					
Ž	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported or	the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No		
3E,	Are there any girders supported on individual pedestals or columns?							
	The longitudina abutments.	al support length mea	asured in a direction	perpendicular to	the support at			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with the	ne superstructure?		Yes No		
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colur	nns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substruc	ture units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Note: One place	e in the bottom of a g	girder was damaged	l (see picture)				
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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	Does the bridge Has the bridge b Is it a rigid box	W86°18.571'  1961 County  ions been made since e cross a body of wate been seismically retro culvert?	er?	Crossing nstructed? No.	Western KY I  If yes. Please (Structure or I	Parkway list them			
I	Have modification Does the bridge Has the bridge Is it a rigid box	ions been made since cross a body of water been seismically retro	the bridge was corer?	nstructed? No.	If yes. Please	list them			
I	Does the bridge Has the bridge b Is it a rigid box	cross a body of water been seismically retro	er?		-				
I	Has the bridge but the sit a rigid box	been seismically retro		Yes No	(Structure or				
I	Is it a rigid box		ofitted?		4	ioad).			
		culvert?	Is it a rigid box culvert?  Yes No						
	Is the superstruc								
1 5 1		cture integral with the	e abutments?	Yes No	Com	<b>Comments:</b>			
ı∟∟	Does the supers								
ပ်   ၊	Is there lateral n								
	Is the bridge lik toppling failure								
	Would gross movement of superstructure cause instability? 0 2 4 6 8								
<u>4</u>   1	Is the bridge skewed? Yes, 40 degrees								
S	Is there any unusual gap or offset at an expansion joint?								
7	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
S I	If there are pede	estals, are the bearing	in an earthquake?		0 2 4 6 8				
I Z L	Does the bridge	with less than 3 gird	lers have exterior g	irder supported on t	he seat edge?	Yes No			
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?								
	Are there any girders supported on individual pedestals or columns?								
_   7	The longitudina abutments.	ll support length mea	sured in a direction	perpendicular to th	e support at				
R I	Is the abutment	a cantilever earth-ret	aining abutment?			Yes No			
SUBSTRUCTURE	Are the reinforc	ced concrete columns	monolithic with th	e superstructure?		Yes No			
S I	Is there horizon	tal or vertical moven	nent or tilting of the	abutments, column	ns or piers?	<u>0</u> 2 4 6 8			
BS I	Is there unusual	or extensive erosion	of soil at or near a	ny of the substructu	re units?	<u>0</u> 2 4 6 8			
ns A	Are abutment-sl	lop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

W86°27.641'   N37°24.518'   Year Built   1961   County   Grayson   Crossing   William   W86°27.641'   Year Built   1961   Year Built   Year Built   1961   Year Built   Year Bu	estern KY Parkway yes. Please list them ructure or load).  Comments:				
Is it a rigid box culvert?  Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is there any unusual gap or offset at an expansion joint?  Type Rocker Elastomeric Sliding Muti-ratation  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  The longitudinal support length measured in a direction perpendicular to the supabutments.	yes. Please list them ructure or load).				
Is it a rigid box culvert?  Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is there any unusual gap or offset at an expansion joint?  Type Rocker Elastomeric Sliding Muti-ratation  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  The longitudinal support length measured in a direction perpendicular to the supabutments.	ructure or load).				
Is it a rigid box culvert?  Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is there any unusual gap or offset at an expansion joint?  Type Rocker Elastomeric Sliding Muti-ratation  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Is it a rigid box culvert?  Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Is there any unusual gap or offset at an expansion joint?  Type Rocker Elastomeric Sliding Muti-ratation  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  The longitudinal support length measured in a direction perpendicular to the supabutments.	Comments:				
Is the superstructure integral with the abutments?  Does the superstructure contain box girders?  Is there lateral movement under traffic loading?  Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  Would gross movement of superstructure cause instability?  Would gross movement of superstructure cause instability?  Is the bridge skewed?  No  Is there any unusual gap or offset at an expansion joint?  Type Rocker Elastomeric Sliding Muti-ratation  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the set Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.	Comments:				
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.	Comments:				
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Type Rocker Elastomeric Sliding Muti-ratation C  If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
If there are pedestals, are the bearings likely to overturn in an earthquake?  Does the bridge with less than 3 girders have exterior girder supported on the se Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.					
Does the bridge with less than 3 girders have exterior girder supported on the se  Are the bearing seats under the abutment end-diaphragm continuous?  Are there any girders supported on individual pedestals or columns?  The longitudinal support length measured in a direction perpendicular to the supabutments.	ondition? Fair				
The longitudinal support length measured in a direction perpendicular to the supabutments.	0 2 4 6 8				
The longitudinal support length measured in a direction perpendicular to the supabutments.	at edge? Yes No				
The longitudinal support length measured in a direction perpendicular to the supabutments.	Yes No				
The longitudinal support length measured in a direction perpendicular to the supabutments.	Yes No				
Is the abutment a cantilever earth-retaining abutment?	port at 40cm				
	Yes No				
Is the abutment a cantilever earth-retaining abutment?  Are the reinforced concrete columns monolithic with the superstructure?  Is there horizontal or vertical movement or tilting of the abutments, columns or  Is there unusual or extensive erosion of soil at or near any of the substructure un  Are abutment-slop failures possible in an earthquake?	Yes No				
Is there horizontal or vertical movement or tilting of the abutments, columns or	piers? <u>0</u> 2 4 6 8				
Is there unusual or extensive erosion of soil at or near any of the substructure un	its? <u>0</u> 2 4 6 8				
Are abutment-slop failures possible in an earthquake?	<u>0</u> 2 4 6 8				
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge N	Jumber	43-9001-B000	178	
	GFS Location	W86°8.139'	N37°32.186'	bridge r	Nullibei	43-9001- <b>D</b> 000	)/o	
۲	Year Built	<i>1961</i> County	Grayson	Crossing	3	Western KY I	Parkway	
GENERAL	Have modificat	tions been made since	e the bridge was co	nstructed?	No.	If yes. Please list them		
Į,	Does the bridge	e cross a body of wat	er?	Ye.	s No	(Structure or 1	oad).	
	Has the bridge	been seismically retr	ofitted?	Ye.	s No	_		
	Is it a rigid box	culvert?		Ye	s No			
ZE	Is the superstru	cture integral with th	e abutments?	Ye.	s No	Com	ments:	
1 5	Does the supers							
၂ ၁	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
K	Would gross me							
I I	Is the bridge skewed? Yes, 20 degrees							
รเ	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?						Fair	
S	If there are ped	estals, are the bearing	n in an ear	thquake?		0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gird	ders have exterior g	irder supp	orted on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
3E,	Are there any girders supported on individual pedestals or columns?						Yes No	
-	The longitudina abutments.	al support length mea	asured in a direction	perpendi	cular to the	e support at		
IRE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
CTC	Are the reinford	ced concrete columns	s monolithic with th	ne superstr	ructure?		Yes No	
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutmen	ts, column	s or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructui	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 $\underline{0}$ identifies the lowest value or risk while a $\underline{8}$ 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

	GPS Location	Longitude	Latitude	Bridge Nu	ımhar	43-9001-B000	102	
	GFS Location	W86°33.866'	N37°23.821'	- bridge ivi	umber	43-9001- <b>D</b> 000	J62	
GENERAL	Year Built	<i>1961</i> County	Grayson	Crossing		Western KY I	•	
	Have modificat	tions been made sinc	e the bridge was co	nstructed? 1	Vo.	If yes. Please list them		
) H	Does the bridge	e cross a body of wat	ter?	Yes	No	(Structure or 1	oad).	
	Has the bridge	been seismically retr	rofitted?	Yes	No			
	Is it a rigid box	culvert?		Yes	No			
RE	Is the superstru	cture integral with th	ne abutments?	Yes	No	Com	<b>Comments:</b>	
	Does the supers							
ည	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
I K	Would gross mo							
I F	Is the bridge skewed? No							
S	Is there any uni							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?						Fair	
Si	If there are ped		0 2 4 6 8					
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder suppo	rted on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
3E,	Are there any girders supported on individual pedestals or columns?						Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpendici	ılar to the	e support at	40cm	
RE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstru	cture?		Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments	, column	s or piers?	<u>0</u> 2 4 6 8	
38	Is there unusua	l or extensive erosion	n of soil at or near a	any of the su	ıbstructur	e units?	<u>0</u> 2 4 6 8	
SUI	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Simply support	red beam						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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	Of 5 Location	XXX0 <000 0 441	GPS Location Longitude Latitude Bridge Number 47-0084-					
<   <		W86°02.341'	N37°34.290'	Bridge Number	47-0084-B00	043		
	Year Built	<i>1961</i> County	Hardin	Crossing	Western KY	<u>`</u>		
	Have modificat	ions been made sinc	e the bridge was co	nstructed? No.		If yes. Please list them		
Ä	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
	Has the bridge	been seismically retr	ofitted?	Yes No	<u> </u>			
	Is it a rigid box	culvert?		Yes No				
AE .	Is the superstruc	cture integral with th	e abutments?	Yes No	Com	ments:		
2	Does the supers							
ည	Is there lateral r	8						
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  0 2 4 6 8							
I R	Would gross movement of superstructure cause instability? 0 2 4 6 8							
JPI	Is the bridge skewed? Yes, 20 degrees							
S	Is there any unusual gap or offset at an expansion joint?							
-	Type Rocker Elastomeric Sliding Muti-ratation Condit							
SE	If there are pede	estals, are the bearing	gs likely to overturr	in an earthquake	?	0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported o	n the seat edge?	Yes No		
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							
BE	Are there any girders supported on individual pedestals or columns?							
	The longitudina abutments.	al support length mea	sured in a direction	perpendicular to	the support at			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No		
CTU	Are the reinforce	ced concrete column	s monolithic with th	e superstructure?		Yes No		
SUBSTRUCTURE	Is there horizon	tal or vertical mover	ment or tilting of the	abutments, colu	mns or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusual	l or extensive erosion	n of soil at or near a	ny of the substruc	eture units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Brid	lge Number	47-9001-B000	M5	
	GI S Location	W85°57.021'	N37°37.399'	Dilu	ige i tuilibei	47-7001- <b>D</b> 000	J-13	
GENERAL	Year Built	1961 County	Hardin	Cros	ssing	Western KY Parkway		
	Have modificat	tions been made sinc	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Ä	Does the bridge	e cross a body of wat	ter?		Yes No (Structure or load)		load).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
ŊE	Is the superstru	cture integral with th	ne abutments?		Yes No	Com	ments:	
1 5	Does the super							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
I &	Would gross me	ovement of superstruc	cture cause instabilit	ty?	0 <u>2</u> 4 6 8			
<u>H</u>	Is the bridge sk	tewed?	No					
รเ	Is there any un	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an	earthquake?		0 2 4 6 8	
ΙŽ	Does the bridge	e with less than 3 gir	ders have exterior g	girder s	supported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
BE	Are there any g	girders supported on	individual pedestals	or co	lumns?		Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpe	endicular to the	e support at		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinfor	ced concrete column	s monolithic with th	ne sup	erstructure?		Yes No	
RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutı	ments, column	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or extensive erosion	n of soil at or near a	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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.							
0	evaluatio	on was not possible o	lue to access or who	en a ju	dgment could	not be made.		

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

	GPS Location	Longitude	Latitude	Bridge	e Number	47-1136-B000	)53	
	GI S Location	W85°51.420'	N37°40.774'	Dridge	C I vuilloci	47-1130-D000	,55	
GENERAL	Year Built	1961 County	Hardin	Crossi	ing	Western KY Parkway		
	Have modificat	tions been made since	e the bridge was co	nstructe	ed? <i>No</i> .	If yes. Please list them		
Į,	Does the bridge	e cross a body of wat	er?		Yes No Structure or le		oad).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?		,	Yes No			
ZE	Is the superstru	cture integral with th	e abutments?		Yes No	Com	ments:	
	Does the supers							
၂ ၁	Is there lateral							
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	(	0 2 4 <u>6</u> 8			
X	Would gross me	ovement of superstruc	ture cause instabilit	y? (	0 2 4 <u>6</u> 8			
<u>H</u>	Is the bridge sk	ewed?	Yes, 5 degre	ees				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatio	on	Condition?	Fair	
SS	If there are ped	estals, are the bearing	gs likely to overtur	n in an e	earthquake?		0 2 4 6 8	
Z	Does the bridge	e with less than 3 gird	ders have exterior g	irder su	pported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
BE.	Are there any g	irders supported on i	ndividual pedestals	or colu	ımns?		Yes No	
	The longitudina abutments.	al support length mea	sured in a direction	n perpen	idicular to the	support at		
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
CTU	Are the reinford	ced concrete columns	s monolithic with th	ne super	structure?		Yes No	
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutm	ents, columns	s or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of th	ne substructur	e units?	<u>0</u> 2 4 6 8	
S	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bride	ge Number	47-9001-B000	)56	
	GI S Location	W86°4.733'	N37°33.409'	Dilu	ge runnoer	47-7001- <b>D</b> 000	<i>,</i>	
GENERAL	Year Built	1961 County	Hardin	Cros	sing	Western KY Parkway		
単	Have modificat	tions been made since	e the bridge was co	nstruct	ted? No.	If yes. Please list them		
Į įį	Does the bridge	e cross a body of wat	er?		Yes No (Structure or load).		oad).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
ZE	Is the superstru	cture integral with th	e abutments?		Yes No	Com	ments:	
∄	Does the supers							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me	ovement of superstruc	ture cause instabilit	ty?	0 <u>2</u> 4 6 8			
<u>=</u>	Is the bridge sk	tewed?	No					
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratat	tion	Condition?	Fair	
SS	If there are ped	estals, are the bearing	gs likely to overtur	n in an	earthquake?		0 2 4 6 8	
Ιž	Does the bridge	e with less than 3 gird	ders have exterior g	girder s	upported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
BE	Are there any g	girders supported on i	ndividual pedestals	s or col	lumns?		Yes No	
_	The longitudina abutments.	al support length mea	sured in a direction	n perpe	endicular to the	e support at		
RE		t a cantilever earth-re	taining abutment?				Yes No	
UT	Are the reinford	ced concrete columns	s monolithic with the	ne supe	erstructure?		Yes No	
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of th	e abutr	nents, column	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or extensive erosion	n of soil at or near a	any of t	the substructur	re units?	<u>0</u> 2 4 6 8	
SUI	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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	W/05°50 0241				104		
<b>₩</b>		W85°58.824'	N37°36.220'	Bridge Number	47-9001-B00	063		
	Year Built	<i>1961</i> County	Hardin	Crossing	Western KY			
▎ÿ│	Have modificat	ions been made since	e the bridge was co	nstructed? No.	If yes. Please			
Į įį	Does the bridge	cross a body of wat	er?	Yes No	Yes No Structure or lo			
0	Has the bridge	been seismically retr	ofitted?	Yes No				
	Is it a rigid box	culvert?		Yes No				
ZE	Is the superstructure	cture integral with th	e abutments?	Yes No	Com	ments:		
5	Does the supers							
၂၁	Is there lateral r	novement under traf	fic loading?	<u>0</u> 2 4 6 8				
SUPERSTRUCTURE		tely to collapse in an of the bearings?	earthquake after	0 2 <u>4</u> 6 8				
<u>                                   </u>	Would gross mo	ovement of superstruc	ture cause instabilit	y? 0 <u>2</u> 4 6 8				
<u>H</u>	Is the bridge ske	ewed?	Yes, 20 deg	rees				
าร	Is there any unu	ısual gap or offset at	an expansion joint	•				
	Type Rocker	Elastomeric	Sliding Mut	i-ratation	Condition?	Fair		
တ္သ	If there are pede	estals, are the bearing	gs likely to overturi	in an earthquake?		0 2 4 6 8		
Ž	Does the bridge	with less than 3 gird	lers have exterior g	irder supported on t	he seat edge?	Yes No		
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							
3E	Are there any g	irders supported on i	ndividual pedestals	or columns?		Yes No		
	The longitudina abutments.	al support length mea	sured in a direction	perpendicular to th	e support at			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No		
SUBSTRUCTURE	Are the reinforce	ced concrete columns	monolithic with the	e superstructure?		Yes No		
IRU	Is there horizon	tal or vertical mover	nent or tilting of the	abutments, column	ns or piers?	<u>0</u> 2 4 6 8		
BS.	Is there unusual	or extensive erosion	n of soil at or near a	ny of the substructu	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	e Number	47-9001-B000	090	
	GI S Location	W85°54.922'	N37°38.706'	Dilugo	C I vuilloci	47-7001-D000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
GENERAL	Year Built	1961 County	Hardin	Crossi	ing	Western KY Parkway		
	Have modificat	tions been made sinc	e the bridge was co	nstructe	ed? No.	If yes. Please list them		
Ü	Does the bridge	e cross a body of wat	er?	]	Yes No Structure or lo		oad).	
	Has the bridge	been seismically retr	ofitted?	]	Yes No			
	Is it a rigid box	culvert?		]	Yes No			
₩.	Is the superstru	cture integral with th	e abutments?	]	Yes No	Com	ments:	
5	Does the supers							
၂ ၁	Is there lateral							
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	(	0 2 4 <u>6</u> 8			
I &	Would gross me	ovement of superstruc	cture cause instabilit	y? (	0 2 4 <u>6</u> 8			
l F	Is the bridge sk	ewed?	Yes, 60 deg	rees				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatio	on	Condition?	Fair	
S	If there are ped	estals, are the bearing	gs likely to overturi	n in an e	earthquake?		0 2 4 6 8	
ΙŽ	Does the bridge	e with less than 3 gird	ders have exterior g	irder suj	pported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
3E,	Are there any g	girders supported on i	individual pedestals	or colu	ımns?		Yes No	
-	The longitudina abutments.	al support length mea	asured in a direction	perpen	dicular to the	e support at		
IRE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
LT2	Are the reinford	ced concrete columns	s monolithic with th	ne supers	structure?		Yes No	
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	ents, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of th	ne substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8	
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dric	lge Number	47-9001-B00092	
	GPS Location	W85°54	.165'	N37°38.944'	DIT	ige Number	47-9001-B000	)92 P
Z Z	Year Built	1961	County	Hardin	Cro	ssing	CSX RR-Gait	hers Sta Rd
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).	
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No		
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
	Does the supers							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		<u>0</u> 2 4 6 8		
I K	Would gross me	ovement o	of superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8		
I E	Is the bridge sk	ewed?		Yes, 5 degr	ees			
าร	Is there any uni	usual gap	or offset at	an expansion joint	:?			
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8
N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No	
3E/	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	40cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
RU.	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	CDC I	Longitude	Latitude	D. J. N. M. ada a	47-9001-B00	093
	GPS Location	W85°54.354'	N37°38.922'	Bridge Number	47-9001-B00	093 P
ZA	Year Built	1961 County	Hardin	Crossing	Valley Creek	
GENERAL		tions been made sinc		onstructed? No.	If yes. Please list them	
<u> </u>		e cross a body of war		Yes No		
		been seismically retr	rofitted?	Yes No		
	Is it a rigid box			Yes No		
RE	-	cture integral with the		Yes No	Com	ments:
2	Does the supers					
2		movement under trai		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	kely to collapse in an e of the bearings?		0 2 4 <u>6</u> 8		
ER	Would gross me	ovement of superstruc	cture cause instabil	ity? 0 2 4 <u>6</u> 8		
l P	Is the bridge sk	rewed?	No			
S	Is there any uni	usual gap or offset at	an expansion join	t?		+
	Type Rocker			ıti-ratation	Condition?	Fair
38	If there are ped	lestals, are the bearin	gs likely to overtu	n in an earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on t	the seat edge?	Yes No
BEARINGS	Are the bearing		Yes No			
BE		girders supported on				Yes No
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	ne support at	
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	he superstructure?		Yes No
RU.	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutments, colum	ns or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	ire units?	<u>0</u> 2 4 6 8
S	Are abutment-s	slop failures possible	in an earthquake?			0 2 <b>4</b> 6 8
OTHER	"SUBST consider highest v	ndition scale "0 2 4 6 FRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	magnitude of the risk ies the lowest value he values are bold an	k for the function or risk while a <u>8</u> d underlined imp	under is used for the

**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)

	CDC I anation	Longitude	Latitude	Duides Non		47-9001-B000	)94
_	GPS Location	W85°55.854'	N37°38.008'	Bridge Nun	nber	47-9001-B000	)94 P
GENERAL	Year Built	1961 County	Hardin	Crossing		W Rhudes Creek	
	Have modificat	tions been made sinc	e the bridge was c	onstructed? No	p	If <i>yes</i> . Please list them (Structure or load).	
三		e cross a body of war			res no		oad).
		been seismically reta	rofitted?	+	No		
	Is it a rigid box				No		
RE	-	cture integral with the			No No	Com	ments:
2	Does the supers						
20		movement under trai		<u><b>0</b></u> 2 4	168		
SUPERSTRUCTURE	toppling failure	kely to collapse in an e of the bearings?		<u>0</u> 2 4			
ER	_	ovement of superstru	cture cause instabil	ity? <u><b>0</b></u> 2 4	168		
	Is the bridge sk	ewed?	Yes, 20 de	grees			
S	Is there any uni	usual gap or offset at	an expansion join	t?			
	Type Rocker	Elastomeric	Sliding M	uti-ratation		Condition?	Fair
35	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthq	uake?		0 2 4 6 8
ΙŽ	Does the bridge	e with less than 3 gir	ders have exterior	girder supporte	ed on th	e seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphra	gm continuous	?	Yes No	
BE		girders supported on					Yes No
	The longitudina abutments.	al support length me	asured in a direction	on perpendicula	ar to the	e support at	30cm
RE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstruct	ure?		Yes No
RU	Is there horizon	ntal or vertical move	ment or tilting of t	ne abutments,	column	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosio	n of soil at or near	any of the sub	structur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 (TRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the inderlined $\underline{0}$ identifies when none of the	magnitude of the street in the lowest are because are be	the risk value o old and	for the functior r risk while a <u>8</u> underlined imp	is used for the

**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)

	GPS Location	Longitude	Latitude	- Bridge Number	47-9001-B00	
بـ	GI S Location	W85°50.964'	N37°40.514'	Bridge Number	47-9001-B00	127 P
ΚA	Year Built	1980 County	Hardin	Crossing	I-65	
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If <i>yes</i> . Please list them (Structure or load).	
三		e cross a body of war		Yes No	(Structure or )	ioad).
		been seismically reta	ofitted?	Yes No		
	Is it a rigid box			Yes No		
RE		cture integral with the		Yes No	Com	ments:
	Does the supers					
ည		movement under tra		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		xely to collapse in an e of the bearings?	earthquake after	0 <u>2</u> 4 6 8		
l X	Would gross me	ovement of superstru	cture cause instabili	ty? 0 <u>2</u> 4 6 8		
ᆸ	Is the bridge sk	tewed?	Yes, 30 deg	rees		
S	Is there any uni	usual gap or offset at	an expansion joint	?		_
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair
တ္သ	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No
_	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	30-40cm
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8
S	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest was to be a second consider with the consideration with th	dition scale "0 2 4 6 (TRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	nagnitude of the risk es the lowest value o e values are bold and	t for the function or risk while a <u>8</u> 1 d underlined imp	n under is used for the

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

	GPS Location	Longitude	Latitude	Dridge	e Number	47-31W-B001	100
	GFS Location	W85°51.706'	N37°40.770'	Briage	e Number	47-31 W-D001	106
GENERAL	Year Built	1970 County	Hardin	Crossi	ing	Western KY Parkway	
╽┋	Have modificat	tions been made sinc	e the bridge was co	nstructed	d? <i>No</i> .	If yes. Please list them	
) H	Does the bridge	e cross a body of wat	ter?	)	Yes No	(Structure or l	load).
	Has the bridge	been seismically retr	rofitted?	7	Yes No		
	Is it a rigid box	culvert?		)	Yes No		
RE	Is the superstru	cture integral with th	ne abutments?	7	Yes No	Com	ments:
	Does the supers						
ည	Is there lateral						
SUPERSTRUCTURE	Is the bridge lik toppling failure						
I K	Would gross mo	ovement of superstruc	cture cause instabili	ty? <u>0</u>	0 2 4 6 8		
I F	Is the bridge sk	ewed?	Yes, 9.35 de	egrees			
S	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatio	on	Condition?	Fair
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an e	arthquake?		<u>0</u> 2 4 6 8
BEARINGS	Does the bridge	e with less than 3 gir	ders have exterior g	girder sup	pported on th	e seat edge?	Yes No
A R	Are the bearing seats under the abutment end-diaphragm continuous?						Yes No
3E,	Are there any g	rirders supported on	individual pedestals	s or colu	mns?	Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpen	dicular to the	support at	38cm
RE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne supers	structure?		Yes No
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutme	ents, columns	s or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the	e substructur	e units?	<u>0</u> 2 4 6 8
SUI	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
	Parallel with 47	7-31W-B00153					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 <b>ERUCTURE</b> " categoration. A bold and uvalue or risk. The cas on was not possible of	ories identifies the inderlined <u>0</u> identifies when none of the	nagnitud es the lo e values	de of the risk west value of are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitude	Latitude	Bridge Numbe	er 47-31W-B00	152		
	GFS Location	W85°51.706'	N37°40.770'	- Bridge Number	47-31W-B00	133		
₹	Year Built	19 County	Hardin	Crossing	Western KY	Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
Į.	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
		been seismically retr	ofitted?	Yes No				
	Is it a rigid box	culvert?		Yes No				
SE.	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:		
1 5	Does the supers							
၂	Is there lateral	8						
SUPERSTRUCTURE	Is the bridge lik toppling failure	8						
l K	Would gross mo	ovement of superstruc	cture cause instabili	ty? <b>0</b> 2 4 6	8			
J F	Is the bridge sk	ewed?	Yes, 5 degr	ees				
S	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquak	te?	0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported	on the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No		
3E,	Are there any g	rirders supported on i	individual pedestals	s or columns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular t	o the support at	35cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure	?	Yes No		
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, col	umns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substru	acture units?	<u>0</u> 2 4 6 8		
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00				
_ ا	GI S Location	W87°28.136'	N36°53.685'	Bridge rumber	24-9004-B00	093 P			
R A	Year Built	1967 County	Christian	Crossing	Breathitt Pky				
GENERAL		tions been made sin		onstructed? No.	If <i>yes</i> . Please list them (Structure or load).				
買		e cross a body of w		Yes No	(Structure or	ioau).			
		been seismically re	trofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	cture integral with	the abutments?	Yes No	Com	ments:			
	Does the supers								
ည		movement under tra		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE		kely to collapse in a e of the bearings?	n earthquake after	<u>0</u> 2 4 6 8					
N N	Would gross me	ovement of superstr	ucture cause instabi	ity? <b>0</b> 2 4 6 8					
ᆸ	Is the bridge sk	tewed?	Yes, 10 de	grees					
S	Is there any uni	usual gap or offset	at an expansion joir	nt?					
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair			
ပ္သ	If there are ped	lestals, are the beari	ngs likely to overtu	rn in an earthquake?		0 2 4 6 8			
N N	Does the bridge	e with less than 3 g	rders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the ab	ıtment end-diaphra	gm continuous?		Yes No			
3E/	Are there any g	girders supported or	individual pedesta	ls or columns?		Yes No			
	The longituding abutments.	al support length m	easured in a direction	on perpendicular to the	ne support at	25cm			
RE	Is the abutment	t a cantilever earth-	retaining abutment	•		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete colum	ns monolithic with	the superstructure?		Yes No			
RU.	Is there horizon	ntal or vertical mov	ement or tilting of t	he abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosi	on of soil at or near	any of the substructu	are units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	slop failures possibl	e in an earthquake	•		<u>0</u> 2 4 6 8			
	Middle Degree Rusted Sliding Cracks								
OTHER	"SUBST consider highest v	TRUCTURE" cates ration. A bold and value or risk. The c	gories identifies the underlined <u>0</u> identi ase when none of t	RSTRUCTURE", "B magnitude of the risk fies the lowest value he values are bold an hen a judgment could	k for the function or risk while a <u>8</u> d underlined imp	n under is used for the			

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

	GPS Location	Longitude	Latitude			24-9004-B00094				
7		W87°28.338'	N36°55.429'	Bridg	ge Number	24-9004-B000	)94			
$\sim$	Year Built	1966 County	Christian	Cros	sing	Breathitt Pky				
GENERAL	Have modificat	ions been made sinc	e the bridge was co	onstruct	ed? No.	If yes. Please list them				
Į į	Does the bridge	e cross a body of war	ter?		Yes No	(Structure or 1	load).			
	<u>-</u>	been seismically reta	rofitted?		Yes No					
	Is it a rigid box				Yes No	~				
RE	Is the superstruc	cture integral with the	ne abutments?		Yes No	Com	ments:			
]	Does the supers									
		movement under trai			<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? <u>0</u> 2 4 6 8									
ER		ovement of superstru	cture cause instabili	ity?	<u>0</u> 2 4 6 8					
I I	Is the bridge ske	ewed?	Yes, 5 degr	ees						
S	Is there any unu	usual gap or offset at	an expansion join	t?			_			
	Type Rocker	Elastomeric	Sliding Mı	ıti-ratat	ion	Condition?	Fair			
35	If there are pede	estals, are the bearin	gs likely to overtu	n in an	earthquake?		<u>0</u> 2 4 6 8			
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder s	upported on th	e seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	gm cont	inuous?		Yes No			
BE		irders supported on					Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpe	ndicular to the	e support at	25cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No			
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with t	he supe	erstructure?		Yes No			
  RU	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutr	nents, columns	s or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusual	l or extensive erosio	n of soil at or near	any of t	he substructur	e units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	lop failures possible	in an earthquake?				<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Number	24-9004-B00	005				
	GI S Location	W87°28.078'	N36°56.925'	Bridge Number	24-7004- <b>D</b> 00	075				
GENERAL	Year Built	1966 County	Christian	Crossing	Breathitt Pky					
	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please					
Ä	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).				
		been seismically retr	ofitted?	Yes No	<u> </u>					
	Is it a rigid box	culvert?		Yes No						
Æ	Is the superstru	cture integral with th	Com	ments:						
	Does the super									
<u>[</u>	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
IR.	Would gross me	ovement of superstruc	ture cause instabilit	y? <b>0</b> 2 4 6 8	1					
J PE	Is the bridge skewed? Yes, 5 degrees									
รเ	Is there any un	usual gap or offset at	an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mut	ti-ratation	Condition?	Fair				
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquake	?	0 2 4 6 8				
N N	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	girders supported on i	ndividual pedestals	or columns?		Yes No				
	The longitudina abutments.	al support length mea	sured in a direction	n perpendicular to t	the support at	20cm				
RE	Is the abutment	t a cantilever earth-re	taining abutment?			Yes No				
SUBSTRUCTURE	Are the reinfor	ced concrete columns	s monolithic with th	ne superstructure?		Yes No				
l R	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colun	nns or piers?	<u>0</u> 2 4 6 8				
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substruct	ture units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Wing wall Typ	e Abutment								
~	Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and									
OTHER	"SUBSTRUCTURE" categories identifies the magnitude of the risk for the function under consideration. A bold and underlined <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

		Longitude	Latitude						
۱	GPS Location	W87°28.004'	N36°59.499'	Bridge Number	24-9004-B00	096			
<u>₹</u>	Year Built	1966 County	Christian	Crossing	Breathitt Pky				
GENERAL	Have modificat	tions been made sinc	e the bridge was o	constructed? No.	If yes. Please list them				
Į į	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).			
		been seismically retr	rofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:			
1	Does the supers								
		movement under trat		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?  • 2 4 6 8								
E S		ovement of superstru	cture cause instabi	<u><b>0</b></u> 2 4 6 8					
l <u>P</u>	Is the bridge sk	ewed?	Yes, 10 de	grees					
S	<del>                                     </del>	usual gap or offset at	an expansion join	nt?		1			
	Type Rocker	Elastomeric	Sliding M	uti-ratation	Condition?	Fair			
SS	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthquake?		0 2 4 6 8			
BEARINGS	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
AR	Are the bearing	seats under the abu	tment end-diaphra	gm continuous?		Yes No			
BE		irders supported on				Yes No			
	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to the	he support at	30cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusua	l or extensive erosio	n of soil at or near	any of the substruct	ure units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	slop failures possible	in an earthquake			<u>0</u> 2 4 6 8			
ОТНЕК	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 $\underline{0}$ identifies the lowest value or risk while a $\underline{8}$ 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

	GPS Location	Longitude	Latitude	- Bridge Numbe	r 24-9004-B00	007		
	GI S Location	W87°27.545'	N37°0.520'	Bridge Ivallibe	24-7004-B00			
GENERAL	Year Built	1966 County	Christian	Crossing		Breathitt Pky		
買	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
Į,	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
٥	Has the bridge	been seismically retr	ofitted?	Yes No				
	Is it a rigid box	culvert?		Yes No				
Ä	Is the superstru	cture integral with th	Com	ments:				
	Does the supers	structure contain box	girders?	Yes No				
<u> </u>	Is there lateral	8						
SUPERSTRUCTURE	Is the bridge like toppling failure	8						
X	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6	8			
<u>H</u>	Is the bridge sk	ewed?	Yes, 5 degree	ees				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquak	e?	<u>0</u> 2 4 6 8		
Z	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported	on the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No		
3E,	Are there any g	girders supported on i	individual pedestals	or columns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular t	o the support at	25cm		
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No		
CTO	Are the reinford	ced concrete columns	s monolithic with th	ne superstructure	?	Yes No		
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, col	ımns or piers?	<u>0</u> 2 4 6 8		
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substru	acture units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge N	umher	24-9004-B000	108	
	GI S Location	W87°27.584'	N37°1.783'	Dilage iv	umoer	24-7004-D000	776	
GENERAL	Year Built	1966 County	Christian	Crossing		Breathitt Pky		
	Have modificat	tions been made sinc	e the bridge was co	nstructed?	No.	If yes. Please		
Ä	Does the bridge	e cross a body of wat	er?	Yes	No	(Structure or 1	oad).	
	Has the bridge	been seismically retr	ofitted?	Yes	No			
	Is it a rigid box	culvert?		Yes	No			
ŊE	Is the superstru	cture integral with th	No	Com	ments:			
1 5	Does the supers	structure contain box	girders?	Yes	No			
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
l ä	Would gross me	ovement of superstruc	cture cause instabilit	y? <u><b>0</b></u> 2	4 6 8			
<u>H</u>	Is the bridge sk	ewed?	Yes, 28.3 de	egrees				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation		Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an eartl	hquake?		0 <u>2</u> 4 6 8	
N N	Does the bridge	e with less than 3 gire	ders have exterior g	irder suppo	orted on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuo	us?		Yes No	
3E,	Are there any g	girders supported on i	individual pedestals	or column	s?		Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpendic	ular to the	e support at	38cm	
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstru	icture?		Yes No	
IRU	Is there horizon	ntal or vertical mover	nent or tilting of the	e abutments	s, column	s or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the s	ubstructui	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Erosion of bear	ring (4)						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	Number	24-9004-B000	100			
	GI S Location	W87°27.851'	N37°3.001'	Dridge	rumoci	24-7004-D000				
GENERAL	Year Built	1966 County	Christian	Crossii	ng	Breathitt Pky				
買	Have modificat	tions been made since	e the bridge was co	nstructed	1? <i>No</i> .	If yes. Please				
Į,	Does the bridge	e cross a body of wat	er?	Y	es No	(Structure or 1	oad).			
		been seismically retr	ofitted?	Y	es No					
	Is it a rigid box	culvert?		Y	es No					
ZE	Is the superstru	cture integral with th	es No	Com	ments:					
1 5	Does the supers									
၂	Is there lateral									
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?									
X	Would gross me	ovement of superstruc	ture cause instabilit	y? <u>0</u>	2 4 6 8					
	Is the bridge sk	tewed?	No							
รเ	Is there any uni	usual gap or offset at	an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatio	n	Condition?	Fair			
SS	If there are ped	estals, are the bearing	gs likely to overturi	n in an ea	arthquake?		0 2 4 6 8			
Z	Does the bridge	e with less than 3 gird	ders have exterior g	irder sup	ported on th	e seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m contin	uous?	Yes				
3E,	Are there any g	girders supported on i	ndividual pedestals	or colur	nns?	Yes No				
	The longitudina abutments.	al support length mea	sured in a direction	perpend	licular to the	e support at	35cm			
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No			
CTO	Are the reinford	ced concrete columns	s monolithic with th	ne supers	tructure?		Yes No			
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	ents, columns	s or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	e substructur	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	~~~ .	Longitude	Latitude						
ـــا	GPS Location	W87°27.795'	N37°5.159'	Bridge Number	24-9004-B00	100			
<u>X</u>	Year Built	1966 County	Christian	Crossing	Breathitt Pky				
GENERAL	Have modificat	ions been made sinc	e the bridge was	constructed? No.	If yes. Please list them				
Į	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).			
		been seismically ret	rofitted?	Yes No					
	Is it a rigid box			Yes No					
RE	-	cture integral with the		Yes No	Com	ments:			
1	Does the supers								
S		movement under tra		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8								
ER		ovement of superstru	cture cause instabi	lity? <u>0</u> 2 4 6 8					
l P	Is the bridge sk	ewed?	Yes, 30 D	egrees					
S	Is there any unu	usual gap or offset a	t an expansion joi	nt?		1			
	Type Rocker	Elastomeric	Sliding M	luti-ratation	Condition?	Fair			
35	If there are ped	estals, are the bearin	gs likely to overti	ırn in an earthquake?		0 2 4 6 8			
Ĭ	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphra	ngm continuous?		Yes No			
BE		irders supported on				Yes No			
	The longitudina abutments.	al support length me	asured in a directi	on perpendicular to the	ne support at	40cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment	?		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of	the abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusual	l or extensive erosio	n of soil at or nea	r any of the substruct	are units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	lop failures possible	in an earthquake	?		<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	- Bridge Numbe	er 24-9004-B0	0101			
	GI S Location	W87°28.420'	N36°49.956'	Bridge Ivallion	24-7004-B0	0101			
GENERAL	Year Built	1967 County	Christian	Crossing	US 41				
╽┋	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please				
Į į	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).			
	Has the bridge	been seismically reta	rofitted?	Yes No	,				
	Is it a rigid box	culvert?		Yes No	,				
Æ	Is the superstru	cture integral with tl	Cor	nments:					
ΙΞ̈́	Does the supers	structure contain box	girders?	Yes No	• •				
<u>ට</u>	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6	5 8				
SUPERSTRUCTURE		kely to collapse in are of the bearings?	earthquake after	<u>0</u> 2 4 6	5 8				
X	Would gross me	ovement of superstru	cture cause instabilit	y? <u>0</u> 2 4 6	5 8				
I II	Is the bridge sk	cewed?	Yes, 45 Deg	grees					
รเ	Is there any uni	usual gap or offset a	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
လွ	If there are ped	lestals, are the bearin	gs likely to overtur	n in an earthqual	ke?	<u>0</u> 2 4 6 8			
Z	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported	on the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular t	to the support at	35cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure	e?	Yes No			
-RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, col	umns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substr	ucture units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Continuous Ste	eel Girders							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00			
	GI S Location	W87°28.044'	N36°50.391'	Dridge Number	24-9004-B00	102 P		
R	Year Built	1966 County	Christian	Crossing	CSX Railroad			
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If <i>yes</i> . Please list them (Structure or load).			
三		e cross a body of wa		Yes No	(Structure or)	ioau).		
		been seismically reta	rofitted?	Yes No				
	Is it a rigid box			Yes No				
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:		
1	Does the supers							
၂ ၁	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge like toppling failure							
l X	Would gross me	ovement of superstru	cture cause instabili	y? <u>0</u> 2 4 6 8				
l 🗹	Is the bridge sk							
S	Is there any uni	usual gap or offset a	an expansion joint	?		_		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
တ္သ	If there are ped	lestals, are the bearing	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No		
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No		
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	25cm		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No		
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8		
S	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Deic	lge Number	24-9004-B001	104
	GFS Location	W87°27	.757'	N36°50.671'	DIIC	ige Number	24-9004-B001	104 P
A A	Year Built	1966	County	Christian	Cro	ssing	US 41	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please	
Į̈́μ	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).	
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:
ΙĒ	Does the supers							
၂ ပ	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8		
ΙŒ	Is the bridge sk	ewed?		Yes, 5 Degr	rees			
าร	Is there any uni	ısual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	ıtion	Condition?	Good
ပ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8
S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No
3E,	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	42cm
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with t	he sup	erstructure?		Yes No
P.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
	Shear Keys at A	Abutment						
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	RE " catego bold and un sk. The cas	8" in the "SUPER ries identifies the aderlined <u>0</u> identifies when none of the ue to access or when the access of	magnites the	tude of the risk lowest value or es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	24-9004-B001	105	
	GPS Location	W87°28	3.005'	N36°51.189'	DIT	ige Number	24-9004-B001	105 P	
₹ Y	Year Built	1966	County	Christian	Cro	ssing	South Little F	ork River	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).		
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	it a rigid box culvert? Yes No							
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l X	Would gross me	ovement o	of superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8			
I I	Is the bridge sk	ewed?		Yes, 15 Deg	grees				
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
N S	Does the bridge	e with less	s than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or exten	sive erosior	n of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous	Concrete	Beams						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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 Year Built	W87°28.278'	N36°51.401'	Bridge Number	24-9004-B00	100				
ERA		1066								
lШ		<i>1966</i> County	Christian	Crossing	Quarry Road					
=	Have modificat	ions been made sir	ce the bridge was co	nstructed? No.		If yes. Please list them				
Ĭ	Does the bridge	e cross a body of w	ater?	Yes No	(Structure or	load).				
١	Has the bridge	been seismically re	trofitted?	Yes No						
	Is it a rigid box	culvert?		Yes No						
Æ	Is the superstructure	Com	ments:							
	Does the supers	structure contain bo	ox girders?	Yes No						
<u>5</u>	Is there lateral i	movement under tr	affic loading?	0 2 4 6 8						
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8									
%	Would gross mo	ovement of superstr	ucture cause instabili	ty? 0 2 4 6 8						
1 2	Is the bridge skewed?									
รเ	Is there any unu	ısual gap or offset	at an expansion joint	?						
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?					
တ္	If there are pede	estals, are the bear	ngs likely to overtur	n in an earthquake?		0 2 4 6 8				
N S	Does the bridge	e with less than 3 g	irders have exterior g	girder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the ab	utment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	irders supported or	individual pedestals	s or columns?		Yes No				
-		al support length m	easured in a direction	n perpendicular to the	ne support at					
Ш	abutments.					V M				
J. R.	Is the abutment	a cantilever earth-	retaining abutment?			Yes No				
E	Are the reinford	ced concrete colum	ns monolithic with the	ne superstructure?		Yes No				
SUBSTRUCTURE	Is there horizon	ital or vertical mov	ement or tilting of th	e abutments, colum	ns or piers?	0 2 4 6 8				
33.1	Is there unusual	l or extensive erosi	on of soil at or near a	any of the substructi	are units?	0 2 4 6 8				
SUI	Are abutment-s	lop failures possib	e in an earthquake?			0 2 4 6 8				
	Under pass									
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

AL	GPS Location	_	PS Location Longitude Latitude Bridge Number 24-9004-B00116								
₹	W87°28.377' N36°51.689' Vear Ruilt 1066 County Christian Crossing Breathitt Play										
\sim	Year Built	1966 County	Christian	Cross	sing	Breathitt Pky					
GENERAL	Have modificat	ions been made sind	ce the bridge was co	onstructe	ed? No.	If yes. Please					
)E	Does the bridge	e cross a body of wa	ter?		Yes No	(Structure or 1	oad).				
	<u>-</u>	been seismically ret	rofitted?		Yes No						
	Is it a rigid box				Yes No	~					
RE	Is the superstruc	cture integral with t	he abutments?		Yes No	Com	ments:				
]	Does the supers	structure contain box	x girders?		Yes No						
	Is there lateral movement under traffic loading? 0 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?										
ER	Would gross movement of superstructure cause instability? 0 2 4 6 8										
	Is the bridge skewed? Yes, 15 Degrees										
S	Is there any unusual gap or offset at an expansion joint?										
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair										
38	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8										
Z	Does the bridge	e with less than 3 gir	ders have exterior	girder su	apported on th	e seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	gm conti	nuous?		Yes No				
BE		irders supported on					Yes No				
	The longitudina abutments.	al support length me	asured in a direction	n perper	ndicular to the	e support at	40cm				
IRE	Is the abutment	a cantilever earth-r	etaining abutment?				Yes No				
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with t	he super	rstructure?		Yes No				
L RU	Is there horizon	ntal or vertical move	ment or tilting of th	ne abutm	nents, columns	s or piers?	<u>0</u> 2 4 6 8				
BS	Is there unusual	l or extensive erosio	n of soil at or near	any of th	he substructur	e units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	lop failures possible	e in an earthquake?				<u>0</u> 2 4 6 8				
ОТНЕК	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

	GPS Location	Longitude	Latitude	Bridge Number	24-9004-B00	117			
	GI S Location	W87°28.355'	N36°51.832'	Bridge Number	24-7004-B00	117			
R	Year Built	1966 County	Christian	Crossing	Breathitt Pky				
	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please				
GENERAL	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	ioad).			
		been seismically ret	rofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:			
1 5	Does the supers	structure contain box	girders?	Yes No					
၂ ၁	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6 8					
SUPERSTRUCTURE		xely to collapse in are of the bearings?	earthquake after	<u>0</u> 2 4 6 8					
K	Would gross me	ovement of superstru	cture cause instabilit	y? <u>0</u> 2 4 6 8					
<u>H</u>	Is the bridge skewed? Yes, 25 Degrees								
รเ	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
Si	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4								
ĕ	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on	individual pedestals	or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to t	he support at	30cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
R.	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colun	nns or piers?	0 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	ny of the substruct	rure units?	0 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			0 2 4 6 8			
	Continuous Ste	eel Girders							
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the randerlined 0 identifies when none of the	magnitude of the rises the lowest value are values are bold as	sk for the function or risk while a <u>§</u> nd underlined imp	n under is used for the			

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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	24-9004-B001		
	GPS Location	W87°28	3.331'	N36°52.017'	DIT	ige Number	24-9004-B001	118 P	
\ \ \	Year Built	1966	County	Christian	Cro	ssing	First Street		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please		
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers	structure o	contain box	girders?		Yes No			
၂ ၁	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	<u>0</u> 2 4 6 8			
I F	Is the bridge sk								
รเ	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္									
N S	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No	
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU.	Is there horizon	ıtal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

Year Built 1966 County Hopkins Crossin Have modifications been made since the bridge was constructed Does the bridge cross a body of water? Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	d? No. Yes No Ye	Startitt Pky If yes. Please I (Structure or le	ist them oad).							
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	d? No. Yes No Ye	If yes. Please 1 (Structure or lo	oad).							
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	Yes No	(Structure or lo	oad).							
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	Yes No									
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	Yes No	Comn	nents:							
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Yes, 5 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation	Yes No	Comn	ments:							
Type Rocker Elastomeric Sliding Muti-ratation	Yes No 2 4 6 8	Comm	nents:							
Type Rocker Elastomeric Sliding Muti-ratation	2 4 6 8									
Type Rocker Elastomeric Sliding Muti-ratation										
Type Rocker Elastomeric Sliding Muti-ratation	2 4 6 8									
Type Rocker Elastomeric Sliding Muti-ratation	toppling failure of the bearings?									
Type Rocker Elastomeric Sliding Muti-ratation	2 4 6 8									
Type Rocker Elastomeric Sliding Muti-ratation										
	Is there any unusual gap or offset at an expansion joint?									
If there are pedestals, are the bearings likely to overturn in an early Does the bridge with less than 3 girders have exterior girder support the shutment and disphragm continued.										
Does the bridge with less than 3 girders have exterior girder sup	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8									
Are the begging coats under the abutment and disphragm contin	pported on the	e seat edge?	Yes No							
Are the bearing seats under the abutthent end-diaphragin continu	uous?		Yes No							
Are there any girders supported on individual pedestals or colur	mns?		Yes No							
The longitudinal support length measured in a direction perpendabutments.	dicular to the	support at	28cm							
Is the abutment a cantilever earth-retaining abutment?			Yes No							
Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the supers Is there horizontal or vertical movement or tilting of the abutme Is there unusual or extensive erosion of soil at or near any of the Are abutment-slop failures possible in an earthquake?	structure?		Yes No							
Is there horizontal or vertical movement or tilting of the abutme	ents, columns	or piers?	<u>0</u> 2 4 6 8							
Is there unusual or extensive erosion of soil at or near any of the	e substructure	e units?	<u>0</u> 2 4 6 8							
Are abutment-slop failures possible in an earthquake?			<u>0</u> 2 4 6 8							
"SUBSTRUCTURE" categories identifies the magnitud consideration. A bold and underlined <u>0</u> identifies the low highest value or risk. The case when none of the values a	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitud	le	Latitude	Drie	laa Numbar	54-9004-B000	012		
L	GPS Location	W87°28	519'	N37°29.384'	DIIC	lge Number	54-9004-B000)12 P		
GENERAL	Year Built	1966	County	Hopkins	Cro	ssing	KY 138			
一里	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please			
Į į	Does the bridge	e cross a bo	ody of wate	er?		Yes No	(Structure or 1	oad).		
ا	Has the bridge	been seism	nically retro	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No		-		
₩.	Is the superstru	cture integ	ral with th	e abutments?		Yes No	Com	ments:		
1 5	Does the supers	structure co	ontain box	girders?		Yes No				
<u>ට</u>	Is there lateral	movement	under traff	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8									
X	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8									
] <u>a</u>	Is the bridge skewed? Yes, 5 Degrees									
รเ	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
တ္	If there are pedestals, are the bearings likely to overturn in an earthquake? <u>0</u> 2 4 6 8									
N S	Does the bridge	e with less	than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No		
N N	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
BEARINGS	Are there any g	irders supp	ported on i	ndividual pedestals	or co	lumns?		Yes No		
	The longitudina abutments.	al support l	length mea	sured in a direction	n perp	endicular to the	e support at	25cm		
RE	Is the abutment	a cantilev	er earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	te columns	monolithic with the	ne sup	erstructure?		Yes No		
RU.	Is there horizor	ntal or verti	ical moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or extensi	ive erosion	of soil at or near a	my of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failure	s possible	in an earthquake?				<u>0</u> 2 4 6 8		
OTHER	"SUBST consider highest v	RUCTUR ation. A by	RE" catego oold and ur k. The cas	8" in the "SUPERS ries identifies the raderlined <u>0</u> identifies when none of the ue to access or who	nagnites the	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the		

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

NERAL	GPS Location Year Built	W87°27.848'	N37°8.560'	Bridge N	umber	54-9004-B000	PS Location Longitude Latitude Bridge Number 54-9004-B00013									
ENERA																
	Have modifications been made since the bridge was constructed? <i>No.</i> If <i>yes.</i> Please 1															
	Have modificat	ions been made sind	e the bridge was co	onstructed?	Vo.											
	Does the bridge	cross a body of wa	ter?	Yes	No	(Structure or 1	oad).									
		been seismically ret	rofitted?	Yes	No											
	Is it a rigid box	culvert?		Yes	No											
R	Is the superstruc	cture integral with the	ne abutments?	Yes	No	Comi	ments:									
	Does the supers	structure contain box	girders?	Yes	No											
		movement under tra		<u>0</u> 2	4 6 8											
ST	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8															
ER	Would gross movement of superstructure cause instability? 0 2 4 6 8															
	Is the bridge skewed? Yes, 20 Degrees															
S	Is there any unusual gap or offset at an expansion joint?															
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair															
SS	If there are pede	estals, are the bearing	gs likely to overtu	n in an eartl	nquake?		0 2 4 6 8									
BEARINGS	Does the bridge	with less than 3 gir	ders have exterior	girder suppo	rted on th	e seat edge?	Yes No									
AR	Are the bearing	seats under the abu	tment end-diaphrag	gm continuo	us?		Yes No									
BE		irders supported on					Yes No									
	The longitudina abutments.	al support length me	asured in a direction	n perpendic	ular to the	e support at	35cm									
JRE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No									
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with t	he superstru	cture?		Yes No									
I R	Is there horizon	tal or vertical move	ment or tilting of th	ne abutments	s, column	s or piers?	<u>0</u> 2 4 6 8									
BS1	Is there unusual	or extensive erosio	n of soil at or near	any of the si	ıbstructur	re units?	<u>0</u> 2 4 6 8									
SU	Are abutment-s	lop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Deic	lge Number	54-9004-B000)14	
	GFS Location	W87°27	'.933'	N37°8.829'	DIIC	ige Number	54-9004-B000)14 P	
Z A	Year Built	1966	County	Hopkins	Cro	ssing	Drakes Creek		
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
Į Į	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:	
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No			
၂ ပ	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross me								
l <u>a</u>	Is the bridge sk								
เร	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္သ									
Ž	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	21cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous	Concrete	Girders						
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	RE " catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GDG I	Longitude	Latitude	D.11 37 1	7.4.000.4.D00	0.1 %				
	GPS Location	W87°27.945'	N37°8.896'	Bridge Number	54-9004-B00	015				
<u>₹</u>	Year Built	1966 County	Hopkins	Crossing	Breathitt Pky					
GENERAL	Have modificat	tions been made since	ce the bridge was	constructed? No.	If yes. Please					
Ĭ	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).				
		been seismically ret	rofitted?	Yes No						
	Is it a rigid box	culvert?		Yes No						
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:				
1 2	Does the supers	structure contain box	x girders?	Yes No						
		movement under tra		<u>0</u> 2 4 6 8						
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8									
E.R.	Would gross movement of superstructure cause instability?									
	Is the bridge skewed? Yes, 45 Degrees									
S	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Good									
SS	If there are ped	estals, are the bearing	gs likely to overt	urn in an earthquake?		<u>0</u> 2 4 6 8				
Ĭ	Does the bridge	e with less than 3 gir	ders have exterio	r girder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abu	tment end-diaphr	agm continuous?		Yes No				
BE		girders supported on				Yes No				
	The longitudina abutments.	al support length me	asured in a direct	ion perpendicular to t	he support at	30cm				
JRE	Is the abutment	a cantilever earth-re	etaining abutmen	t?		Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No				
IRU	Is there horizon	ntal or vertical move	ment or tilting of	the abutments, colum	nns or piers?	<u>0</u> 2 4 6 8				
BS	Is there unusua	l or extensive erosio	n of soil at or nea	r any of the substruct	ure units?	<u>0</u> 2 4 6 8				
ns	Are abutment-s	slop failures possible	e in an earthquake	?		<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	D. I	NY 1	54 0004 D000	21.6			
	GPS Location	W87°29.457'	N37°21.892'	Bridg	ge Number	54-9004-B000)16			
₹	Year Built	1966 County	Hopkins	Cros	sing	Breathitt Pky				
GENERAL	Have modificat	tions been made sin	ce the bridge was c	onstruct	ted? No.	If yes. Please				
)Ë	Does the bridge	e cross a body of wa	ter?		Yes No	(Structure or 1	oad).			
		been seismically re	rofitted?		Yes No					
	Is it a rigid box				Yes No					
RE	-	cture integral with t			Yes No	Comi	ments:			
1	Does the supers	structure contain bo	x girders?		Yes No					
S	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8									
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8									
ER	Would gross movement of superstructure cause instability? 0 2 4 6 8									
l P	Is the bridge skewed? Yes, 35 Degrees									
S	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair									
SS	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8									
BEARINGS	Does the bridge	e with less than 3 gi	rders have exterior	girder s	upported on th	e seat edge?	Yes No			
AR	Are the bearing	g seats under the abu	tment end-diaphra	gm cont	inuous?		Yes No			
BE		girders supported on					Yes No			
	The longitudina abutments.	al support length me	easured in a direction	on perpe	endicular to the	e support at	35cm			
JRE	Is the abutment	t a cantilever earth-	etaining abutment	•			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	ns monolithic with	the supe	erstructure?		Yes No			
I.R.	Is there horizon	ntal or vertical move	ment or tilting of t	he abutr	ments, column	s or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosion	on of soil at or near	any of t	the substructur	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	e in an earthquake?)			<u>0</u> 2 4 6 8			
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categration. A bold and value or risk. The con was not possible	ories identifies the underlined $\underline{0}$ identiase when none of the	magnitu fies the l he value	ude of the risk lowest value o ss are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the			

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

	GPS Location	Longitude	Latitude	Bridge	Number	54-9004-B000	118		
	GI S Location	W87°28.458'	N37°22.698'	Bridge	rumoci	34-7004- D 000	710		
GENERAL	Year Built	1966 County	Hopkins	Crossir	ng	Breathitt Pky			
単	Have modificat	tions been made sinc	e the bridge was co	nstructed	1? <i>No</i> .	If yes. Please			
Į įį	Does the bridge	e cross a body of wat	ter?	Y	es No	(Structure or 1	oad).		
		been seismically retr	ofitted?	Y	es No				
	Is it a rigid box	culvert?		Y	es No				
ZE	Is the superstru	cture integral with th	ne abutments?	Y	es No	Com	ments:		
∄	Does the supers	structure contain box	girders?	Y	es No				
ြ	Is there lateral	movement under traf	fic loading?	0	2 4 6 8				
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0	2 4 6 8				
2	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u>	2 4 6 8				
ਜ਼ੋ	Is the bridge skewed? Yes, 25 Degrees								
เร	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
ပ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake? <u>0</u> 2 4 6								
	Does the bridge	e with less than 3 gire	ders have exterior g	irder sup	ported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continu	uous?		Yes No		
3E,	Are there any g	girders supported on i	individual pedestals	or colun	nns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpend	licular to the	e support at	28cm		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne supers	tructure?		Yes No		
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	nts, column	s or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructur	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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

AL	GPS Location		PS Location Longitude Latitude Bridge Number 54-9004-B00019								
I ₹ I	W87°28.084' N37°23.860' Very Brille 1066 County Harding Crossing Prostlitt Plan										
\sim	Year Built	1966 County	Hopkins	Crossing	Breathitt Pky	7					
GENERAL	Have modificat	ions been made sinc	e the bridge was co	onstructed? No.	If yes. Please						
Į įį	Does the bridge	e cross a body of wat	ter?	Yes A	(Structure or	load).					
		been seismically retr	rofitted?	Yes N	To						
	Is it a rigid box			Yes A	70 1						
RE	Is the superstructure	cture integral with th	ne abutments?	Yes A	0	nments:					
1	Does the supers	structure contain box	girders?	Yes \[\lambda\]	To						
	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8										
E	Would gross movement of superstructure cause instability?										
	Is the bridge skewed? Yes, 5 Degrees										
S	Is there any unusual gap or offset at an expansion joint?										
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Good										
SS	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8										
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported	I on the seat edge?	Yes No					
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No					
BE		irders supported on				Yes No					
	The longitudina abutments.	al support length mea	asured in a directio	n perpendicular	to the support at	26cm					
JRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No					
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with t	he superstructu	re?	Yes No					
 RU	Is there horizon	ital or vertical move	ment or tilting of th	e abutments, co	olumns or piers?	<u>0</u> 2 4 6 8					
BS	Is there unusual	l or extensive erosion	n of soil at or near	any of the subst	ructure units?	<u>0</u> 2 4 6 8					
S	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 2 4 6 8					
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude		Latitude	Drie	lge Number	54-9004-B000	020	
_	GFS Location	W87°28.355	5'	N37°25.036'	DIIC	ige Number	54-9004-B000	020 P	
GENERAL	Year Built	1966 Co	ounty	Hopkins	Cro	ssing	Otter Creek		
	Have modificat	tions been made	de since	e the bridge was co	nstruc	eted? No.	If yes. Please		
川川	Does the bridge	e cross a body	of wate	er?		Yes No	(Structure or 1	load).	
	Has the bridge	been seismica	lly retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
₩.	Is the superstru	cture integral	with th	e abutments?		Yes No	Com	ments:	
1 5	Does the supers	structure conta	ain box	girders?		Yes No			
၂ ဍ	Is there lateral	movement un	der traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? 0 2 4 6 8								
l ä	Would gross me								
I I	Is the bridge sk								
าร	Is there any uni	_							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6								
N N	Does the bridge	e with less tha	n 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
K	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
BEARINGS	Are there any g	irders support	ted on i	ndividual pedestals	s or co	lumns?		Yes No	
L	The longitudina abutments.	al support leng	gth mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantilever e	earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete c	olumns	monolithic with the	ne sup	erstructure?		Yes No	
RU.	Is there horizon	ntal or vertical	moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or extensive	erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures p	ossible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest v	TRUCTURE" ation. A bold value or risk.	' catego d and ur The cas	8" in the "SUPERS ries identifies the raderlined <u>0</u> identifies when none of the ue to access or who	nagni es the e valu	tude of the risk lowest value or es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitude	I	Latitude	Deid	laa Numban	54-9004-B000)21
	GFS Location	W87°28.355'	N	N37°25.036'	DIIC	lge Number	54-9004-B000)21 P
GENERAL	Year Built	1966 Count	y	Hopkins	Cros	ssing	KY 260 @Ha	
╽┋	Have modificat	ions been made s	ince tl	he bridge was cor	ıstruc	ted? No.	If <i>yes</i> . Please I (Structure or I	
川川		e cross a body of				Tes No		oad).
		been seismically	etrofi	itted?		Yes No		
	Is it a rigid box							
RE	Is the superstructure integral with the abutments? Yes No							nents:
∄	Does the superstructure contain box girders? Yes No							
ည		movement under				<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	toppling failure	tely to collapse in of the bearings?		-		<u>0</u> 2 4 6 8		
l X	Would gross mo	ovement of supers	ructui	re cause instability	y?	<u>0</u> 2 4 6 8		
<u>=</u>	Is the bridge sk							
าร	Is there any uni	ısual gap or offse	at an	expansion joint?)			
	Type Rocker	Elastomer	c	Sliding Mut	i-rata	tion	Condition?	Fair
လွ	If there are ped		0 2 4 6 8					
Ž	Does the bridge	e seat edge?	Yes No					
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
BE,	Are there any g	irders supported	on ind	lividual pedestals	or co	lumns?		Yes No
_	The longitudina abutments.	al support length	neasu	red in a direction	perpe	endicular to the	support at	25cm
RE	Is the abutment	a cantilever eartl	-retai	ining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete colu	nns m	nonolithic with th	e sup	erstructure?		Yes No
RU	Is there horizon	ntal or vertical mo	veme	nt or tilting of the	abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS	Is there unusua	l or extensive ero	sion o	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failures possi	ole in	an earthquake?				<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	RUCTURE " car ation. A bold an value or risk. The	egorie d unde case	in the "SUPERS es identifies the n erlined <u>0</u> identifies when none of the e to access or whe	nagnites the	ude of the risk lowest value or es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitud	le	Latitude	Brid	lge Number	54-0062-B000	048
<u> </u>		W87°26.		N37°11.537'				
GENERAL	Year Built	l	County	Hopkins	<u> </u>	ssing	Breathitt Pky	11
빌				e the bridge was co	nstruc		If <i>yes</i> . Please list them (Structure or load).	
GE	Does the bridge					Yes No	(Structure of 1	oad).
	Has the bridge		nically retro	ofitted?		Yes No		
	Is it a rigid box	Comm						
RE	is the superstructure integral with the doubleness.							ments:
]]	Does the supers	-						
) C	Is there lateral							
SUPERSTRUCTURE	toppling failure	of the bea	rings?	earthquake after		0 2 <u>4</u> 6 8	_	
ER			superstruc	ture cause instabilit	y?	0 2 <u>4</u> 6 8	=	
P	Is the bridge sk	ewed?		No		1		
S	Is there any uni	ısual gap o	or offset at	an expansion joint	?			
	Type Rocker	Elas	stomeric	Sliding Mut	ti-rata	tion	Condition?	Fair
Si	If there are ped	estals, are	the bearing	gs likely to overturi	n in an	earthquake?		0 2 4 6 8
N N	Does the bridge	with less	than 3 gird	lers have exterior g	irder s	supported on th	ne seat edge?	Yes No
BEARINGS	Are the bearing	seats unde	er the abut	ment end-diaphrag	m con	tinuous?		Yes No
3E,	Are there any g	irders supp	ported on i	ndividual pedestals	or co	lumns?		Yes No
	The longitudina abutments.	al support l	length mea	sured in a direction	n perpe	endicular to the	e support at	30cm
IRE	Is the abutment	a cantileve	er earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concret	te columns	monolithic with the	ne sup	erstructure?		Yes No
-RU	Is there horizon	ıtal or verti	ical moven	nent or tilting of the	e abuti	ments, column	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensi	ive erosion	of soil at or near a	ny of	the substructur	re units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failure	s possible	in an earthquake?				<u>0</u> 2 4 6 8
	Discontinuous Concrete Shored Girders Shear Keys at Abutments							
OTHER	"SUBST consider highest v	RUCTUR ation. A b	RE" catego oold and ur k. The cas	8" in the "SUPERS ries identifies the randerlined <u>0</u> identifies when none of the ue to access or who	nagnit es the e value	ude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	under is used for the

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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	54-9004-B000)95		
	GPS Location	W87°27	'.032'	N37°15.130'	DITE	ige Number	54-9004-B000)95 P		
\ \ \	Year Built	1959	County	Hopkins	Cro	ssing	P&L RR-Flat	Creek-KY813		
GENERAL	Have modificat	tions been	made since	e the bridge was c	onstruc	eted? No.	If yes. Please			
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).		
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:		
	Does the superstructure contain box girders? Yes No									
၂	Is there lateral									
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		0 <u>2</u> 4 6 8				
X	Would gross me									
I F	Is the bridge sk									
รเ	Is there any uni	usual gap	or offset at	an expansion join	t?					
	Type Rocker	Ela	astomeric	Sliding Mi	ıti-rata	ıtion	Condition?	Fair		
က္	If there are ped		0 2 4 6 8							
N	Does the bridge	e seat edge?	Yes No							
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
3E/	Are there any g	irders sup	ported on i	ndividual pedesta	ls or co	olumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with	the sup	erstructure?		Yes No		
-RU	Is there horizon	ıtal or ver	tical mover	nent or tilting of the	ne abut	ments, column	s or piers?	<u>0</u> 2 4 6 8		
BSJ	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
OTHER	"SUBST consider highest was to be a second to be a	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the identified <u>0</u> identifies when none of the to access or when the identifier to access or when the identifier to access or when it is to access on the interest or when it is to access on the interest or when it is to access or when it is access or when it is access.	magni ies the ne valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the		

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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	54-9004-B000	096	
	GFS Location	W87°27	'.657'	N37°17.481'	Dile	ige Mullibei	54-9004-B000	096 P	
RA	Year Built	1959	County	Hopkins	Cro	ssing	KY 2171		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).		
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or I	load).	
	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
₩.	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
5	Does the superstructure contain box girders? Yes No								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<u>0</u> 2 4 6 8 0 <u>2</u> 4 6 8			
I &	Would gross me								
I I	Is the bridge sk								
รเ	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Ela	astomeric	Sliding Mu	ıti-rata	ıtion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	25cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
IRU.	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Same as 51-9004-B00062								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude		Latitude	Dei	lge Number	54-9004-B000)97
_	GFS Location	W87°26.679'		N37°11.066'	DIIC	ige Number	54-9004-B000	097 P
GENERAL	Year Built	1959 Cou	nty	Hopkins	Cro	ssing	Old White Pla	nins rd & Creek
	Have modificat	ions been made	since	e the bridge was co	nstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).	
	Does the bridge	e cross a body o	wate	er?		Yes No	load).	
	Has the bridge	been seismically	retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstru	cture integral w	th th	e abutments?		Yes No	Com	ments:
1 5	Does the superstructure contain box girders? Is there lateral movement under traffic loading? Q 2 4 6 8							
၂ ဍ								
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		0 2 <u>4</u> 6 8		
l ä	Would gross movement of superstructure cause instability? 0 2 <u>4</u> 6 8							
	Is the bridge sk							
าร	Is there any uni	usual gap or off	et at	an expansion joint	?			
	Type Rocker	Elastome	ric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
လွ	If there are ped		0 2 4 6 8					
N N	Does the bridge	e seat edge?	Yes No					
N N	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
BEARINGS	Are there any g	irders supported	on i	ndividual pedestals	or co	olumns?		Yes No
	The longitudina abutments.	al support lengtl	mea	sured in a direction	n perp	endicular to the	e support at	28cm
RE	Is the abutment	a cantilever ear	th-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete col	umns	monolithic with the	ne sup	erstructure?		Yes No
RU	Is there horizon	ntal or vertical n	oven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive er	osion	of soil at or near a	ıny of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failures pos	sible	in an earthquake?				<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	TRUCTURE" cation. A bold avalue or risk. The	atego nd ur ie cas	8" in the "SUPERS ries identifies the raderlined <u>0</u> identifies when none of the ue to access or who	nagni es the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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)

	GPS Location	Longitue	de	Latitude	Brid	lge Number	54-9004-B000)98		
	GPS Location	W87°27	.008'	N37°10.310'	DIT	ige Number	54-9004-B000)98 P		
₹ S	Year Built	1960	County	Hopkins	Cro	ssing	Pleasant Hill	Church Rd		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please			
点	Does the bridge	e cross a b	ody of wat	er?		Yes No (Structure or 1		oad).		
0	Has the bridge	been seisr	nically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	cture integ	gral with th	e abutments?		Yes No	Com	ments:		
	Does the superstructure contain box girders? Yes No									
၂	Is there lateral									
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		0 2 <u>4</u> 6 8				
X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
I I	Is the bridge sk									
รเ	Is there any uni	usual gap	or offset at	an expansion joint	t?					
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair		
က္	If there are ped		0 2 4 6 8							
N S	Does the bridge	e seat edge?	Yes No							
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No		
3E/	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	24cm		
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
-RU	Is there horizon	ntal or vert	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BSJ	Is there unusua	l or extens	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failure	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
OTHER	"SUBST consider highest v	RUCTUlation. A value or ris	RE " catego bold and un sk. The cas	8" in the "SUPER pries identifies the inderlined 0 identifies when none of the ue to access or when	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the		

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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	54-9004-B000		
_	GFS Location	W87°26	5.583'	N37°11.353'	DIIC	ige Number	54-9004-B000)99 P	
RA A	Year Built	1959	County	Hopkins	Cro	ssing	P&L RR-Plea		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please		
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No (Structure or 1		oad).	
	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ŊE	is the superstructure integral with the abundances.							ments:	
1 5	Does the superstructure contain box girders? Yes No								
၂	Is there lateral	movemen	t under traf	fic loading?		0 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure			earthquake after		0 2 4 <u>6</u> 8			
l K	Would gross movement of superstructure cause instability? 0 2 4 <u>6</u> 8								
I I	Is the bridge sk								
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
Si	If there are ped		0 2 4 6 8						
N N	Does the bridge	e seat edge?	Yes No						
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E/	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	28cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest was to be a second to be a	RUCTU ration. A value or ri	RE " catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or wh	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitue	de	Latitude	Dric	lge Number	54-9004-B001	100	
	GFS Location	W87°28	.626'	N37°19.626'	DIIC	ige Number	54-9004-B001	100 P	
₹ ¥	Year Built	1959	County	Hopkins	Cro	ssing	KY 70		
GENERAL	Have modificat	ions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please		
Įμ	Does the bridge	e cross a b	ody of wate	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisn	nically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	is the superstitution integral with the deditions.							ments:	
ΙĒ	Does the superstructure contain box girders? Yes No								
<u>ව</u>	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8								
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?								
2	Would gross movement of superstructure cause instability?								
ΙŒ	Is the bridge sk								
าร	Is there any unu	ısual gap	or offset at	an expansion joint	t?				
	Type Rocker	Ela	stomeric	Sliding Mu	ti-rata	ıtion	Condition?	Good	
ပ္သ	If there are ped		<u>0</u> 2 4 6 8						
S	Does the bridge	e with less	than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
A R	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	support at	28cm	
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
IRU	Is there horizon	ital or vert	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusual	l or extens	sive erosion	of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failure	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous Concrete Girders								
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	CDC Location	Longitude	e	Latitude	Deid	laa Numban	54-9004-B001	101
L	GPS Location	W87°28.7	797'	N37°20.471'	DITC	lge Number	54-9004-B001	101 P
GENERAL	Year Built	1959	County	Hopkins	Cro	ssing	CSX RR	
一里	Have modificat	ions been i	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please 1 (Structure or 1	
Ü	Does the bridge	e cross a bo	ody of wate	er?		Yes No	oad).	
ا	Has the bridge	been seism	ically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
₩.	Is the superstru	cture integr	ral with th	e abutments?		Yes No	Comi	ments:
	Does the superstructure contain box girders? Is there lateral movement under traffic loading? 0 2 4 6 8							
၂ ဍ	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
l ä	Would gross movement of superstructure cause instability? 0 2 4 6 8							
I F	Is the bridge sk	ewed?		Yes, 20 Deg	rees			
รเ	Is there any uni	ısual gap o	r offset at	an expansion joint	?			
	Type Rocker	Elas	stomeric	Sliding Mu	ti-rata	tion	Condition?	Good
တ္သ	If there are ped		<u>0</u> 2 4 6 8					
Ž	Does the bridge	e seat edge?	Yes No					
N N	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
BEARINGS	Are there any g	irders supp	orted on i	ndividual pedestals	or co	lumns?		Yes No
	The longitudina abutments.	al support l	ength mea	sured in a direction	n perp	endicular to the	support at	36cm
RE	Is the abutment	a cantileve	er earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concret	te columns	monolithic with the	ne sup	erstructure?		Yes No
l R	Is there horizon	ıtal or verti	cal moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensi	ve erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8
ns	Are abutment-s	lop failures	s possible	in an earthquake?				0 <u>2</u> 4 6 8
OTHER	"SUBST consider highest v	RUCTUR ation. A b value or risl	RE" catego oold and ur k. The cas	8" in the "SUPERS ries identifies the raderlined <u>0</u> identifies when none of the ue to access or whe	nagnites the	tude of the risk lowest value or es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	54-9004-B001	106	
L	GPS Location	W87°27	'.564'	N37°9.521'	DIT	ige Number	54-9004-B001	106 P	
RA A	Year Built	1958	County	Hopkins	Cro	ssing	Crab Orchard	Creek	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	is the superstructure megral with the abundleds.							ments:	
	Does the superstructure contain box girders? Yes No								
၂ ၁	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure			earthquake after		0 2 <u>4</u> 6 8			
I &	Would gross movement of superstructure cause instability? 0 2 4 6 8								
I I	Is the bridge sk								
าร	Is there any uni	usual gap	or offset at	an expansion joint	:?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8	
N N	Does the bridge	e seat edge?	Yes No						
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E,	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	26cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU.	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous Concrete Beams "Support Length" is Short								
OTHER	"SUBST consider highest v	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the anderlined 0 identifies when none of the ue to access or when	magni les the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	under is used for the	

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

	GPS Location	Longitude	Latitude	Bridge Number	54-9004-B00	211		
	GFS Location	W87°28.304'	N37°24.922'	- Bridge Number	34-9004- B 00	211		
GENERAL	Year Built	1990 County	Hopkins	Crossing	Otter Creek			
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please			
Ä		e cross a body of wat		Yes No	(Structure or	10aa).		
		been seismically retr	ofitted?	Yes No				
	Is it a rigid box			Yes No				
RE	Is the superstru	Com	ments:					
1	Does the supers	structure contain box	girders?	Yes No				
2		movement under traf		0 <u>2</u> 4 6	8			
SUPERSTRUCTURE	Is the bridge lik toppling failure	8						
NA NA	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 <u>2</u> 4 6	8			
	Is the bridge sk							
S	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good		
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake	?	<u>0</u> 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported o	n the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No		
BE,	Are there any g	rirders supported on	individual pedestals	or columns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	the support at			
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No		
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colu	mns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substruc	cture units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Not an Essential Bridge, rather it is an on-ramp.							
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 CRUCTURE " categoration. A bold and uvalue or risk. The cason was not possible of	ories identifies the r nderlined <u>0</u> identifies se when none of the	nagnitude of the r es the lowest valu e values are bold a	isk for the function e or risk while a <u>se</u> and underlined imp	n under $\underline{3}$ is used for the		

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

	GPS Location	Longitude	Latitude	- Bridge Number	r 117-9004-B0	0068
	GFS Location	W87°28.513'	N37°30.598'	- Bridge Number	117-9004-B0	0008
\ A	Year Built	1966 County	Webster	Crossing	Breathitt Pky	
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please	
Į į	Does the bridge	e cross a body of wat	ter?	Yes No	Yes No (Structure or load).	
١	Has the bridge	been seismically retr	ofitted?	Yes No		
	Is it a rigid box	culvert?		Yes No		
AE	Is the superstru	cture integral with th	Com	ments:		
1 5	Does the supers					
၂ ပ	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6	8	
SUPERSTRUCTURE	Is the bridge like toppling failure	8				
X	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6	8	
1 <u>a</u>	Is the bridge sk					
รเ	Is there any uni	usual gap or offset at	an expansion joint	?		
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good
ပ္သ	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquak	e?	<u>0</u> 2 4 6 8
N N	Does the bridge	on the seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continuous?		Yes No
3E/	Are there any g	girders supported on i	individual pedestals	s or columns?		Yes No
	The longituding abutments.	al support length mea	asured in a direction	n perpendicular to	the support at	
RE		t a cantilever earth-re	etaining abutment?			Yes No
) TT	Are the reinford	ced concrete column	s monolithic with the	ne superstructure	?	Yes No
RU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colu	ımns or piers?	<u>0</u> 2 4 6 8
SUBSTRUCTURE	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substru	cture units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and unvalue or risk. The cappon was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the es the lowest value e values are bold	risk for the function ue or risk while a <u>sa</u> and underlined imp	n under $\underline{\mathbf{g}}$ is used for the

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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	117-9004-B00069	
	GFS Location	W87°28	3.526'	N37°31.544'	DIIC	ige Number	117-9004-B00	0069 P
Z Z	Year Built	1966	County	Webster	Cro	ssing	KY 147	
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please	
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or load).	
٥	Has the bridge	been seisi	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
5	Does the supers	structure o	contain box	girders?		Yes No		
ြ	Is there lateral	movemen	t under traf	fic loading?		0 2 4 6 8		
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me							
<u> </u>	Is the bridge sk							
S	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker	Ela	astomeric	Sliding Mu	ıti-rata	ıtion	Condition?	Fair
က္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8
N S	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
3E/	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
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
R.	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusual or extensive erosion of soil at or near any of the substructure units?							<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

Does the bridge cross a body of water? Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is the superstructure contain box girders? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure?	y e list them					
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	e list them r load).					
Is it a rigid box culvert? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 15 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	r load).					
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	nments:					
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 15 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	nments:					
Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Would gross movement of superstructure cause instability? Yes, 15 Degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	mments:					
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Type Rocker Elastomeric Sliding Muti-ratation Condition If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.						
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Fair					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	<u>0</u> 2 4 6 8					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	Yes No					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	Yes No					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	Yes No					
Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure?	30cm					
Are the reinforced concrete columns monolithic with the superstructure?	Yes No					
 	Yes No					
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	<u>0</u> 2 4 6 8					
Is there unusual or extensive erosion of soil at or near any of the substructure units?	<u>0</u> 2 4 6 8					
Are abutment-slop failures possible in an earthquake?						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Davidas	Numban	117-9004-B00	0071	
	GFS Location	W87°28.693'	N37°33.917'	Bridge	Number	117-9004-B00	0071 P	
₹ Y	Year Built	1966 County	Webster	Crossin	ng	Deer Creek		
GENERAL	Have modificat	tions been made sin	ce the bridge was co	nstructed	? No.	If yes. Please		
μ̈́	Does the bridge	e cross a body of wa	nter?	Y	es No	(Structure or load).		
ا	Has the bridge	been seismically re	trofitted?	Y	es No			
	Is it a rigid box	culvert?		Y	es No			
Æ	Is the superstru	cture integral with	he abutments?	Y	es No	Com	ments:	
5	Does the supers	structure contain bo	x girders?	Y	es No			
၂ ၁	Is there lateral	movement under tra	affic loading?	<u>0</u>	2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure							
l X	Would gross me							
	Is the bridge sk							
S	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?						Fair	
တ္သ	If there are ped	estals, are the beari	ngs likely to overtur	n in an ea	rthquake?		0 2 4 6 8	
N N	Does the bridge	ne seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No						
3E/	Are there any g	Yes No						
	The longituding abutments.	20cm						
JRE	Is the abutment	t a cantilever earth-	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete colum	ns monolithic with t	he superst	tructure?		Yes No	
IRU	Is there horizor	ntal or vertical move	ement or tilting of th	e abutme	nts, column	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	re units?	<u>0</u> 2 4 6 8					
SU	Are abutment-s	slop failures possibl	e in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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.							
ОТНЕ	highest v	value or risk. The c	ase when none of th	e values a	are bold and	underlined imp		

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)

	GPS Location	Longitue	de	Latitude	Bric	lge Number	117-9004-B00072	
	GPS Location	W87°29	.110'	N37°34.868'	DIIC	ige Number	117-9004-B00	0072 P
\ \ \	Year Built	1966	County	Webster	Cro	ssing	KY 370	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please	
嵐	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).
0	Has the bridge	been seisr	nically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture integ	gral with th	e abutments?		Yes No	Comi	ments:
	Does the supers	structure c	contain box	girders?		Yes No		
၂ ၁	Is there lateral							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me							
	Is the bridge sk							
าร	Is there any uni	usual gap	or offset at	an expansion joint	?			
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	tion	Condition?	Fair
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8
N N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
3E/	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
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	he sup	erstructure?		Yes No
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extens	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDC I	Longitude	Latitude	D:1 N 1	117 0004 DO	0072		
	GPS Location	W87°29.891'	N37°36.594'	Bridge Number	117-9004-B0	0073		
RA	Year Built	1966 County	Webster	Crossing		reathitt Pky Toll Pl		
GENERAL	Have modificat	tions been made sinc	e the bridge was c	onstructed? No.	If yes. Please list them			
Ä	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).		
		been seismically retr	ofitted?	Yes No				
	Is it a rigid box			Yes No	Comments:			
RE		cture integral with th		Yes No	Com	ments:		
1	Does the supers	structure contain box	girders?	Yes No				
		movement under traf		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8							
ER	Would gross movement of superstructure cause instability? 0 2 4 6 8 Is the bridge skewed? Yes, 5 Degrees							
UP	Is the bridge sk	_						
S	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition?							
38	If there are ped	estals, are the bearing	gs likely to overtu	rn in an earthquake?		<u>0</u> 2 4 6 8		
Ž	Does the bridge	e with less than 3 gird	ders have exterior	girder supported on t	he seat edge?	Yes No		
BEARINGS	Are the bearing		Yes No					
BE		irders supported on i				Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	on perpendicular to th	e support at	26cm		
RE	Is the abutment	a cantilever earth-re	etaining abutment?	•		Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with	the superstructure?		Yes No		
IRU	Is there horizon	ntal or vertical mover	ment or tilting of t	he abutments, column	ns or piers?	<u>0</u> 2 4 6 8		
BS	Is there unusua	l or extensive erosion	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8		
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	117-9004-B00	17-9004-B00074	
	GFS Location	W87°30	.504'	N37°37.578'	DIIC	ige Number	117-9004-B00	0074 P	
\ \ \	Year Built	1966	County	Webster	Cro	ssing	Groves Creek		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please		
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers	structure o	contain box	girders?		Yes No			
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross me								
I F	Is the bridge sk								
รเ	Is there any uni								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
က္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E/	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	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extens	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				0 2 <u>4</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	51-0425-B001	137
	GPS Location	W87°33	.578'	N37°47.921'	DIT	ige Number	51-0425-B001	137 P
\ \ \	Year Built	1967	County	Henderson	Cro	ssing	Pennyrile Pky	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please	
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:
	Does the supers	structure o	contain box	girders?		Yes No		
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me							
I F	Is the bridge sk							
รเ	Is there any uni							
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Good
က္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8
N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?						Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
3E/	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
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
RU.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusual or extensive erosion of soil at or near any of the substructure units?							<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	Bridge Number	51-9004-B00			
بدا	GI S Eccution	W87°30.698'	N37°38.879'	Bridge Fullioer	51-9004-B00	062 P		
R	Year Built	1967 County	Henderson	Crossing		Big Rivers RR		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If <i>yes</i> . Please list them (Structure or load).			
買		e cross a body of wa		Yes No	(Structure or)	ioad).		
		been seismically reta	ofitted?	Yes No				
	Is it a rigid box			Yes No				
R	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:		
<u> </u>	Does the supers	structure contain box	girders?	Yes No				
ည	Is there lateral							
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8							
X	Would gross me							
ᆸ	Is the bridge sk							
S	Is there any uni	usual gap or offset a	an expansion joint	?		_		
	Type Rocker	· Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
ပ္သ	If there are ped	lestals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8		
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported on th	ne seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No		
3E/	Are there any g	girders supported on	individual pedestals	or columns?		Yes No		
	The longituding abutments.	al support length me	asured in a direction	n perpendicular to the	e support at	25cm		
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No		
SUBSTRUCTURE	Are the reinforce	ced concrete column	s monolithic with the	ne superstructure?		Yes No		
- RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructur	re units?	<u>0</u> 2 4 6 8		
ns	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
	Rusted Abutme	ent						
OTHER	"SUBST consider highest was to be a second consider with the consideration with th	ndition scale "0 2 4 6 TRUCTURE" categoration. A bold and walue or risk. The categon was not possible of	ories identifies the r nderlined <u>0</u> identifi se when none of the	nagnitude of the risk es the lowest value of e values are bold and	for the function or risk while a <u>8</u> I underlined imp	under is used for the		

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

		Longitude	Latitude	1					
	GPS Location	W87°30.791'	N37°40.129'	Bridge Number	51-9004-B00	063			
GENERAL	Year Built	1966 County	Henderson	Crossing	Breathitt Pky				
当	Have modificat	ions been made sinc	e the bridge was co	onstructed? No.	If yes. Please				
ĬĒ.	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).			
0	Has the bridge	been seismically retr	rofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstructure	cture integral with th	ne abutments?	Yes No	Com	ments:			
Ū	Does the supers	structure contain box	girders?	Yes No					
20	Is there lateral i								
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8								
ER	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8								
UPI	Is the bridge skewed? Yes, 5 Degrees								
S	Is there any unu	usual gap or offset at	an expansion join	t?		1			
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
38	If there are ped	estals, are the bearin	gs likely to overtu	n in an earthquak	e?	0 2 4 6 8			
N	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
BE	Are there any g	Yes No							
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to	the support at	25cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	he superstructure?)	Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colu	mns or piers?	<u>0</u> 2 4 6 8			
BST	Is there unusual	l or extensive erosio	n of soil at or near	any of the substru	cture units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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	Does the bridge Has the bridge but Is it a rigid box	cross a body of been seismically	ty since t water		Cro	lge Number ssing	51-9004-B000 Breathitt Pky If yes. Please)64	
]	Have modification Does the bridge Has the bridge Is it a rigid box	1966 Coun ions been made cross a body of been seismically	ty since t water	Henderson the bridge was co		ssing			
]	Does the bridge Has the bridge but Is it a rigid box	cross a body of been seismically	water		nstruc			Breathitt Pky	
]	Has the bridge but the sit a rigid box	peen seismically		Have modifications been made since the bridge was constructed? <i>No</i> . Does the bridge cross a body of water? Yes No					
]	Is it a rigid box	<u>*</u>	Has the bridge been seismically retrofitted? Yes No					oad).	
		Is it a rigid box culvert? Yes No							
І Ш І	Is the superstructure integral with the abutments? Yes No								
I ॡ ⊢	Is the superstruc	cture integral wi	h the	abutments?		Yes No	Comi	ments:	
1 2 1	Does the supers	tructure contain	box g	girders?		Yes No			
	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8								
ST	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? <u>0</u> 2 4 6 8								
	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8								
	Is the bridge skewed? Yes, 10 Degrees								
S 1	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
တ္က 1	If there are pede	estals, are the be	arings	likely to overtur	n in ar	earthquake?		0 2 4 6 8	
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
AR 7	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
				dividual pedestals				Yes No	
	The longitudina abutments.	l support length	meası	ured in a direction	n perp	endicular to the	e support at	28cm	
JR 1	Is the abutment	a cantilever eart	h-reta	ining abutment?				Yes No	
SUBSTRUCTURE	Are the reinforc	ed concrete colu	mns 1	monolithic with the	he sup	erstructure?		Yes No	
R	Is there horizon	tal or vertical m	oveme	ent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusual	or extensive ero	sion o	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-sl	lop failures poss	ible in	n an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

		Longitude	Latitude			51-9004-B00065			
	GPS Location	W87°30.984'	N37°42.606'	Bridge Numb	er 51-9004-B00	0065			
ZAI	Year Built	1966 County	Henderson	Crossing	Breathitt Pky	'ky			
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstructed? No.		If yes. Please list them			
)E	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).			
		been seismically retr	rofitted?	Yes No) 				
	Is it a rigid box			Yes No	= - ~				
RE	-	cture integral with th			<u> </u>	ments:			
T	Does the supers	structure contain box	girders?	Yes No)				
CC		movement under traf		<u>0</u> 2 4 6	5 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? 0 2 4 6 8								
ER!	Would gross mo								
JPI	Is the bridge skewed? No								
S	Is there any uni	usual gap or offset at	an expansion join	t?					
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
SE	If there are ped	estals, are the bearin	gs likely to overtu	n in an earthqua	ke?	<u>0</u> 2 4 6 8			
N	Does the bridge	Yes No							
AR	Are the bearing	Yes No							
BEARINGS	Are there any g	Yes No							
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular	to the support at	25cm			
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructur	e?	Yes No			
-RU	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutments, co	lumns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusual	l or extensive erosion	n of soil at or near	any of the substr	ucture units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

		Longitude	Latitude						
۱ ـ ا	GPS Location	W87°31.347'	N37°44.934'	Bridge Number	51-9004-B00	066			
GENERAL	Year Built	1966 County	Henderson	Crossing	Breathitt Pky	Pky			
当	Have modificat	tions been made sinc	ce the bridge was o	onstructed? No.	If yes. Please				
Į Į	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or load).				
	Has the bridge	been seismically retr	rofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:			
<u> </u>	Does the supers	structure contain box	x girders?	Yes No					
	Is there lateral								
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8								
E E	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8								
l <u>P</u>	Is the bridge skewed? Yes, 35 Degrees								
S	Is there any uni	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair								
SS	If there are ped	estals, are the bearin	gs likely to overtu	rn in an earthquake?		0 2 4 6 8			
Ĭ	Does the bridge	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous?							
BEARINGS	Are the bearing		Yes No						
BE		girders supported on			Yes No				
	The longitudina abutments.	al support length me	asured in a direction	on perpendicular to the	he support at	25cm			
JRE	Is the abutment	a cantilever earth-re	etaining abutment)		Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	the superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of t	he abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BSI	Is there unusua	l or extensive erosio	n of soil at or near	any of the substruct	ure units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	e in an earthquake	•		<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge N	Number	51 9004 R006	51-9004-B00067			
	GI 5 Location	W87°31.695'	N37°45.630'	Dridge	Vuilloci	31-7004-1000	<i>,</i>			
GENERAL	Year Built	Year Built 1966 County Henderson Crossing								
買	Have modificat	tions been made since	e the bridge was co	nstructed?	No.	If yes. Please				
Į,	Does the bridge	e cross a body of wat	er?	Ye	s No	(Structure or load).				
		been seismically retr	ofitted?	Ye	s No					
	Is it a rigid box	culvert?		Ye	s No					
AE	Is the superstru	cture integral with th	e abutments?	Ye	s No	Com	ments:			
5	Does the super									
၂	Is there lateral	movement under traf	fic loading?	<u>0</u>	2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8									
X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
<u>H</u>	Is the bridge skewed? Yes, 30 Degrees									
รเ	Is there any uni									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
ပ္သ	If there are ped	estals, are the bearing	gs likely to overturi	n in an ear	thquake?		<u>0</u> 2 4 6 8			
N N	Does the bridge	e with less than 3 gird	ders have exterior g	irder supp	orted on th	ne seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continu	ous?		Yes No			
3E,	Are there any g	girders supported on i	ndividual pedestals	or colum	ns?		Yes No			
	The longitudina abutments.	al support length mea	sured in a direction	n perpendi	cular to the	e support at	30cm			
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No			
CTO	Are the reinford	ced concrete columns	s monolithic with th	ne superstr	ructure?		Yes No			
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutmen	ts, column	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructui	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location Longitude Latitude Bridge Number 51-9004-E								
	GFS Location	W87°32	2.985'	N37°47.192'	DIIC	ige Number	51-9004-B000)68 P	
₹ Y	Year Built	1966	County	Henderson	Cro	ssing	ELAM		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		0 2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l X	Would gross me								
I I	Is the bridge sk								
S	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	25cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	ere unusual or extensive erosion of soil at or near any of the substructure units?							
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Discontinuous	Concrete	Beams						
OTHER	"SUBST consider highest was to be a second to be a	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined 0 identifies when none of the ue to access or when	magni les the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GPS Location	Longitude	Latitude	Bridge Numbe	er 51-9004-R00	51-9004-B00069				
	GI S Location	W87°33.822'	N37°48.306'	Bridge Ivallio	31-7004-100	,007				
GENERAL	Year Built	1966 County	Henderson	Crossing	Breathitt Pky					
単	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please					
Į įį	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).				
		been seismically retr	ofitted?	Yes No	•					
	Is it a rigid box	culvert?		Yes No						
AE	Is the superstru	cture integral with th	e abutments?	Yes No	Con	iments:				
∄	Does the super)								
ြ	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6	8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8									
X	Would gross movement of superstructure cause instability? <u>0</u> 2 4 6 8									
=	Is the bridge skewed? Yes, 30 Degrees									
รเ	Is there any un									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
S	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthqual	ke?	<u>0</u> 2 4 6 8				
Ž	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported	on the seat edge?	Yes No				
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous?		Yes No				
BE	Are there any g	girders supported on i	ndividual pedestals	or columns?		Yes No				
	The longitudina abutments.	al support length mea	sured in a direction	perpendicular	to the support at	25cm				
RE	Is the abutment	t a cantilever earth-re	taining abutment?			Yes No				
SUBSTRUCTURE	Are the reinfor	ced concrete columns	s monolithic with th	ne superstructure	??	Yes No				
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, col	umns or piers?	<u>0</u> 2 4 6 8				
BS	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substr	ucture units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridg	ge Number	51-9004-B001	111			
	GI S Location	W87°33.787'	N37°48.983'	Dilug	c rvamber	31-700 4 - D 001	111			
GENERAL	Year Built	Year Built 1967 County Henderson Crossing								
		tions been made sinc		nstructe	ed? No.	If yes. Please				
Ä	Does the bridge	e cross a body of wat	ter?		Yes No	(Structure or load).				
	Has the bridge	been seismically retr	ofitted?		Yes No					
	Is it a rigid box	culvert?			Yes No					
ΥE	Is the superstru	cture integral with th	Yes No	Com	ments:					
	Does the supers									
<u> </u>	Is there lateral	movement under traf	fic loading?		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8									
X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
<u>P</u> E	Is the bridge skewed? Yes, 30 Degrees									
รเ	Is there any uni									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an e	earthquake?		<u>0</u> 2 4 6 8			
N N	Does the bridge	e with less than 3 gir	ders have exterior g	irder su	apported on th	e seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m conti	nuous?	Yes No				
3E,	Are there any g	girders supported on	individual pedestals	or colu	umns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perper	ndicular to the	support at	25cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No			
CTC	Are the reinford	ced concrete column	s monolithic with th	ne supei	rstructure?		Yes No			
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of the	e abutm	nents, columns	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of th	he substructur	e units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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.									
	evaluatio	on was not possible o	tue to access or who	en a jud	gment could	not be made.				

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

		Longitude	Latitude							
	GPS Location	W87°33.930'	N37°49.503'	Bridge Number	51-9004-B00	112				
GENERAL	Year Built	1967 County	Henderson	Crossing	Breathitt Pky					
当	Have modificat	tions been made sinc	e the bridge was c	onstructed? No.	If yes. Please					
H	Does the bridge	e cross a body of war	ter?	Yes No	(Structure or	load).				
0	Has the bridge	been seismically retr	rofitted?	Yes No						
	Is it a rigid box	culvert?		Yes No						
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:				
1 2	Does the superstructure contain box girders? Yes No									
2		movement under traf		<u>0</u> 2 4 6 8						
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?									
X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
	Is the bridge skewed? Yes, 5 Degrees									
S	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker	Elastomeric	Sliding Mi	ıti-ratation	Condition?	Fair				
SS	If there are ped	estals, are the bearin	gs likely to overtu	n in an earthquake?		0 2 4 6 8				
Z	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abu	tment end-diaphra	gm continuous?		Yes No				
BE		irders supported on				Yes No				
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to the	he support at	25cm				
JRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	he superstructure?		Yes No				
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutments, colum	ns or piers?	<u>0</u> 2 4 6 8				
BSI	Is there unusual	l or extensive erosio	n of soil at or near	any of the substruct	ure units?	<u>0</u> 2 4 6 8				
ns 	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Bridge Number 51-9005-B00073)73	
	GFS Location	W87°33	.822'	N37°48.619'	DIIC	ige Number	51-9005-B000)73 P	
₹ ¥	Year Built	1968	County	Henderson	Cro	ssing	Breathitt Pky		
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If <i>yes</i> . Please list them (Structure or load).		
Įμ	Does the bridge	e cross a b	ody of wat	er?		Yes No			
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	Is the superstru	Comi	ments:						
ΙĒ	Does the supers								
၂ ပ	Is there lateral	movemen	t under traf	fic loading?		0 <u>2</u> 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross mo	ovement o	f superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8			
ΙŒ	Is the bridge skewed? Yes, 5 Degrees								
S	Is there any uni	ısual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	istomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
S	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No	
3E,	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudinal support length measured in a direction perpendicular to the support at abutments.							25cm	
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
R.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous Ste	el Girder	S						
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	RE " catego bold and un sk. The cas	8" in the "SUPER's ries identifies the randerlined 0 identifies when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GPS Location	Longitude	Latitude	Brido	ge Number	51-9005-B000)72		
بـ	GI S Eccution	W87°17.813'	N37°45.374'	Briag	e i vuilloei	31 7003 Book			
GENERAL	Year Built	1968 County	Henderson	Cross		Green River			
빌		tions been made sinc		nstructe	ed? <i>No</i> .	If yes. Please			
川川	Does the bridge	e cross a body of wat	er?		Yes No	(Structure or 1	oad).		
	Has the bridge	been seismically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?			Yes No				
₹E	Is the superstru	Com	ments:						
1 5	Does the supers								
၂	Is there lateral	movement under traf	fic loading?		0 <u>2</u> 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8								
I &	Would gross me	ovement of superstruc	ture cause instabilit	y?	0 <u>2</u> 4 6 8				
l F	Is the bridge sk	xewed?	No						
S	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
Si	If there are ped	lestals, are the bearing	gs likely to overturi	n in an e	earthquake?		0 <u>2</u> 4 6 8		
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	irder su	ipported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m conti	nuous?		Yes No		
BE.	Are there any g	girders supported on i	ndividual pedestals	or colu	ımns?		Yes No		
	The longitudina abutments.	al support length mea	sured in a direction	perper	ndicular to the	e support at			
Щ		t a cantilever earth-re	taining abutment?				Yes No		
J.									
<u> </u>	Are the reinforce	ced concrete columns	s monolithic with th	ne super	rstructure?		Yes No		
IRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutm	ents, columns	s or piers?	0 <u>2</u> 4 6 8		
SUBSTRUCTURE	Is there unusua	l or extensive erosion	n of soil at or near a	ny of th	ne substructur	e units?	0 <u>2</u> 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?				0 <u>2</u> 4 6 8		
	Long bridge								
	Risk = High								
ОТНЕК		dition scale "0 2 4 6							
<u>F</u>		FRUCTURE" categoration. A bold and u							
0	highest v	value or risk. The ca	se when none of the	e values	are bold and	underlined imp			
	evaluation	on was not possible d	lue to access or whe	en a jud	gment could i	not be made.			

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

	GPS Location	Longitude	Latitude	Bridge Number	51-9005-B00	076			
		W87°28.286'	N37°47.165'						
GENERAL	Year Built	1968 County	Henderson	Crossing	Audubon Par				
뿔		tions been made sinc			If <i>yes</i> . Please (Structure or				
H		e cross a body of wat		Yes No	(Structure or	1044).			
		been seismically retr	ofitted?	Yes No					
	Is it a rigid box			Yes No	C				
RE	Is the superstru	Com	ments:						
]	Does the supers								
2		movement under traf		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8								
l ä	Would gross me	ovement of superstruc	cture cause instabilit	y? <u>0</u> 2 4 6 8					
] [Is the bridge sk	ewed?	Yes, 40 deg	rees					
รเ	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
35	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquake	•	<u>0</u> 2 4 6 8			
ĕ	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	girders supported on i	individual pedestals	or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	he support at	28cm			
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
CTC	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
SUBSTRUCTURE	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colun	nns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruct	rure units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Steel Girder								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and u value or risk. The caton was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the ri- es the lowest value e values are bold a	sk for the function or risk while a § and underlined imp	n under $\underline{\mathbf{g}}$ is used for the			

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

W87°29.743' N37°47.643' Year Built 1968 County Henderson Crossing Audubon Parky Have modifications been made since the bridge was constructed? No. Does the bridge cross a body of water? Has the bridge been seismically retrofitted? Is it a rigid box culvert? Yes No Is it a rigid box culvert?	r 51-9005-B00075								
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	1 31-7003- D 00073								
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Audubon Parkway								
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	If yes. Please list them								
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	(Structure or load).								
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.									
Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Yes, 45 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.									
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Comments:								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.									
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	8								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	8								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	8								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Is the bridge skewed? Yes, 45 degrees								
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.									
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Condition? Fair								
The longitudinal support length measured in a direction perpendicular to the support at abutments.	e? <u>0</u> 2 4 6 8								
The longitudinal support length measured in a direction perpendicular to the support at abutments.	on the seat edge? Yes No								
The longitudinal support length measured in a direction perpendicular to the support at abutments.	Yes No								
The longitudinal support length measured in a direction perpendicular to the support at abutments.	Yes No								
	the support at								
Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	Yes No								
Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	? Yes No								
Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	<u>0</u> 2 4 6 8								
Are abutment-slop failures possible in an earthquake?	<u>0</u> 2 4 6 8								
	<u>0</u> 2 4 6 8								
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 consideration. A bold and underlined <u>0</u> identifies the lowest value or risk while a <u>8</u> in highest value or risk. The case when none of the values are bold and underlined imple 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

	GPS Location	Longitude	Latitude	Bridge Number	51-9005-B00	074				
	GI S Location	W87°33.158'	N37°18.625'	Bridge Ivalliber	31-7003- D 00	07 4				
GENERAL	Year Built	1968 County	Henderson	Crossing	Audubon Par					
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please					
Ä	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).				
0	Has the bridge	been seismically retr	ofitted?	Yes No						
	Is it a rigid box	culvert?		Yes No						
Ä	Is the superstru	Com	ments:							
	Does the supers									
<u> </u>	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6	8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8									
X	Would gross movement of superstructure cause instability? 0 2 4 6 8									
<u>B</u>	Is the bridge skewed? Yes, 35 degrees									
รเ	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
Si	If there are ped	estals, are the bearin	gs likely to overturi	n in an earthquak	?	<u>0</u> 2 4 6 8				
N N	Does the bridge	e with less than 3 gire	ders have exterior g	irder supported o	n the seat edge?	Yes No				
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No				
3E,	Are there any g	girders supported on i	individual pedestals	or columns?		Yes No				
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to	the support at	30cm				
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No				
CTC	Are the reinford	ced concrete column	s monolithic with th	ne superstructure	1	Yes No				
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colu	mns or piers?	<u>0</u> 2 4 6 8				
BST	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substru	cture units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8				
	Continuous Ste	el Girders								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and u value or risk. The caton was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the rest the lowest values are bold	risk for the function te or risk while a second underlined imp	n under is used for the				

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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	51-9005-B000)77
_	GFS Location	W87°27	.368'	N37°46.862'	Dile	ige Mullibei	51-9005-B000)77 P
\ Y ∀	Year Built	1968	County	Henderson	Cro	ssing	Lick Creek	
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	eted? No.	If yes. Please	
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).
	Has the bridge	been seisr	nically retro	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ŊE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
1 5	Does the supers							
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE	Is the bridge like toppling failure							
8	Would gross me							
I E	Is the bridge sk							
าร	Is there any unusual gap or offset at an expansion joint?							
	Type Rocker	Ela	istomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8
N S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No
ARI	Are the bearing seats under the abutment end-diaphragm continuous?							Yes No
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No
	The longitudinal support length measured in a direction perpendicular to the support at abutments.							35cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	s monolithic with t	he sup	erstructure?		Yes No
IRU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusual or extensive erosion of soil at or near any of the substructure units?							<u>0</u> 2 4 6 8
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge	Number	51-9005-B000	178		
	GI S Location	W87°25.772'	N37°46.212'	Dridge	Trumoci	31-7003- D 000	776		
GENERAL	Year Built	1968 County	Henderson	Crossin	ng	Audubon Park			
買	Have modificat	tions been made since	e the bridge was co	nstructed	? No.	If yes. Please			
Į,	Does the bridge	e cross a body of wat	er?	Y	es No	(Structure or load).			
		been seismically retr	ofitted?	Y	es No				
	Is it a rigid box	culvert?		Y	es No				
ZE	Is the superstru	Com	ments:						
1 5	Does the supers								
ည	Is there lateral	movement under traf	fic loading?	<u>0</u>	2 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8								
X	Would gross movement of superstructure cause instability? 0 2 4 6 8								
	Is the bridge skewed? Yes, 5 degrees								
รเ	Is there any uni								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
SS	If there are ped	lestals, are the bearing	gs likely to overturi	n in an ea	rthquake?		0 2 4 6 8		
Ιž	Does the bridge	e with less than 3 gird	ders have exterior g	irder sup	ported on th	ne seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continu	uous?		Yes No		
BE	Are there any g	girders supported on i	ndividual pedestals	or colun	nns?		Yes No		
	The longitudina abutments.	al support length mea	sured in a direction	n perpend	licular to the	e support at	28cm		
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne superst	tructure?		Yes No		
-RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	nts, column	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

Separation W87°24.943' N37°45.583' Bridge Number W87°24.943' N37°45.583' Wear Built 1968 County Henderson Crossing Have modifications been made since the bridge was constructed? No. Does the bridge cross a body of water? Yes No Was the bridge been seismically retrofitted? Yes No Was the superstructure integral with the abutments? Yes No Was the superstructure contain box girders? Yes No Was the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Was the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the superstructure of the diaphragm continuous? Was the pridge with less than 3 girders have exterior girder supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the pridge with less than 3 girders and direction perpendicular to the pridge with less than 3 girders have exterior girder supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 3 girders have exterior perpendicular to the pridge with less than 4 girders have exterior perpendicular to the pridge with less than 4 girders have exterior perpendicular to the pridge with less than 4 girders have exterior perpendicular t	Audubon Pari If yes. Please (Structure or	kway list them						
Is the superstructure integral with the abutments? Is the superstructure integral with the abutments? Is the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	If yes. Please (Structure or	list them						
Is the superstructure integral with the abutments? Is the superstructure integral with the abutments? Is the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	(Structure or							
Is the superstructure integral with the abutments? Is the superstructure integral with the abutments? Is the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?		ioad).						
Is the superstructure integral with the abutments? Is the superstructure integral with the abutments? Is the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	Com							
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is the bridge skewed? Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquake. Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	Com							
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	Com							
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?		ments:						
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquaked Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
If there are pedestals, are the bearings likely to overturn in an earthquake. Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?								
Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns?	Condition?	Fair						
Does the bridge with less than 3 girders have exterior girder supported on Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to a second continuous.		0 2 4 6 8						
Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to a	the seat edge?	Yes No						
Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the control of		Yes No						
The longitudinal support length measured in a direction perpendicular to		Yes No						
abutments.	ne support at	30cm						
Is the abutment a cantilever earth-retaining abutment?		Yes No						
Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns the substruction of soil at or near any of the substruction. Are abutment-slop failures possible in an earthquake?		Yes No						
Is there horizontal or vertical movement or tilting of the abutments, colum	ns or piers?	<u>0</u> 2 4 6 8						
Is there unusual or extensive erosion of soil at or near any of the substruct	are units?	<u>0</u> 2 4 6 8						
Are abutment-slop failures possible in an earthquake?		<u>0</u> 2 4 6 8						
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	51-9005-B000	180					
	GI S Location	W87°23.780' N37°45.160'					760	
GENERAL	Year Built	1968 County	Henderson	Crossii	ng	Audubon Parkway		
	Have modificat	tions been made since	If yes. Please					
Į,	Does the bridge	e cross a body of wat	er?	Y	es No	(Structure or l Restrainers	oad).	
		been seismically retr	ofitted?	Y	es No			
	Is it a rigid box	culvert?		Y	es No			
ZE	Is the superstru	Com	ments:					
	Does the supers							
ည	Is there lateral	movement under traf	fic loading?	0	2 4 6 8			
SUPERSTRUCTURE	Is the bridge lik toppling failure							
X	Would gross me	ovement of superstruc	cture cause instabilit	y? 0	2 <u>4</u> 6 8			
<u>H</u>	Is the bridge sk	ewed?	Yes, 5 degre	ees				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratatio	n	Condition?	Fair	
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an ea	arthquake?		0 2 4 6 8	
Ž	Does the bridge	e with less than 3 gird	ders have exterior g	irder sup	ported on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m contin	uous?		Yes No	
3E,	Are there any g	rirders supported on i	ndividual pedestals	or colur	nns?		Yes No	
	The longitudina abutments.	al support length mea	sured in a direction	n perpend	licular to the	e support at	25cm	
IRE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne supers	tructure?		Yes No	
RU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutme	nts, column	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the	substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location Longitude Latitude Bridge Number 30-9005-B00								
	GPS Location	W87°9.838'	N37°45.895'	- Bridge Number	30-9005-B00	0-9005-B00058 P			
GENERAL	Year Built	, , ,							
	Have modifications been made since the bridge was constructed? <i>No.</i> Does the bridge cross a body of water? Yes No (Structure or								
3E	Does the bridge	(Structure or	ioau).						
	Has the bridge	4							
	Is it a rigid box	C							
RE	Is the superstru	ments:							
		structure contain box		Yes No	_				
2		movement under traf		<u>0</u> 2 4 6 8	_				
SUPERSTRUCTURE	Is the bridge like toppling failure								
ER		ovement of superstruc		- -					
l P	Is the bridge sk		Yes, 5 degr						
S	Is there any uni	usual gap or offset at	an expansion joint	?		Fair			
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
38	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8			
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No			
BE		girders supported on				Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	26cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No			
RU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, columi	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8			
S	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Bridge Number	30-9005-B00						
بِ ا		W87°10.648' 1968 County	N37°45.961'	Briage I tamber	30-9005-B00	059 P			
R	Year Built	Worthington							
빌	Have modifications been made since the bridge was constructed? <i>No.</i> If <i>yes.</i> Please (Structure or								
GENERAL	Does the bridge	(Structure of)	ioad).						
	Has the bridge								
	Is it a rigid box			Yes No					
RE	Is the superstru	Com	ments:						
	Does the supers	structure contain box	girders?	Yes No					
ည		movement under traf		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE		cely to collapse in an e of the bearings?	earthquake after	0 2 4 6 8					
X	Would gross me	ovement of superstruc	cture cause instabili	ty? 0 <u>2</u> 4 6 8					
ᆸ	Is the bridge sk	tewed?	No						
S	Is there any uni	usual gap or offset at	an expansion joint	?		_			
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္သ	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8			
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on the	he seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to the	e support at	35cm			
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	ne superstructure?		Yes No			
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	as or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8			
ns Sn	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

W87*12.706' N37*46.018' Year Built 1988 County Daviess Crossing Audubon Parkway Have modifications been made since the bridge was constructed? No. If yes. Please list there Does the bridge cross a body of water? Yes No If yes. Please list there I has the bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge been seismically retrofitted? Yes No If yes. Please list there I have bridge likely to collapse in an earthquake after toppling failure of the bearings? Yes No If yes		GPS Location	r 30-9005-B00	060					
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Type Rocker Yes, 25 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Yes Are there any girders supported on individual pedestals or columns? Yes The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Yes Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Qe 2 degrees Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and		GI S Location	W87°12.706'	30-7003- B 00	000				
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker Elastomeric Slidi	RA	Year Built	1968 County	Daviess	Crossing				
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Type Rocker Yes, 25 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Yes Are there any girders supported on individual pedestals or columns? Yes The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Yes Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Qe 2 degrees Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	買	Have modificati							
Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Type Rocker Yes, 25 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Yes Are there any girders supported on individual pedestals or columns? Yes The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Yes Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Qe 2 degrees Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	Į į	Does the bridge	(Structure or	load).					
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Would gross movement of superstructure cause instability? Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and									
Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker Elastomeric Sliding Muti-ratation If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there unusual or extensive erosion of soil at or near any of the substructure units? Q 2 4 Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and		Is it a rigid box							
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	ZE	Is the superstruc	Com	ments:					
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	<u>5</u>	Does the supers	structure contain box	girders?	Yes No				
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	ည	Is there lateral n	movement under traff	ic loading?	<u>0</u> 2 4 6	8			
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	STRL			earthquake after	0 2 4 6	8			
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	IR!	Would gross mo	ovement of superstruct	ture cause instabilit	y? 0 2 <u>4</u> 6	8			
Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	JP.	Is the bridge ske	ewed?	Yes, 25 degr	rees				
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	รเ	Is there any unu	usual gap or offset at	an expansion joint?	?				
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and									
The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	SE	If there are pede	estals, are the bearing	s likely to overturn	in an earthquak	e?	<u>0</u> 2 4 6 8		
The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	Z	Does the bridge	e with less than 3 gird	lers have exterior g	irder supported o	on the seat edge?	Yes No		
The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	AR	Are the bearing	seats under the abuti	ment end-diaphragr	n continuous?		Yes No		
The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake? Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	3E,	Are there any gi	rirders supported on in	ndividual pedestals	or columns?		Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and			al support length mea	sured in a direction	perpendicular to	the support at	26cm		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	IRE	Is the abutment	a cantilever earth-ret	taining abutment?			Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	CTU	Are the reinforc	ced concrete columns	monolithic with th	e superstructure	?	Yes No		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	-RU	Is there horizon	ntal or vertical movem	nent or tilting of the	e abutments, colu	imns or piers?	<u>0</u> 2 4 6 8		
Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and	BS1	Is there unusual	l or extensive erosion	of soil at or near a	ny of the substru	cture units?	<u>0</u> 2 4 6 8		
	SU	Are abutment-sl	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8		
consideration. A bold and underlined $\underline{0}$ identifies the lowest value or risk while a $\underline{8}$ is used highest value or risk. The case when none of the values are bold and underlined implies that evaluation was not possible due to access or when a judgment could not be made.	ОТНЕК								

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

Section W87*13.844' N37*45.768' Bridge Number 30-9005-B0006 Year Built 1968 County Daviess Crossing Audubon Parks Have modifications been made since the bridge was constructed? No. If yes. Please if (Structure or low last the bridge been seismically retrofitted? Yes No Is it a rigid box culvert? Yes No Is the superstructure integral with the abutments? Yes No Is there lateral movement under traffic loading? Yes No Is there lateral movement under traffic loading? Yes No Is there lateral movement under traffic loading? Yes No Is there lateral movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Yes, 30 degrees Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments. Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?		_	В	lge Number 30-9005-B0006	61					
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	_		68'	1ge 14tilliber	O1					
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	RA		; C	· ·						
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	買し									
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? The longitudinal support length measured in a direction perpendicular to the support at abutments.	Ü	Does the bridge cross a body of water? Yes No								
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.		Has the bridge been seismically retrofitted? Yes No								
Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.		Is it a rigid box culvert? Yes No								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	AE	Is the superstructure integral with the abutments? Yes No								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	5			Yes No						
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	ည		?	<u>0</u> 2 4 6 8						
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	STRU	Is the bridge likely to collapse in an earthquake after								
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	R	bil	nstability?	0 2 4 6 8						
Type Rocker Elastomeric Sliding Muti-ratation Condition? If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	<u>H</u>	de	, 30 degree							
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	รเ	oir	on joint?							
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support at abutments.	_									
The longitudinal support length measured in a direction perpendicular to the support at abutments.	35	rtu	overturn in	earthquake?	<u>0</u> 2 4 6 8					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	ĭ	or	terior gird	supported on the seat edge?	Yes No					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	AR	ıra	iaphragm c	tinuous?	Yes No					
The longitudinal support length measured in a direction perpendicular to the support at abutments.	3E,	sta	edestals or	lumns?	Yes No					
Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?		etic	lirection pe	endicular to the support at	26cm					
Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	IRE	nt?	tment?		Yes No					
Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	CTC	th	with the s	erstructure?	Yes No					
Is there unusual or extensive erosion of soil at or near any of the substructure units? Are abutment-slop failures possible in an earthquake?	-RU	f t	ng of the al	ments, columns or piers?	<u>0</u> 2 4 6 8					
Are abutment-slop failures possible in an earthquake?	BS	ar	or near any	the substructure units?	<u>0</u> 2 4 6 8					
	SU	œ?	quake?		<u>0</u> 2 4 6 8					
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 consideration. A bold and underlined <u>0</u> identifies the lowest value or risk while a <u>8</u> in highest value or risk. The case when none of the values are bold and underlined implied evaluation was not possible due to access or when a judgment could not be made.	OTHER									

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

Year Built 1968 County Daviess Crossing Aud Have modifications been made since the bridge was constructed? No. Has the bridge cross a body of water? Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Type Rocker E	ubon Parkway s. Please list them acture or load). Comments:							
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition of the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.	s. Please list them acture or load).							
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition of the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.	ecture or load).							
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition of the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition of the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.	Comments:							
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Control of the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.	Comments:							
Type Rocker Elastomeric Sliding Muti-ratation Color If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.	Comments:							
Type Rocker Elastomeric Sliding Muti-ratation Color If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Type Rocker Elastomeric Sliding Muti-ratation Color If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Type Rocker Elastomeric Sliding Muti-ratation Color If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Type Rocker Elastomeric Sliding Muti-ratation Con If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Type Rocker Elastomeric Sliding Muti-ratation Con If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
Type Rocker Elastomeric Sliding Muti-ratation Con If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the suppabutments.								
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the supp abutments.								
Does the bridge with less than 3 girders have exterior girder supported on the seat Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the supp abutments.	ndition? Fair							
The longitudinal support length measured in a direction perpendicular to the supp abutments.	0 2 4 6 8							
The longitudinal support length measured in a direction perpendicular to the supp abutments.	edge? Yes No							
The longitudinal support length measured in a direction perpendicular to the supp abutments.	Yes No							
The longitudinal support length measured in a direction perpendicular to the supp abutments.	Yes No							
Is the abutment a cantilever earth-retaining abutment?	ort at 26cm							
P And a sisteral annual and a sisteral and a sister	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 pi	ers? <u>0</u> 2 4 6 8							
Is there unusual or extensive erosion of soil at or near any of the substructure unit	s? <u>0</u> 2 4 6 8							
Are abutment-slop failures possible in an earthquake?	<u>0</u> 2 4 6 8							
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location Longitude Latitude Bridge Number 114-9007-B0									
_	GPS Location	W86°25.923' N36°54.631'		ige Number	114-9007-B00049 P					
₹ Y	Year Built									
GENERAL	Have modifications been made since the bridge was constructed? <i>No.</i> If <i>yes.</i> Please									
Į,	Does the bridge	(Structure or 1	oad).							
0	Has the bridge									
	Is it a rigid box									
ZE	Is the superstru	Com	ments:							
2	Does the supers									
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8									
I K	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8				
I I	Is the bridge sk	ewed?		No						
รเ	Is there any unusual gap or offset at an expansion joint?									
	Type Rocker Elastomeric Sliding Muti-ratation Condition?									
တ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?									
N N	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No		
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No		
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No		
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	26cm		
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
-RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
OTHER	Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and									

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

	GPS Location	Longitude	Latitude	Bridge N	umbor	114-0884-B00	0050		
_	GFS Location	Location W86°26.407' N36°54.846' Bridge Number				114-0004-D00030			
₩	Year Built	1970 County	Warren	Crossing		W.H. Natcher	W.H. Natcher Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed?	No.	If yes. Please			
Ü	Does the bridge	(Structure or l	oad).						
	Has the bridge								
	Is it a rigid box								
₹E	Is the superstru	cture integral with th	e abutments?	Yes	No	Com	ments:		
5	Does the super	structure contain box	girders?	Yes	No				
<u> </u>	Is there lateral	movement under traf	fic loading?	<u>0</u> 2	2 4 6 8				
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8								
R	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 2	2 <u>4</u> 6 8				
<u>B</u>	Is the bridge sk	tewed?	No						
รเ	Is there any un	usual gap or offset at	an expansion joint	?					
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an eart	hquake?		<u>0</u> 2 4 6 8		
N N	Does the bridge	e with less than 3 gire	ders have exterior g	irder suppo	orted on th	ne seat edge?	Yes No		
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuo	us?		Yes No		
3E,	Are there any g	girders supported on i	ndividual pedestals	or column	is?		Yes No		
	The longitudina abutments.	al support length mea	sured in a direction	n perpendic	ular to the	e support at	40cm		
RE	Is the abutment	t a cantilever earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinfor	ced concrete column	s monolithic with th	ne superstru	acture?		Yes No		
RU.	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutment	s, column	s or piers?	<u>0</u> 2 4 6 8		
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the s	ubstructui	re units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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.								
.0									

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)

	GPS Location Longitude Latitude Bridge Number 114-9007-B0								
	GPS Location	W86°28	3.952'	N36°56.534'	DITO	ige Number	114-9007-B00051 P		
\ \ \	Year Built	1971	County	Warren	Cro	ssing	US 31 - W		
GENERAL	Have modificat	If yes. Please							
前	Does the bridge	(Structure or 1	oad).						
0	Has the bridge								
	Is it a rigid box								
ZE	Is the superstru	Comi	ments:						
	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		0 2 <u>4</u> 6 8			
X	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	0 2 <u>4</u> 6 8			
I F	Is the bridge sk	ewed?		No					
รเ	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
S	If there are pedestals, are the bearings likely to overturn in an earthquake?								
N N	Does the bridge	e with less	s than 3 gird	ders have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	40cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and								

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)

	GPS Location	114-9007-B00	0052						
	GPS Location	W86°29.237' N36°56.680'		lge Number	114-9007-B00052 P				
\ \ \	Year Built	1971	County	Warren	Cro	ssing	CSX RR		
GENERAL	Have modifications been made since the bridge was constructed? <i>No.</i>								
前	Does the bridge	(Structure or 1	oad).						
0	Has the bridge								
	Is it a rigid box								
ZE	Is the superstru	Com	ments:						
	Does the supers								
၂ ၁	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross me	ovement o	of superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8			
	Is the bridge sk	ewed?		Yes, 15 deg	rees				
าร	Is there any unusual gap or offset at an expansion joint?								
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္	If there are pedestals, are the bearings likely to overturn in an earthquake?								
N S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
N N	Are the bearing	seats und	der the abut	ment end-diaphrag	m con	tinuous?		Yes No	
BEARINGS	Are there any g	irders sup	ported on i	ndividual pedestal:	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	42cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BSJ	Is there unusua	l or exten	sive erosior	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	Note: The condition scale "0 2 4 6 8" in the "SUPERSTRUCTURE", "BEARING", and								

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)

	GPS Location	114-9007-B0							
بـ	GI S Location	W86°29.827'	N36°57.442'	Bridge Number	114-9007-B0	0053 P			
GENERAL	Year Built	US 68							
빌	Have modificat	If <i>yes</i> . Please (Structure or 1							
3E	Does the bridge	(Structure of	ioau).						
	Has the bridge	_							
	Is it a rigid box								
RE	Is the superstru	Com	ments:						
	Does the supers								
ည		movement under tra		<u>0</u> 2 4 6 8					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?								
l X	Would gross me	ovement of superstru	cture cause instabili	ty? 0 2 4 6 8					
l 🗹	Is the bridge skewed? Yes, 15 degrees								
S	Is there any uni	usual gap or offset at	an expansion joint	?		_			
	Type Rocker Elastomeric Sliding Muti-ratation Condition?								
တ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake?								
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphrag	m continuous?		Yes No			
3E/	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	e support at	18cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No			
RU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosio	n of soil at or near	any of the substructu	re units?	<u>0</u> 2 4 6 8			
ns Sn	Are abutment-s	slop failures possible	$in \ an \ earth quake?$			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location Longitude Latitude Bridge Number 114-9007-I									
	GFS Location	W86°34	.954'	N37°02.838'	DIIC	ige Number	114-9007-B00	0054 P		
\ \ \	Year Built	1969	County	Warren	Cro	ssing	Gasper River			
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	eted? No.	If yes. Please list them			
点	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).		
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:		
	Does the supers									
၂ ၁	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
X	Would gross me									
I F	Is the bridge sk									
รเ	Is there any uni									
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ution	Condition?	Fair		
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8		
N N	Does the bridge	Yes No								
\R	Are the bearing	Yes No								
BEARINGS	Are there any g	Yes No								
	The longitudina abutments.	40cm								
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	he sup	erstructure?		Yes No		
RU	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or exten	sive erosior	n of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Daidaa Nyambaa	114 0221 PO	0055					
	GPS Location	W86°30.240'	N36°59.529'	- Bridge Number	114-0231-B0	0033					
₹	Year Built	1970 County	Warren	Crossing	W.H. Natcher	Parkway					
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstructed? No.	If yes. Please						
	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).					
0	Has the bridge	been seismically retr	rofitted?	Yes No							
	Is it a rigid box	culvert?		Yes No							
₹ E	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:					
1 5	Does the supers										
၂	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8										
I K	Would gross movement of superstructure cause instability? 0 2 4 6 8										
I E	Is the bridge skewed? Yes, 30 degrees										
S	Is there any uni										
	Type Rocker	Condition?	Fair								
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8					
BEARINGS	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on	the seat edge?	Yes No					
A R	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No					
3E,	Are there any g	rirders supported on	individual pedestals	s or columns?		Yes No					
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to the	he support at	35cm					
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No					
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure?		Yes No					
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8					
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8					
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	114 0626 P00	14-0626-B00056								
	GFS Location	W86°35.996'	N37°03.909'	Bridge l	Nullibei	114-0020-D00	0030				
₩	Year Built	1969 County	Warren	Crossing	g	W.H. Natcher Parkway					
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed?	No.	If yes. Please list them					
Ĭ	Does the bridge	e cross a body of wat	er?	Ye	s No	(Structure or l	load).				
	Has the bridge	been seismically retr	ofitted?	Ye	s No						
	Is it a rigid box	culvert?		Ye	s No						
ZE	Is the superstru	cture integral with th	e abutments?	Ye	s No	Com	ments:				
∄	Does the supers										
၂ ်	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8										
X	Would gross movement of superstructure cause instability? 0 2 4 6 8										
<u>ਜ਼</u>	Is the bridge skewed? No										
าร	Is there any uni										
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	:	Condition?	Fair				
ပ္သ	If there are ped	estals, are the bearin	gs likely to overtur	n in an ear	thquake?		0 2 4 6 8				
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	girder supp	orted on th	ne seat edge?	Yes No				
BEARINGS	Are the bearing	Yes No									
3E,	Are there any g	girders supported on i	ndividual pedestal	s or colum	ns?	Yes No					
	The longitudina abutments.	al support length mea	asured in a direction	n perpendi	cular to the	e support at	35cm				
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No				
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with t	he supersti	ructure?		Yes No				
IRU	Is there horizon	ntal or vertical mover	nent or tilting of th	e abutmen	ts, column	s or piers?	<u>0</u> 2 4 6 8				
BSI	Is there unusua	l or extensive erosion	n of soil at or near	any of the	substructui	re units?	<u>0</u> 2 4 6 8				
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

Year Built 1970 County Warren Crossing W.H. J Have modifications been made since the bridge was constructed? No. Does the bridge cross a body of water? Has the bridge been seismically retrofitted? Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? Is there any unusual gap or offset at an expansion joint?	Natcher Parkway Please list them ture or load). Comments:										
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end. Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.	Please list them ture or load).										
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end. Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.	ture or load).										
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end. Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.											
Is it a rigid box culvert? Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end. Are the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.	Comments:										
Is the superstructure integral with the abutments? Does the superstructure contain box girders? Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? O 2 4 6 8 Is the bridge skewed? No Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat each of the same of the support abutments.	Comments:										
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the dearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.	Comments:										
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat extension of the seat of the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.											
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the seat of the description of the seat of the support of the											
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat extension of the seat of the bearing seats under the abutment end-diaphragm continuous? Are there any girders supported on individual pedestals or columns? The longitudinal support length measured in a direction perpendicular to the support abutments.											
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the seat of the description of the seat of the support of the	toppling failure of the bearings?										
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the seat of the description of the seat of the support of the											
Type Rocker Elastomeric Sliding Muti-ratation Cond If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the seat of the description of the seat of the support of the											
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat end of the seat of the											
Does the bridge with less than 3 girders have exterior girder supported on the seat extension of the seat exte	lition? Fair										
The longitudinal support length measured in a direction perpendicular to the suppor abutments.	0 2 4 6 8										
The longitudinal support length measured in a direction perpendicular to the suppor abutments.	dge? Yes No										
The longitudinal support length measured in a direction perpendicular to the suppor abutments.	Yes No										
The longitudinal support length measured in a direction perpendicular to the suppor abutments.	Yes No										
Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure?	t at 40cm										
Are the reinforced concrete columns monolithic with the superstructure?	Yes No										
1 0	Yes No										
Is there horizontal or vertical movement or tilting of the abutments, columns or pier	es? <u>0</u> 2 4 6 8										
Is there unusual or extensive erosion of soil at or near any of the substructure units?	<u>0</u> 2 4 6 8										
Are abutment-slop failures possible in an earthquake?	<u>0</u> 2 4 6 8										
"SUBSTRUCTURE" categories identifies the magnitude of the risk for the taxonsideration. A bold and underlined $\underline{0}$ identifies the lowest value or risk whighest value or risk. The case when none of the values are bold and underlined	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Number	114-9007-B0	0058					
	GI S Location	W86°30.411'	N37°0.143'	Bridge (valide)	114-2007-B0	0036					
GENERAL	Year Built	1970 County	Warren	Crossing	W.H. Natcher						
買	Have modificat	tions been made since	e the bridge was co	nstructed? No.	If yes. Please						
Į,	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or load).						
		been seismically retr	ofitted?	Yes No							
	Is it a rigid box	culvert?		Yes No							
ZE	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:					
1 5	Does the supers										
၂	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8										
X	Would gross movement of superstructure cause instability? 0 2 4 6 8										
ਜ਼	Is the bridge skewed? Yes, 10 degrees										
รเ	Is there any uni										
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Goo										
SS	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquake?		<u>0</u> 2 4 6 8					
Ιž	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported on t	the seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No									
3E,	Are there any g	girders supported on i	ndividual pedestals	or columns?		Yes No					
	The longitudina abutments.	al support length mea	sured in a direction	n perpendicular to the	ne support at	35cm					
IRE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No					
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne superstructure?		Yes No					
R.	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8					
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	ny of the substructu	ire units?	<u>0</u> 2 4 6 8					
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitud	de	Latitude	Brid	lge Number	114-9007-B00	0059			
	GI S Location	W86°31	.438'	N37°1.153'	Dilo	ige i tuilibei	11 4 -7007- D 00				
GENERAL	Year Built	1970	County	Warren		ssing	W.H. Natcher				
빌				e the bridge was co	nstruc		If <i>yes</i> . Please list them (Structure or load).				
SE SE	Does the bridge		•			Yes No	(Structure of 1	oau).			
	Has the bridge		nically retro	ofitted?		Yes No					
	Is it a rigid box					Yes No					
RE	Is the superstru					Yes No	Com	ments:			
1	Does the supers	SPECIAL B	RIDGE								
2	Is there lateral										
SUPERSTRUCTURE	Is the bridge lik toppling failure										
X	Would gross movement of superstructure cause instability? 0 2 4 6 8										
ᆿ	Is the bridge skewed? No										
S	Is there any uni	ısual gap	or offset at	an expansion joint	?						
	Type Rocker	Ela	stomeric	Sliding Mu	ti-rata	tion	Condition?	Fair			
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in an	earthquake?		0 <u>2</u> 4 6 8			
BEARINGS	Does the bridge	with less	than 3 gird	lers have exterior g	irder s	supported on th	ne seat edge?	Yes No			
A R	Are the bearing	Yes No									
3E,	Are there any g	Yes No									
	The longitudina abutments.										
RE	Is the abutment	a cantilev	er earth-re	taining abutment?				Yes No			
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with the	ne sup	erstructure?		Yes No			
-RU	Is there horizon	ital or vert	tical moven	nent or tilting of the	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extens	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	lop failure	es possible	in an earthquake?				<u>0</u> 2 4 6 8			
	SPECIAL BRI Most Beautiful										
_~	MOST DEAUTIUI	Diluge									
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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	D :	1 37 1	114 0007 Po	20.50					
	GPS Location	W86°32.084'	N37°1.619'	Brio	lge Number	114-9007-B0	0060					
₹	Year Built	1970 County	Warren	Cro	ssing	W.H. Natcher Parkway						
GENERAL	Have modificat	tions been made sind	ce the bridge was	construc	eted? No.	If yes. Please list them						
道	Does the bridge	e cross a body of wa	ter?		Yes No	(Structure or 1	load).					
		been seismically ret	rofitted?		Yes No							
	Is it a rigid box	culvert?			Yes No							
RE	Is the superstru	cture integral with t	he abutments?		Yes No	Com	ments:					
1	Does the supers											
2	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8											
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8											
E.R.	Would gross movement of superstructure cause instability? 0 2 4 6 8											
	Is the bridge skewed? No											
S	Is there any uni		_									
	Type Rocker	Elastomeric	Sliding N	Auti-rata	tion	Condition?	Good					
S	If there are ped	estals, are the bearing	igs likely to overt	urn in ar	n earthquake?		<u>0</u> 2 4 6 8					
Z	Does the bridge	ne seat edge?	Yes No									
BEARINGS	Are the bearing		Yes No									
BE	Are there any g		Yes No									
	The longitudina abutments.	al support length me	asured in a direct	ion perp	endicular to the	e support at 30cm						
RE	Is the abutment	t a cantilever earth-r	etaining abutmen	t?			Yes No					
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	n the sup	erstructure?		Yes No					
IRU	Is there horizon	ntal or vertical move	ment or tilting of	the abut	ments, column	s or piers?	<u>0</u> 2 4 6 8					
BS	Is there unusua	l or extensive erosio	n of soil at or nea	ar any of	the substructur	re units?	<u>0</u> 2 4 6 8					
ns	Are abutment-s	slop failures possible	e in an earthquake	?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	16 0403 P00	6-0403-B00053								
	GFS Location	W86°44.702'	N37°15.862'	- Bridge Number	10-0403-000	033					
₹	Year Built	1969 County	Butler	Crossing	Green River I						
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstructed? No.	If yes. Please						
Ĭ	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).					
	Has the bridge	been seismically retr	rofitted?	Yes No							
	Is it a rigid box	culvert?		Yes No							
ZE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:					
I ∄	Does the supers										
၂ ၁	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? 0 2 4 6 8										
X	Would gross movement of superstructure cause instability? 0 2 <u>4</u> 6 8										
<u>H</u>	Is the bridge skewed? No										
S	Is there any uni										
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair					
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8					
ΙŽ	Does the bridge	e with less than 3 gire	ders have exterior §	girder supported on	the seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No									
3E,	Are there any g	rirders supported on i	individual pedestal	s or columns?		Yes No					
	The longitudina abutments.	al support length mea	asured in a directio	n perpendicular to the	ne support at	35cm					
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No					
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No					
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8					
BS	Is there unusua	l or extensive erosion	n of soil at or near	any of the substruct	are units?	<u>0</u> 2 4 6 8					
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Daidaa Numbar	16 0221 B00	054					
	GPS Location	W86°44.335'	N37°17.407'	- Bridge Number	16-0231-B00	034					
GENERAL	Year Built	1970 County	Butler	Crossing	Green River I	Parkway					
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please						
Į.	Does the bridge	e cross a body of wat	er?	Yes No	(Structure or	load).					
	Has the bridge	been seismically retr	ofitted?	Yes No							
	Is it a rigid box	culvert?		Yes No							
RE.	Is the superstru	cture integral with th	e abutments?	Yes No	Com	ments:					
	Does the supers										
ည	Is there lateral movement under traffic loading? <u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? • 2 4 6 8										
I K	Would gross movement of superstructure cause instability? 0 2 4 6 8										
l g	Is the bridge skewed? Yes, 40 degrees										
S	Is there any uni										
	Type Rocker	Condition?	Good								
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?	•	<u>0</u> 2 4 6 8					
Ž	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported on	the seat edge?	Yes No					
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No					
BE,	Are there any g	irders supported on i	individual pedestals	s or columns?		Yes No					
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to t	he support at	35cm					
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No					
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No					
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colun	nns or piers?	<u>0</u> 2 4 6 8					
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substruct	ure units?	<u>0</u> 2 4 6 8					
SUI	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Latitude	Bric	lge Number	16-9007-B000						
	GPS Location	W86°39	0.632'	N37°9.587'	DIIC	ige Number	16-9007-B000)57 P			
₹ Y	Year Built	1969	County	Butler	Cro	ssing	Little Muddy	Creek			
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please				
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or I	(Structure or load).			
0	Has the bridge	been seis	mically retr	ofitted?		Yes No					
	Is it a rigid box	culvert?				Yes No					
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:			
2	Does the supers										
၂ ၁	Is there lateral										
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause instability? 0 2 4 6 8										
I K	Would gross me										
I I	Is the bridge skewed? Yes, 40 degrees										
รเ	Is there any uni										
	Type Rocker	Ele	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair			
Si	If there are ped		0 2 4 6 8								
N N	Does the bridge	Yes No									
BEARINGS	Are the bearing	Yes No									
3E/	Are there any g	Yes No									
	The longitudina abutments.	45cm									
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No			
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with the	ne sup	erstructure?		Yes No			
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or exten	sive erosior	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8			
OTHER	"SUBST consider highest was to be a second to be a	TRUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPERS ories identifies the randerlined <u>0</u> identifies se when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the			

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)

	GPS Location	16-9007-B000)59						
_	GFS Location	W86°42	2.081'	N37°12.180'	DIIC	lge Number	16-9007-B000)59 P	
₹ Y	Year Built	1970	County	Butler	Cro	ssing	US 231		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please list them (Structure or load).		
Į,	Does the bridge	e cross a b	ody of wat	er?		Yes No			
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
2	Does the supers	structure o	contain box	girders?		Yes No			
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
I &	Would gross me								
I II	Is the bridge sk								
รเ	Is there any uni								
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
N	Does the bridge	e seat edge?	Yes No						
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	Yes No							
	The longitudina abutments.	30cm							
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or wh	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location Longitude Latitude Bridge Number 16-9007-B									
_	GFS Location	W86°42	2.685'	N37°12.895'	DIIC	ige Number	16-9007-B000)60 P		
₹ Y	Year Built	1969	County	Butler	Cro	ssing	KY 70			
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please list them (Structure or load).			
	Does the bridge	e cross a b	ody of wat	er?		Yes No				
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No				
	Is it a rigid box	culvert?				Yes No				
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:		
2	Does the supers	structure o	contain box	girders?		Yes No				
၂ ၁	Is there lateral									
SUPERSTRUCTURE	Is the bridge like toppling failure									
I &	Would gross me									
I II	Is the bridge sk									
รเ	Is there any uni									
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ution	Condition?	Fair		
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8		
N	Does the bridge	Yes No								
BEARINGS	Are the bearing	Yes No								
3E/	Are there any g	Yes No								
	The longitudina abutments.	22cm								
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No		
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No		
RU.	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8		
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or wh	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the		

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

	GPS Location	Longitude	Latitude	- Bridge Number	16-9007-B00	061			
	GFS Location	W86°44.609'	N37°16.954'	Bridge Number	10-9007-000				
GENERAL	Year Built	1969 County	Butler	Crossing	Green River				
	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please				
点	Does the bridge	e cross a body of wat	er?	Yes No	Yes No				
	Has the bridge	been seismically retr	ofitted?	Yes No					
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	cture integral with th	e abutments?	Yes No	Comments:				
	Does the supers	structure contain box	girders?	Yes No					
ည	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
I K	Would gross mo								
JP.	Is the bridge sk								
S	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?				
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8			
N N	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported on t	he seat edge?	Yes No			
BEARINGS	Are the bearing	Yes No							
3E,	Are there any g	irders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	30cm			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	nent or tilting of th	e abutments, column	ns or piers?	0 2 4 6 8			
BST	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	0 2 4 6 8			
SU	Are abutment-s	lop failures possible	in an earthquake?			0 2 4 6 8			
	Risk = High								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 CRUCTURE" categoration. A bold and u value or risk. The cap on was not possible of	ories identifies the inderlined <u>0</u> identifies when none of the	magnitude of the risk es the lowest value of e values are bold and	for the function or risk while a <u>8</u> I underlined imp	n under is used for the			

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

_		Longitude	Latitude	Bridge Number	16-9007-B00	062			
	GPS Location	W86°39.900'	N37°10.353'	Bridge Number	10-9007-В00	002			
4A	Year Built	1969 County	Butler	Crossing	Green River	•			
GENERAL	Have modificat	ions been made since	e the bridge was co	nstructed? No.	If yes. Please				
ĬĒ	Does the bridge	e cross a body of wat	Yes No	(Structure or	load).				
0	Has the bridge	been seismically retr	ofitted?	Yes No	<u> </u>				
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstructure	Com	ments:						
2	Does the supers								
၂၁	Is there lateral i	3							
SUPERSTRUCTURE	Is the bridge lik toppling failure								
ER!	Would gross mo	<u>: </u>							
JPE	Is the bridge sk								
าร	Is there any unu	ısual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
Si	If there are ped	estals, are the bearing	gs likely to overturi	n in an earthquake'	?	0 2 4 6 8			
N	Does the bridge	e with less than 3 gird	ders have exterior g	irder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No			
3E,	Are there any g	irders supported on i	ndividual pedestals	or columns?		Yes No			
	The longitudina abutments.	al support length mea	sured in a direction	perpendicular to	the support at	35cm			
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne superstructure?		Yes No			
rRU	Is there horizon	ntal or vertical mover	ment or tilting of the	e abutments, colun	nns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusual	l or extensive erosion	n of soil at or near a	ny of the substruc	ture units?	<u>0</u> 2 4 6 8			
sn	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	5		4 6 000 5 D00	2.50	
	GPS Location	W86°40.826'	N37°11.229'	Bridge	e Number	16-9007-B000	063	
₽	Year Built	1970 County	Butler	Cross	ing	Green River F	Parkway	
GENERAL	Have modificat	tions been made sine	ce the bridge was	constructe	ed? No.	If yes. Please		
Ä	Does the bridge	e cross a body of wa	ter?	,	Yes No	(Structure or load).		
		been seismically ret	rofitted?		Yes No			
	Is it a rigid box				Yes No			
RE	Is the superstru	cture integral with t	he abutments?		Yes No	Com	ments:	
]	Does the supers							
2	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
E.R.	Would gross me	ovement of superstru	cture cause instabi	lity?	0 2 <u>4</u> 6 8			
	Is the bridge sk							
S	Is there any uni	usual gap or offset a	t an expansion joi	nt?				
	Type Rocker	Elastomeric	Sliding M	luti-ratatio	on	Condition?	Fair	
SS	If there are ped	estals, are the bearing	ngs likely to overtu	ırn in an e	earthquake?		0 2 4 6 8	
BEARINGS	Does the bridge	e with less than 3 gi	rders have exterior	r girder su	pported on th	e seat edge?	Yes No	
AR	Are the bearing		Yes No					
BE		girders supported on					Yes No	
	The longitudina abutments.	al support length me	asured in a directi	on perpen	idicular to the	e support at	35cm	
RE	Is the abutment	a cantilever earth-r	etaining abutment	?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	ns monolithic with	the super	estructure?		Yes No	
-RU	Is there horizor	ntal or vertical move	ment or tilting of	the abutm	ents, columns	s or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensive erosio	on of soil at or near	r any of th	ne substructur	re units?	<u>0</u> 2 4 6 8	
SUI	Are abutment-s	slop failures possible	e in an earthquake	?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	- Bridge Number	92-9007-B00				
	GI S Location	W86°50.453'	N37°25.521'	Bridge Number	92-9007-B00	060 P			
GENERAL	Year Built	1969 County	Ohio	Crossing	US 62				
빌		tions been made sinc		nstructed? No.		If <i>yes</i> . Please list them (Structure or load).			
3E		e cross a body of wat		Yes No	Tes No				
		been seismically retr	rofitted?	Yes No	_				
	Is it a rigid box			Yes No		ments:			
RE		is the superstitution megian with the deduction.							
1	Does the supers	structure contain box	girders?	Yes No 0 2 4 6 8					
2	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
E SE	Would gross me	ovement of superstruc	cture cause instabili	ty? 0 <u>2</u> 4 6 8					
핕	Is the bridge sk	_							
S	Is there any uni	usual gap or offset at	an expansion joint	?		_			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
လွ	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		<u>0</u> 2 4 6 8			
N N	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on the	ne seat edge?	Yes No			
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m continuous?		Yes No			
3E/	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No			
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	35cm			
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure?		Yes No			
RU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	s or piers?	<u>0</u> 2 4 6 8			
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8			
ns 	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 (TRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	magnitude of the risk es the lowest value of e values are bold and	for the function or risk while a <u>8</u> I underlined imp	under is used for the			

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

NERAL	GPS Location Year Built	W86°51.125'			DIIC		92-9007-B000		
NERA	Year Built			N37°26.123'		lge Number			
E		<i>1970</i> Cour	ıty	Ohio	o Crossing			Parkway	
I 65 I	Have modificat	ions been made	since	e the bridge was c	onstruc	eted? No.		yes. Please list them	
	Does the bridge	cross a body of	wate	er?		Yes No	(Structure or l	load).	
0	Has the bridge l	been seismically	retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
紧	Is the superstruc	Com	ments:						
ΙĒL	Does the supers								
ည	Is there lateral r								
	Is the bridge lik toppling failure								
#	Would gross mo								
로	Is the bridge ske								
าร	Is there any unu	ısual gap or offs	et at	an expansion join	t?				
	Type Rocker	Elastome	ric	Sliding Mi	ıti-rata	tion	Condition?	Fair	
SS	If there are pede	estals, are the be	aring	gs likely to overtu	n in ar	n earthquake?		0 2 4 6 8	
N	Does the bridge	with less than 3	gird	lers have exterior	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the	abut	ment end-diaphra	gm con	tinuous?		Yes No	
3E,	Are there any g	irders supported	on i	ndividual pedesta	s or co	olumns?		Yes No	
	The longitudina abutments.	l support length	mea	sured in a direction	n perp	endicular to the	support at	35cm	
RE	Is the abutment	a cantilever ear	th-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinforc	ced concrete col	umns	monolithic with	he sup	erstructure?		Yes No	
R	Is there horizon	tal or vertical m	oven	nent or tilting of the	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusual	or extensive er	osion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failures pos	sible	in an earthquake?				<u>0</u> 2 4 6 8	
ОТНЕК	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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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 Year Built	W86°52.938'	N37°27.454'	Dire	lge Number	92-9007-B000	JU2	
ENERA								
		<i>1969</i> County	Ohio	Cro	ssing	W.H. Natcher Parkway		
	Have modificat	ions been made si	nce the bridge was	construc	eted? No.	If yes. Please		
Ⅰ∺□	Does the bridge	cross a body of w	rater?		Yes No	(Structure or l	oad).	
6	Has the bridge l	been seismically re	etrofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
ᄴ	Is the superstruc	cture integral with	the abutments?		Yes No	Com	ments:	
	Does the supers							
	Is there lateral r							
SUPERSTRUCTURE	Is the bridge lik toppling failure							
<u>%</u>	Would gross mo	ovement of superst	ructure cause instab	ility?	0 <u>2</u> 4 6 8			
	Is the bridge ske							
าร	Is there any unu	ısual gap or offset	at an expansion jo	int?				
	Type Rocker	Elastomerio	Sliding	Auti-rata	ıtion	Condition?	Fair	
တ္သ	If there are pede	estals, are the bear	ings likely to over	urn in ai	n earthquake?		<u>0</u> 2 4 6 8	
Ž	Does the bridge	with less than 3 g	irders have exterio	r girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing seats under the abutment end-diaphragm continuous?							
3E/	Are there any g	irders supported o	n individual pedes	tals or co	olumns?		Yes No	
	The longitudina abutments.	ll support length n	easured in a direct	ion perp	endicular to the	support at	35cm	
IRE	Is the abutment	a cantilever earth	retaining abutmen	t?			Yes No	
CTU	Are the reinforce	ed concrete colun	nns monolithic with	h the sup	erstructure?		Yes No	
SUBSTRUCTURE	Is there horizon	tal or vertical mov	rement or tilting of	the abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusual	or extensive eros	on of soil at or nea	ar any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	lop failures possib	le in an earthquak	e?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	92-9007-B000		
	GFS Location	W86°54	.013'	N37°28.562'	DIIC	ige Mullibei	92-9007-B000	063 P	
R A	Year Built	1970	County	Ohio	Cro	ssing	Rough River		
GENERAL	Have modificat	tions been	made since	e the bridge was co	If <i>yes</i> . Please list them (Structure or load).				
Ä	Does the bridge	Does the bridge cross a body of water? Yes No						oad).	
	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ŊE	Is the superstru	Com	ments:						
1 5	Does the supers								
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure								
8	Would gross me								
I E	Is the bridge sk	ewed?		No					
าร	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	s than 3 gird	ders have exterior	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge Numl	ber 92-9007-B00	0064		
	GFS Location	W86°54.588'	N37°29.438'	- bridge Nulli	92-9007-800	0004		
۲	Year Built	1969 County	Ohio	Crossing	W.H. Natche	er Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.		If yes. Please list them		
Į.	Does the bridge	e cross a body of wat	er?	Yes N	(Structure or	load).		
٥	Has the bridge	been seismically retr	ofitted?	Yes N	lo 📗			
	Is it a rigid box	culvert?		Yes N	lo 📗			
SE SE	Is the superstru	cture integral with th	e abutments?	Yes N	<i>lo</i> Con	nments:		
1 5	Does the supers	lo 📗						
၂	Is there lateral	6 8						
SUPERSTRUCTURE	Is the bridge like toppling failure	6 8						
l K	Would gross me	6 8						
I F	Is the bridge sk							
รเ	Is there any uni	usual gap or offset at	an expansion joint	?				
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair		
Si	If there are ped	estals, are the bearing	gs likely to overtur	n in an earthqu	ake?	0 2 4 6 8		
N N	Does the bridge	e with less than 3 gire	ders have exterior g	girder supported	d on the seat edge?	Yes No		
BEARINGS	Are the bearing	seats under the abut	ment end-diaphrag	m continuous?		Yes No		
3E,	Are there any g	irders supported on i	individual pedestal	s or columns?		Yes No		
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular	to the support at	30cm		
RE	Is the abutment	a cantilever earth-re	taining abutment?			Yes No		
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with t	he superstructu	re?	Yes No		
IRU	Is there horizon	ntal or vertical mover	nent or tilting of th	e abutments, co	olumns or piers?	<u>0</u> 2 4 6 8		
BST	Is there unusua	l or extensive erosion	n of soil at or near	any of the subst	tructure units?	<u>0</u> 2 4 6 8		
SU	Are abutment-s	lop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	CDG I	Longitude	Latitude	D : 1	N 1	02 0007 800	265	
	GPS Location	W86°55.539'	N37°32.188'	Brid	ge Number	92-9007-B000	065	
GENERAL	Year Built	1969 County	Ohio	Cros	ssing	W.H. Natcher	Parkway	
買	Have modificat	tions been made sir	ce the bridge was	construct	ted? No.	If yes. Please list them		
道	Does the bridge	e cross a body of w	ater?		Yes No	(Structure or l	load).	
		been seismically re	trofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
RE	Is the superstru	cture integral with	the abutments?		Yes No	Com	ments:	
1	Does the supers							
2	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
ER	Would gross me	ovement of superstr	ucture cause instab	ility?	<u>0</u> 2 4 6 8			
	Is the bridge sk							
S	Is there any uni	usual gap or offset	at an expansion join	int?				
	Type Rocker	Elastomeric	Sliding M	1uti-ratai	tion	Condition?	Fair	
35	If there are ped	estals, are the beari	ngs likely to overt	urn in an	earthquake?		<u>0</u> 2 4 6 8	
Ž	Does the bridge	e with less than 3 g	irders have exterio	r girder s	supported on the	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the ab		Yes No				
BE		girders supported or					Yes No	
	The longitudina abutments.	al support length m	easured in a direct	ion perpe	endicular to the	e support at	28cm	
RE	Is the abutment	a cantilever earth-	retaining abutmen	t?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete colum	ns monolithic with	n the supe	erstructure?		Yes No	
-RU	Is there horizon	ntal or vertical mov	ement or tilting of	the abutr	ments, column	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extensive erosi	on of soil at or nea	ar any of	the substructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possibl	le in an earthquake	?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	92-9007-B000	067	
_	GFS Location	W86°57	'.941'	N37°35.516'	DIIC	ige Number	92-9007-B000	067 P	
\ ₹	Year Built	1969	County	Ohio	Cro	ssing	KY 764		
GENERAL	Have modificat	tions been	made since	e the bridge was c	onstruc	eted? No.	If yes. Please list them		
Ä	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
	Has the bridge	been seis	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ŊE	Is the superstru	Com	ments:						
1 5	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
I &	Would gross me								
l F	Is the bridge sk								
าร	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Eld	astomeric	Sliding Mi	uti-rata	ution	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtu	rn in aı	n earthquake?		0 2 4 6 8	
N S	Does the bridge	e with less	s than 3 gird	lers have exterior	girder	supported on th	e seat edge?	Yes No	
K	Are the bearing	Yes No							
BEARINGS	Are there any g	girders sup	ported on i	ndividual pedesta	ls or co	olumns?		Yes No	
	The longituding abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	40cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with	the sup	erstructure?		Yes No	
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of the	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bride	ge Number	92-9007-B000)60	
	GFS Location	W86°45.728'	N37°20.274'	Bilu	ge Nullibei	92-9007- D 000	709	
۲	Year Built	1969 County	sing	W.H. Natcher Parkway				
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstruct	ed? No.	If yes. Please		
Į,	Does the bridge	e cross a body of wat	ter?		Yes No (Structure or		oad).	
	Has the bridge	been seismically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?			Yes No			
RE	Is the superstru	cture integral with th	ne abutments?		Yes No	Com	ments:	
1 5	Does the supers							
၂	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me							
	Is the bridge sk							
าร	Is there any uni	usual gap or offset at	an expansion join	t?				
	Type Rocker	Elastomeric	Sliding Mu	ıti-ratat	ion	Condition?	Fair	
S	If there are ped	estals, are the bearin	gs likely to overtur	n in an	earthquake?		0 2 4 6 8	
Z	Does the bridge	e with less than 3 gir	ders have exterior	girder s	upported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	gm cont	inuous?		Yes No	
3E,	Are there any g	girders supported on	individual pedestal	s or col	umns?		Yes No	
	The longitudina abutments.	al support length mea	asured in a directio	n perpe	ndicular to the	support at	28cm	
RE	Is the abutment	a cantilever earth-re	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he supe	erstructure?		Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutn	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BST	Is there unusua	l or extensive erosion	n of soil at or near	any of t	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GPS Location	Longitude	Latitude	Bridge N	iimhar	92-9007-B000	070	
_	GFS Location	W86°47.068'	N37°21.045'	- Bridge iv	umber	92-9007- D 000	570	
۲	Year Built	1969 County	Ohio	Crossing		W.H. Natcher Parkway		
GENERAL	Have modificat	tions been made sinc	e the bridge was co	onstructed?	No.	If yes. Please		
Ĭ	Does the bridge	e cross a body of war	ter?	Yes	Yes No (Structure or load).		load).	
	Has the bridge	been seismically retr	rofitted?	Yes	No			
	Is it a rigid box	culvert?		Yes	No			
ŊE	Is the superstru	cture integral with the	ne abutments?	Yes	No	Com	ments:	
1 5	Does the supers							
၂ ၁	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me							
l F	Is the bridge sk							
าร	Is there any uni	usual gap or offset at	an expansion join	t?				
	Type Rocker	Elastomeric	Sliding Mi	ıti-ratation		Condition?	Fair	
Si	If there are ped	estals, are the bearin	gs likely to overtu	n in an eart	hquake?		<u>0</u> 2 4 6 8	
N N	Does the bridge	e with less than 3 gir	ders have exterior	girder suppo	orted on th	ne seat edge?	Yes No	
BEARINGS	Are the bearing	g seats under the abu	tment end-diaphraș	gm continuo	us?		Yes No	
3E,	Are there any g	girders supported on	individual pedestal	s or column	s?		Yes No	
	The longitudina abutments.	al support length me	asured in a direction	n perpendic	ular to the	e support at	35cm	
RE	Is the abutment	t a cantilever earth-re	etaining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with	he superstru	icture?		Yes No	
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	ne abutment	s, column	s or piers?	<u>0</u> 2 4 6 8	
BSI	Is there unusua	l or extensive erosio	n of soil at or near	any of the s	ubstructur	re units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	92-9007-B000)72
	GFS Location	W86°48	3.559'	N37°23.074'	DIIC	ige Nullibei	92-9007-B000)72 P
ZA	Year Built	1969	County	Ohio	Cro	ssing	W.H. Natcher	-
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please	
前	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).
0	Has the bridge	been seis	mically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?				Yes No		
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:
	Does the supers							
၂ ၁	Is there lateral							
SUPERSTRUCTURE	Is the bridge like toppling failure							
X	Would gross me							
	Is the bridge sk	ewed?		Yes, 5 degr	ees			
าร	Is there any uni	usual gap	or offset at	an expansion join	t?			
	Type Rocker	Eld	astomeric	Sliding Mı	ıti-rata	ıtion	Condition?	Fair
Si	If there are ped	estals, are	the bearing	gs likely to overtu	n in a	n earthquake?		0 2 4 6 8
N S	Does the bridge	ne seat edge?	Yes No					
BEARINGS	Are the bearing	Yes No						
3E/	Are there any g	irders su	ported on i	ndividual pedestal	s or co	olumns?		Yes No
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	28cm
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, column	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU ation. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or when the identifies when had access or when the identifies the identifies when had access or when it is the identifies	magni ies the ie valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitude	Latitude	Bridge Number	92-9007-B00	074			
	Of 5 Location	W86°49.662'	N37°24.572'	Bridge Number	92-9007-B00	074			
RA	Year Built	1969 County	Ohio	Crossing	W.H. Natcher	<u> </u>			
╽┋	Have modificat	tions been made since	e the bridge was co	onstructed? No.	If yes. Please				
GENERAL	Does the bridge	e cross a body of wa	Yes No	Yes No (Structure or loa					
	Has the bridge	been seismically ret							
	Is it a rigid box	culvert?		Yes No					
ZE	Is the superstru	cture integral with the	ne abutments?	Yes No	Com	ments:			
	Does the supers								
၂ ်	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
I &	Would gross me								
<u>H</u>	Is the bridge sk	ewed?	Yes, 25 deg	grees					
าร	Is there any uni	usual gap or offset a	t an expansion join	t?					
	Type Rocker	Elastomeric	Sliding Mı	ıti-ratation	Condition?	Fair			
တ္သ	If there are ped	estals, are the bearin	gs likely to overtu	n in an earthquake?		0 2 4 6 8			
Ž	Does the bridge	e with less than 3 gir	ders have exterior	girder supported on	the seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	gm continuous?		Yes No			
3E,	Are there any g	girders supported on	individual pedestal	s or columns?		Yes No			
_	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to the	he support at	30cm			
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with t	he superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	ne abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near	any of the substruct	ure units?	<u>0</u> 2 4 6 8			
ns	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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)

	GPS Location	Longitude	Latitude	- Bridge Number	92-9007-B00		
	GI S Location	W86°49.590'	N37°24.928'	Bridge Number	92-9007-B00	075 P	
R	Year Built	1970 County	Ohio	Crossing		-Muddy Creek	
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If <i>yes</i> . Please list them (Structure or load).		
川川		e cross a body of wat		Yes No	1es No		
		been seismically retr	rofitted?	Yes No			
	Is it a rigid box	culvert?		Yes No			
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:	
I ∄	Does the supers	structure contain box	girders?	Yes No			
၂	Is there lateral						
SUPERSTRUCTURE	Is the bridge like toppling failure						
X	Would gross me						
<u>a</u>	Is the bridge sk						
รเ	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Good	
က္	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8	
N S	Does the bridge	e with less than 3 gir	ders have exterior g	girder supported on t	he seat edge?	Yes No	
BEARINGS	Are the bearing	g seats under the abut	tment end-diaphrag	m continuous?		Yes No	
3E/	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No	
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	36cm	
RE	Is the abutment	t a cantilever earth-re	etaining abutment?			Yes No	
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure?		Yes No	
IRU.	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, column	ns or piers?	<u>0</u> 2 4 6 8	
BS	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8	
ns 	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest was to be a second consider with the consideration with th	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and unvalue or risk. The category was not possible of	ories identifies the nderlined $\underline{0}$ identifies when none of the	magnitude of the risk es the lowest value o e values are bold and	t for the function or risk while a <u>8</u> 1 d underlined imp	n under is used for the	

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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	92-9007-B000		
	GI S Location	W86°50	.134'	N37°25.143'	Dire	ige ivuilibei	92-9007-B000)76 P	
GENERAL	Year Built	1970	County	Ohio	Cro	ssing	Pigeon Creek		
빌	Have modificat	tions been	made since	e the bridge was co	nstruc	t	If <i>yes</i> . Please list them (Structure or load).		
三	Does the bridge		•			Yes No	(Structure of I	oau).	
	Has the bridge		mically retr	ofitted?		Yes No			
	Is it a rigid box					Yes No			
RE	Is the superstru	Com	ments:						
2	Does the supers								
ည	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
ER	Would gross me								
	Is the bridge sk	ewed?		Yes, 5 degr	ees	+			
S	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
Si	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
Z	Does the bridge	Yes No							
A R	Are the bearing	Yes No							
BEARINGS	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	support at	35cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
IRU	Is there horizon	ntal or ver	tical mover	ment or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	n of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest v	RUCTU ration. A value or ri	RE " categor bold and und sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of thou to access or who	magni les the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitue	de	Latitude	Bric	lge Number	30-9007-B000		
	GFS Location	W87°2.7	776'	N37°42.468'	DIIC	ige Number	30-9007-B000)81 P	
GENERAL	Year Built 1969 County Daviess Crossing N Fork Have modifications been made since the bridge was constructed? No. If yes.							er Creek	
	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Į Į	Does the bridge	e cross a b	ody of wat	er?		Yes No	Yes No (Structure or l		
0	Has the bridge	been seisr	nically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
Æ	Is the superstru	Comi	ments:						
ΙĒ	Does the supers								
၂ ်	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
X	Would gross mo								
l <u>a</u>	Is the bridge sk	ewed?		Yes, 10 deg	rees				
เร	Is there any uni	ısual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	ıstomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	earthquake?		0 2 4 6 8	
N N	Does the bridge	e with less	than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing		Yes No						
3E/	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	40cm	
RE	Is the abutment	a cantilev	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ital or vert	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or extens	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous Concrete Girders								
OTHER	"SUBST consider highest v	TRUCTUI ation. A value or ris	RE " catego bold and un sk. The cas	8" in the "SUPERS ories identifies the renderlined <u>0</u> identifies when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	30-9007-B000	082	
	GI S Location	W87°2.	928'	N37°42.703'	Dire	ige ivuilibei	30-9007-B000)82 P	
RA	Year Built	1969	County	Daviess	Cro	ssing	N Fork Panthe		
GENERAL	Have modificat	tions been	made since	e the bridge was co	nstruc	eted? No.	If <i>yes</i> . Please list them (Structure or load).		
一点	Does the bridge	e cross a b	ody of wate	er?		Yes No	(Structure or 1	oad).	
	Has the bridge	been seis	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
SE E	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers								
ည	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross me								
I F	Is the bridge sk	ewed?		Yes, 5 degr	ees				
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ution	Condition?	Fair	
တ္	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		0 2 4 6 8	
N N	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders su	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	42cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 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 <u>0</u> identifies the lowest value or risk while a <u>8</u> 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

	GDG I	Longitude	Latitude	D : 1), I	20 0007 P000	202
	GPS Location	W87°3.162'	N37°43.060'	Bridge	e Number	30-9007-B000	083
GENERAL	Year Built	1969 County	Daviess	Crossi	ing	W.H. Natcher	Parkway
買	Have modificat	tions been made sind	ce the bridge was o	constructe	ed? <i>No</i> .	If yes. Please list them	
道	Does the bridge	e cross a body of wa	ter?	2	Yes No	(Structure or 1	load).
		been seismically ret	Yes No				
	Is it a rigid box	culvert?			Yes No	-	
RE	Is the superstru	cture integral with t	he abutments?		Yes No	Com	ments:
1	Does the supers						
2	Is there lateral						
SUPERSTRUCTURE	Is the bridge like toppling failure						
ER	Would gross mo	ovement of superstru	cture cause instabi	lity?	<u>0</u> 2 4 6 8		
	Is the bridge sk	ewed?	Yes, 15 de	egrees			
S	Is there any uni	usual gap or offset a	t an expansion join	nt?			
	Type Rocker	Elastomeric	Sliding M	uti-ratatio	on	Condition?	Fair
SS	If there are ped	estals, are the bearing	ngs likely to overtu	ırn in an e	earthquake?		0 2 4 6 8
BEARINGS	Does the bridge	e with less than 3 gir	e seat edge?	Yes No			
AR	Are the bearing	seats under the abu		Yes No			
BE		irders supported on					Yes No
	The longitudina abutments.	al support length me	asured in a directi	on perpen	dicular to the	e support at	32cm
RE	Is the abutment	a cantilever earth-r	etaining abutment	?			Yes No
SUBSTRUCTURE	Are the reinford	ced concrete column	ns monolithic with	the super	structure?		Yes No
-RU	Is there horizon	ntal or vertical move	ment or tilting of	he abutm	ents, columns	s or piers?	<u>0</u> 2 4 6 8
BS1	Is there unusua	l or extensive erosic	on of soil at or near	any of th	e substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	e in an earthquake	?			<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 CRUCTURE" categration. A bold and walue or risk. The cap on was not possible	ories identifies the inderlined $\underline{0}$ identiase when none of t	magnitude fies the lo he values	de of the risk owest value of are bold and	for the function r risk while a <u>8</u> underlined imp	under is used for the

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

	GPS Location	Longitude	Latitude	Brid	ge Number	30-9007-B000	084
	GI S Location	W87°3.969'	N37°44.101'	Dila	ge runnoer	30-7007- D 000	70-
GENERAL	Year Built	1969 County	Daviess	Cros	ssing	W.H. Natcher Parkway	
単	Have modificat	tions been made since	e the bridge was co	nstruc	ted? No.	If yes. Please	
Į	Does the bridge	e cross a body of wat	er?		Yes No	(Structure or 1	oad).
ا	Has the bridge	been seismically retr	Yes No				
	Is it a rigid box	culvert?			Yes No		
Ä	Is the superstru	Com	ments:				
	Does the supers						
<u> </u>	Is there lateral						
SUPERSTRUCTURE	Is the bridge like toppling failure						
X	Would gross me						
	Is the bridge sk	ewed?	No				
รเ	Is there any uni	usual gap or offset at	an expansion joint	?			
	Type Rocker	Elastomeric	Sliding Mu	ti-rata	tion	Condition?	Good
လွ	If there are ped	estals, are the bearing	gs likely to overturi	n in an	earthquake?		<u>0</u> 2 4 6 8
N N	Does the bridge	e with less than 3 gird	lers have exterior g	irder s	supported on th	ne seat edge?	Yes No
BEARINGS	Are the bearing	seats under the abut		Yes No			
3E,	Are there any g	girders supported on i	ndividual pedestals	or col	lumns?		Yes No
	The longitudina abutments.	al support length mea	sured in a direction	n perpe	endicular to the	e support at	30cm
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No
SUBSTRUCTURE	Are the reinford	ced concrete columns	s monolithic with th	ne supe	erstructure?		Yes No
-RU	Is there horizon	ntal or vertical mover	nent or tilting of the	e abutı	ments, columns	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusua	l or extensive erosion	of soil at or near a	ny of	the substructur	re units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 frauCTURE" categoration. A bold and unvalue or risk. The cason was not possible d	ories identifies the renderlined $\underline{0}$ identifies when none of the	nagnit es the e value	ude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	30-9007-B000	085	
_	GFS Location	W87°4	381'	N37°44.433'	DIIC	ige Number	30-9007-B000	085 P	
₹ Y	Year Built	1969	County	Daviess	Cro	ssing	Wendell Ford		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please list them		
	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or l	oad).	
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers	structure o	contain box	girders?		Yes No			
၂ ၁	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8			
SUPERSTRUCTURE	Is the bridge like toppling failure								
I &	Would gross me								
l F	Is the bridge sk	ewed?		Yes, 5 degr	rees				
าร	Is there any uni	usual gap	or offset at	an expansion join	t?				
	Type Rocker	Eld	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		0 2 4 6 8	
N S	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
'RU	Is there horizon	ntal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or when	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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

	GPS Location	Longitude	Latitude	- Bridge Number	30-9007-B00	no <i>c</i>			
	GFS Location	W86°59.040'	N37°37.029'	- Bridge Number	30-9007-B000	080			
GENERAL	Year Built	1969 County	Daviess	Crossing	W.H. Natcher	<u> </u>			
╽┋	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please				
) H	Does the bridge	e cross a body of war	ter?	Yes No	Yes No (Structure or loa				
	Has the bridge	been seismically retr	Yes No						
	Is it a rigid box	culvert?		Yes No					
RE	Is the superstru	Com	ments:						
	Does the supers								
ည	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
I K	Would gross mo								
I I	Is the bridge sk	ewed?	Yes, 20 deg	rees					
S	Is there any uni	usual gap or offset at	an expansion joint	?					
	Type Rocker	Elastomeric	Sliding Mu	ti-ratation	Condition?	Fair			
Si	If there are ped	estals, are the bearin	gs likely to overtur	n in an earthquake?		0 2 4 6 8			
Ž	Does the bridge	e with less than 3 gir	ders have exterior g	irder supported on	he seat edge?	Yes No			
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No			
BE,	Are there any g	rirders supported on	individual pedestals	s or columns?		Yes No			
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to th	ne support at	28cm			
RE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No			
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No			
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8			
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8			
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8			
	Continuous Pre-stressed Concrete Girders								
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the randerlined 0 identifies when none of the	magnitude of the risk es the lowest value e values are bold an	k for the function or risk while a <u>8</u> d underlined imp	under is used for the			

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)

	GPS Location	Longitu	de	Latitude	Brid	lge Number	30-9007-B000	088	
	GPS Location	W86°59	.960'	N37°38.792'	DITE	ige Number	30-9007-B000	088 P	
A A	Year Built	1969	County	Daviess	Cro	ssing	S Fork Panthe		
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please		
前	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:	
	Does the supers								
၂	Is there lateral								
SUPERSTRUCTURE	Is the bridge like toppling failure								
X	Would gross me								
I F	Is the bridge sk	ewed?		Yes, 25 deg	grees				
รเ	Is there any uni	usual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	ıtion	Condition?	Fair	
S	If there are ped	estals, are	the bearing	gs likely to overtur	n in aı	n earthquake?		<u>0</u> 2 4 6 8	
N N	Does the bridge	Yes No							
BEARINGS	Are the bearing	Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a directio	n perp	endicular to the	e support at	45cm	
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	s monolithic with t	he sup	erstructure?		Yes No	
-RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8	
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU ration. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPER ories identifies the inderlined <u>0</u> identifies when none of the ue to access or wh	magni ies the e valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitu	de	Latitude	Bric	lge Number	30-9007-B000		
	GFS Location	W87°0.	110'	N37°39.061'	DIIC	ige Number	30-9007-B000)89 P	
Z A	Year Built 1969 County Daviess Crossing S Fork Pan Have modifications been made since the bridge was constructed? No. If yes. Plea							r Creek	
GENERAL	Have modificat	ions been	made since	e the bridge was co	nstruc	ted? No.	If yes. Please list them		
Ĭ	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).	
	Has the bridge	been seisi	mically retro	ofitted?		Yes No			
	Is it a rigid box	culvert?				Yes No			
ΑË	Is the superstru	Comi	ments:						
1 5	Does the supers								
၂ ၁	Is there lateral								
SUPERSTRUCTURE	Is the bridge lik toppling failure								
l X	Would gross me								
	Is the bridge sk	ewed?		Yes, 5 degre	ees				
S	Is there any uni	ısual gap	or offset at	an expansion joint	?				
	Type Rocker	Ela	astomeric	Sliding Mu	ti-rata	tion	Condition?	Fair	
တ္သ	If there are ped	estals, are	the bearing	gs likely to overtur	n in ar	n earthquake?		<u>0</u> 2 4 6 8	
S	Does the bridge	e with less	s than 3 gird	lers have exterior g	girder	supported on th	e seat edge?	Yes No	
BEARINGS	Are the bearing		Yes No						
3E,	Are there any g	irders sup	ported on i	ndividual pedestals	s or co	lumns?		Yes No	
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	support at	35cm	
IRE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No	
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with the	ne sup	erstructure?		Yes No	
IRU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	e abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8	
BS1	Is there unusua	l or exten	sive erosion	of soil at or near a	ny of	the substructur	e units?	<u>0</u> 2 4 6 8	
ns	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8	
	Continuous Concrete Girders								
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	RE" catego bold and un sk. The cas	8" in the "SUPERS ries identifies the randerlined <u>0</u> identifies when none of the ue to access or who	nagnit es the e valu	tude of the risk lowest value of es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the	

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)

	GPS Location	Longitu	de	Latitude	Brio	lge Number	30-9007-B000								
	GPS Location	W87°0.2	255'	N37°39.172'	DITO	ige Number	30-9007-B000)90 P							
Z A	Year Built	1969	County	Daviess	Cro	ssing	S Fork Panthe	r Creek							
GENERAL	Have modificat	ions been	made since	e the bridge was co	onstruc	ted? No.	If yes. Please								
Į̈́μ	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).							
0	Has the bridge	been seisi	mically retro	ofitted?		Yes No									
	Is it a rigid box	culvert?				Yes No									
Æ	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Comi	ments:							
ΙĒ	Does the supers	structure o	contain box	girders?		Yes No									
၂ ပ	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8									
SUPERSTRUCTURE	toppling failure	of the be	arings?	earthquake after		<u>0</u> 2 4 6 8									
2	Would gross mo	ovement o	f superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8									
l <u>a</u>	Is the bridge sk	ewed?		No											
เร	Is there any uni	ısual gap	or offset at	an expansion join	t?										
	Is there any unusual gap or offset at an expansion joint? 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														
တ္သ	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8														
Ž	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No														
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No							
3E/	Are there any g	irders sup	ported on i	ndividual pedestal	s or co	lumns?		Yes No							
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	30cm							
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No							
SUBSTRUCTURE	Are the reinford	ced concr	ete columns	monolithic with t	he sup	erstructure?		Yes No							
RU	Is there horizon	ıtal or ver	tical moven	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8							
BS1	Is there unusua	l or exten	sive erosion	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8							
SU	Are abutment-s	lop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8							
OTHER	"SUBST consider highest v	RUCTU ation. A value or ri	RE " catego bold and un sk. The cas	8" in the "SUPER ries identifies the aderlined <u>0</u> identifies when none of the ue to access or when the control of the control	magni ies the ie valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the							

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

	GPS Location	Longitude	Latitude	Bride	ge Number	30-9007-B000)91
بـ ا	GI & Location	W87°0.969'	N37°39.728'	Bridg	30 I valiliooi	30 7007 B 000	,,,1
₽	Year Built	1969 County	Daviess	Cross	sing	W.H. Natcher	·
╽┋	Have modificat	tions been made since	e the bridge was co	nstructe	ed? No.	If yes. Please	
GENERAL	Does the bridge	e cross a body of wat	er?		Yes No	(Structure or 1	oad).
ا	Has the bridge	been seismically retr	ofitted?		Yes No		
	Is it a rigid box	culvert?			Yes No		
Ä	Is the superstru	cture integral with th	e abutments?		Yes No	Com	ments:
	Does the supers	structure contain box	girders?		Yes No		
<u>5</u>	Is there lateral	movement under traf	fic loading?		<u>0</u> 2 4 6 8		
SUPERSTRUCTURE		cely to collapse in an e of the bearings?	earthquake after		0 <u>2</u> 4 6 8		
X	Would gross me	ovement of superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8		
<u> </u>	Is the bridge sk	ewed?	No				
รเ	Is there any uni						
	Type Rocker	Condition?	Fair				
တ္သ	If there are ped		0 2 4 6 8				
Z	Does the bridge	e with less than 3 gird	ders have exterior g	girder su	upported on th	e seat edge?	Yes No
BEARINGS	Are the bearing	g seats under the abut	ment end-diaphrag	m conti	inuous?		Yes No
3E/	Are there any g	girders supported on i	ndividual pedestal:	s or colu	umns?		Yes No
"	The longitudina abutments.	al support length mea	sured in a direction	n perpei	ndicular to the	support at	35cm
RE	Is the abutment	a cantilever earth-re	taining abutment?				Yes No
L CTC	Are the reinford	ced concrete columns	s monolithic with the	he supe	rstructure?		Yes No
SUBSTRUCTURE	Is there horizon	ntal or vertical mover	ment or tilting of th	e abutn	nents, columns	s or piers?	<u>0</u> 2 4 6 8
BST	Is there unusua	l or extensive erosion	n of soil at or near a	any of tl	he substructur	e units?	<u>0</u> 2 4 6 8
SU	Are abutment-s	slop failures possible	in an earthquake?				<u>0</u> 2 4 6 8
	Continuous Co	ncrete Girders					
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 FRUCTURE" categoration. A bold and unvalue or risk. The cason was not possible d	ories identifies the inderlined <u>0</u> identifies when none of the	magnitu ies the le e values	nde of the risk owest value on s are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the

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

	GPS Location	Longitude	Latitude	- Bridge Number	30-9007-B00	002										
	GFS Location	W87°1.712'	N37°40.621'	- Bridge Nulliber	30-9007-В00	092										
GENERAL	Year Built	1969 County	Daviess	Crossing	W.H. Natcher	<u> </u>										
	Have modificat	tions been made since	ce the bridge was co	nstructed? No.	If yes. Please											
) H	Does the bridge	e cross a body of wa	ter?	Yes No	(Structure or	load).										
	Has the bridge	been seismically ret	rofitted?	Yes No												
	Is it a rigid box	culvert?		Yes No												
RE	Is the superstru	cture integral with the	he abutments?	Yes No	Com	ments:										
	Does the supers	structure contain box	x girders?	Yes No												
ည	Is there lateral	movement under tra	ffic loading?	<u>0</u> 2 4 6 8												
SUPERSTRUCTURE		xely to collapse in are of the bearings?	n earthquake after	0 <u>2</u> 4 6 8												
I K	Would gross me	ovement of superstru	cture cause instabili	ty? 0 <u>2</u> 4 6 8												
J F	Is the bridge sk	ewed?	Yes, 35 deg	rees												
รเ	Is there any uni															
	Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair If there are pedestals are the bearings likely to overturn in an earthquake?															
SS	If there are ped		0 2 4 6 8													
Z	Does the bridge															
BEARINGS	Are the bearing	seats under the abu	tment end-diaphrag	m continuous?		Yes No										
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No										
	The longitudina abutments.	al support length me	asured in a direction	n perpendicular to tl	ne support at	30cm										
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No										
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with the	he superstructure?		Yes No										
IRU	Is there horizon	ntal or vertical move	ment or tilting of th	e abutments, colum	ns or piers?	<u>0</u> 2 4 6 8										
BS1	Is there unusua	l or extensive erosio	n of soil at or near a	any of the substruct	are units?	<u>0</u> 2 4 6 8										
SU	Are abutment-s	slop failures possible	e in an earthquake?			<u>0</u> 2 4 6 8										
	Continuous cor	ncrete girders														
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categration. A bold and uvalue or risk. The cap on was not possible of	ories identifies the numberlined $\underline{0}$ identifies when none of the	magnitude of the ris es the lowest value e values are bold an	k for the function or risk while a <u>8</u> d underlined imp	n under is used for the										

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

	GPS Location	Longitude	Latitude	- Bridge Number	30-9007-B00	002										
	GFS Location	W87°2.331'	N37°41.916'	- Bridge Number	30-9007-B00	093										
₹ ¥	Year Built	1969 County	Daviess	Crossing	W.H. Natcher	Parkway										
GENERAL	Have modificat	tions been made sinc	e the bridge was co	nstructed? No.	If yes. Please											
Ü	Does the bridge	e cross a body of wat	ter?	Yes No	(Structure or	load).										
	Has the bridge	been seismically retr	ofitted?	Yes No												
	Is it a rigid box	culvert?		Yes No												
RE	Is the superstru	cture integral with th	ne abutments?	Yes No	Com	ments:										
1 5	Does the supers	structure contain box	girders?	Yes No												
၂၁	Is there lateral	movement under traf	fic loading?	<u>0</u> 2 4 6 8												
SUPERSTRUCTURE		kely to collapse in an e of the bearings?	earthquake after	0 <u>2</u> 4 6 8												
I K	Would gross me	ovement of superstruc	cture cause instabilit	y? 0 <u>2</u> 4 6 8												
l F	Is the bridge sk	ewed?	Yes, 35 deg	rees												
รเ	Is there any uni	Is there any unusual gap or offset at an expansion joint? Type Rocker Elastomeric Sliding Muti-ratation Condition														
	Type Rocker Elastomeric Sliding Muti-ratation Condition? Fair															
SS	If there are pedestals, are the bearings likely to overturn in an earthquake? 0 2 4 6 8															
Z	Does the bridge															
BEARINGS	Are the bearing	seats under the abut	tment end-diaphrag	m continuous?		Yes No										
3E,	Are there any g	girders supported on	individual pedestals	s or columns?		Yes No										
	The longitudina abutments.	al support length mea	asured in a direction	n perpendicular to th	e support at	40cm										
IRE	Is the abutment	a cantilever earth-re	etaining abutment?			Yes No										
SUBSTRUCTURE	Are the reinford	ced concrete column	s monolithic with th	ne superstructure?		Yes No										
IRU	Is there horizon	ntal or vertical move	ment or tilting of the	e abutments, columi	ns or piers?	<u>0</u> 2 4 6 8										
BS1	Is there unusua	l or extensive erosion	n of soil at or near a	any of the substructu	re units?	<u>0</u> 2 4 6 8										
SU	Are abutment-s	slop failures possible	in an earthquake?			<u>0</u> 2 4 6 8										
	Continuous Co	ncrete Girders														
OTHER	"SUBST consider highest v	dition scale "0 2 4 6 TRUCTURE" categoration. A bold and uvalue or risk. The cappon was not possible of	ories identifies the renderlined $\underline{0}$ identifies when none of the	magnitude of the risl es the lowest value e values are bold and	k for the function or risk while a <u>8</u> d underlined imp	n under is used for the										

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)

	GPS Location	Longitu	de	Latitude	Dei	lge Number	30-9007-B000)94								
	GPS Location	W87°2.0	506'	N37°42.332'	DITO	ige Number	30-9007-B000)94 P								
ZA	Year Built	1969	County	Daviess	Cro	ssing	N Fork Panthe	er Creek								
GENERAL	Have modificat	tions been	made since	e the bridge was co	onstruc	eted? No.	If yes. Please									
前	Does the bridge	e cross a b	ody of wat	er?		Yes No	(Structure or 1	oad).								
0	Has the bridge	been seisi	mically retr	ofitted?		Yes No										
	Is it a rigid box	culvert?				Yes No										
ZE	Is the superstru	cture inte	gral with th	e abutments?		Yes No	Com	ments:								
	Does the supers	structure o	contain box	girders?		Yes No										
၂	Is there lateral	movemen	t under traf	fic loading?		<u>0</u> 2 4 6 8										
SUPERSTRUCTURE	Is the bridge like toppling failure			earthquake after		0 <u>2</u> 4 6 8										
X	Would gross me	ovement o	f superstruc	ture cause instabili	ty?	0 <u>2</u> 4 6 8										
I I	Is the bridge sk	ewed?		Yes, 5 degr	ees											
รเ	Is there any uni	usual gap	or offset at	an expansion join	t?											
	Type Rocker															
က္	If there are pedestals, are the bearings likely to overturn in an earthquake? <u>0</u> 2 4 6 8															
N	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Yes No															
BEARINGS	Are the bearing	seats und	der the abut	ment end-diaphrag	gm con	tinuous?		Yes No								
3E/	Are there any g	girders sup	ported on i	ndividual pedestal	s or co	olumns?		Yes No								
	The longitudina abutments.	al support	length mea	sured in a direction	n perp	endicular to the	e support at	40cm								
RE	Is the abutment	a cantile	ver earth-re	taining abutment?				Yes No								
SUBSTRUCTURE	Are the reinford	ced concre	ete columns	monolithic with t	he sup	erstructure?		Yes No								
RU	Is there horizon	ntal or ver	tical mover	nent or tilting of th	ne abut	ments, columns	s or piers?	<u>0</u> 2 4 6 8								
BS	Is there unusua	l or extens	sive erosior	of soil at or near	any of	the substructur	e units?	<u>0</u> 2 4 6 8								
SU	Are abutment-s	slop failur	es possible	in an earthquake?				<u>0</u> 2 4 6 8								
OTHER	"SUBST consider highest was to be a second consider with the consideration with the con	RUCTU: ation. A value or ri	RE " categor bold and und sk. The cas	8" in the "SUPER ries identifies the nderlined <u>0</u> identifies when none of the ue to access or when the terms of the terms	magni ies the ie valu	tude of the risk lowest value o es are bold and	for the function r risk while a <u>8</u> underlined imp	is used for the								

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		2-21 FT RCDG & 2-80 FT.CONT.RC BOX GIRDERS	1.42		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		PURCHASE PARKWAY	16649
1	PW	38	9003	B00053	Р	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	Р	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	Р	602	0	8	0	92	539	ISBL AN MEDICAL OF	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	0800	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		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		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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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		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	Р	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	Р	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	Р	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	Р	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	30.6331.2530.63 CONT P.C.I.B. SPANS S	25.62	On	MAYFIELD CREEK OVERFLOW	16528
1	PW	42	9003	B00158	Р	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	Р	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

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 42 stands for Graves County of western Kentucky.
 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	Ъ 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		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	Р	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		PANTHER CREEK	16536
1	PW	42	9003	B00163	Р	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	Р	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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	4 Ф	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description		Over /On ¹⁰		Drawing #
1	PW	42	9003	B00166	Р	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	Р	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	Р	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	()V/Or	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		BAYOU DE CHIEN	16651
1	PW	42	9003	B00170	Р	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		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	DIDCHASE	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	/ \n	BRUSH CREEK	16655
1	PW	42	9003	B00173	Р	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		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		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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Ъ 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	Р	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	Р	502	0	4	0	54	211	SBL .40 NOR. OF KY 1748 O	TWIN BRIDGES(54.28FT-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-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	Р	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	Р	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	Р 4	Type 5	Approach	Main Spans ⁶	Approach Spans 7	Max Span Length (ft)	Structure Length ⁸ ⁰ (ft)	Location Description	Bridge Description	MP ⁹	Over /On ¹⁰	Feature Crossed	Drawing #
1	PW	79	9003	B00064	Р	502	0	8	0	48		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		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		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	()\/\ar	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		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	Р	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	Р	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	Р	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

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 79 stands for Marshall County of western Kentucky.
 Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
 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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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		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		WESTERN KY PKWAY	17012
1	PW	72	9001	B00030	Р	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	Р	402	105	2	2	113	275	WBL - I-24 INTERCHANGE	113-104 CONT. COMP WPG SPANS & 30-25 FT.CONC BX.END BT.	. 1		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	Р	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		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		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	(N/Or	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	Р 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	Р	204	0	4	0	52		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	Р	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 MIN OF JCT US 62	43.25 FT-57.5 FT-57.5 FT-43.25 FT CONT RCDG SPANS	17.31		WESTERN KY PKWAY	14854
2	MP	54	0109	B00070		204	0	4	0	68	239		48.75 FT-68.25 FT-68.25 FT-48.75 FT CONT RCDG SPAN-6 DE	24.44	l N/Or	WESTERN KY PKWAY	14931
2	RP	54	0454	B00117		204	0	4	0	62	224	TOO MINDE OF ICTUS 69	49.33 FT 61.67 FT 61.67 FT 49.33 FT CONTRCDG SPANS 26 D	31.58		WESTERN KY PKWAY	14982
2	RP	54	0813	B00131		204	104	3	1	78	251	16 / MI NIW OF ICT 115 62	48.5 FT SIMPLE RCDG SPAN 59FT-78FT- 59FT CONT RCDG SPANS	38.72	()\/\pr	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	Р	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	/ \n	POND RIVER RELIEF	14837
2	PW	54	9001	B00137	Р	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		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	Р	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.

Alternative spans stands for the number of alternative spans of the designated bridge.
 Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р 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		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	Р	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	Р	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		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	Р	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	Р	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	Р	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	Р	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	Р	606	0	4	0	89	255	1 08 MLS 101 115 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.

MP stands for the mile point to which the bridge is logged.
 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	Р 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	DOV DEVIN SLAINS	57.94	Over	WESTERN KY PKWAY	24645
2	MP	89	2692	B00085		204	0	4	0	60	205		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		WESTERN KY PKWAY	24633
2	PW	89	9001	B00089	Р	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		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	Р	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		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		47-52-40-40 FT RCDG SPANS-WIDENED 23'W/ P.CIB SPANS	52.52	On	KY 181	15105
2	PW	89	9001	B00091	Р	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		KY 181	15105
2	PW	89	9001	B00092		104	0	3	0	37	120	IERL 1 O MI E OE LIS 431 NI	NEW 8" CONC DECK OLAY'00 DE	59.16	On	CLEATON- GREEN RIVER RD	15318

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 89 stands for Muhlenberg County of western Kentucky.
 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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р	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	Р	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		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		GREEN RIVER	15300
2	PW	89	9001	B00094	Р	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	()n	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	Р	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	Р	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		Over /On ¹⁰	Feature Crossed	Drawing #
2	PW	92	9001	B00130	Р	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	Р	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	Р	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	Р	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.

Alternative spans stands for the number of alternative spans of the designated bridge.
 Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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		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	Р	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	Р	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		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		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	(N/Or	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	(N/Or	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		38.5 FT- 54 FT- 54 FT- 38.5 FT CONT R.C.D.G. SPANS - 19	117.42		WESTERN KY PKWAY	14751
4	PW	43	9001	B00082		104	0	4	0	50	186	11 MIN N ME BITTER ("A IN	37 FT 50 FT 50 FT 37 FT R.C.D.G. SPANS 0 DEG SKEW	90.55	(N/Or	WESTERN KY PKWAY	14942
4	MP	47	0084	B00043		204	0	4	0	61	230	13 MIS OF ICT HS 69	51 FT- 61 FT- 61 FT- 51 FT CONT. R.C.D.G. UNIT - 24 DEG	123.47		WESTERN KY PKWAY	14811
4	MP	47	1136	B00053		204	0	4	0	63		.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		WESTERN KY PKWAY	14973
4	MP	47	31W	B00108		602	0	4	0	69	1 770	OVER WKYPW INTERCHANGE B	56-69-56-44 FT CONT PCIB SPANS SK	135.82	(N/Or	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.

Alternative spans stands for the number of alternative spans of the designated bridge.
 Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р 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	Р	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	Р	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	Р	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& 2163.7' CONT & 1-55' SIMPLE STEEL.PLATE	135.54	On	I-65	20387
4	PW	47	9001	B00127	Р	402	302	2	2	163	436	WBL OVER I-65 NTRCH	44' SIMPLE& 2163.7' CONT & 1-55' SIMPLE STEEL.PLATE	135.54	On	I-65	20387

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 47 stands for Hardin County of western Kentucky.
 Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.
 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.

MP stands for the mile point to which the bridge is logged.
 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	Р 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	1 / MILE () E 101 115 //1	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	Р	106	104	2	2	98	248		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	1.2 MH E-M 11 MANNSONMA 1 DI	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		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		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	11 5 MI NIE-MI IN MAINISMMI DIN	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	Р	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	Р	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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Ъ 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans 7	Max Span Length (ft)	Structure Length 8	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	Р	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		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		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		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	Р	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	287 FT. CONT. P.C.I.B. SPANS	76.26	Over	PENNYRYLE PKWY	19547
2	MP	51	0425	B00137	Р	602	0	2	0	87	182	0.8 MI. EAST JCT US 41	287 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	507550 FT CONT PCIB SPANS SP	65.39	On	ACCESS RD-BIG RIVERS RR	17200
2	PW	51	9004	B00062	Р	602	0	3	0	75	183	SBL .1 MI N OF WEBSTER CL	507550 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		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		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		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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 Over/on represents that the bridge is over or on the Pennyrile parkway.

Table 3 Pennyrile Parkway Bridge Type Listing (Continued from Page 269)

District	Status 1	County ²	Route	Bridge Bin #3	Ъ 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	Р	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	Р	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	Р	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.

Structure length is the total length of bridge including the approaches.

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	Р	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	Р	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	Р	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	_	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	_	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	Р	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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р	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	Р	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	Р	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	Р	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	Р	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)

_												<u> </u>					
District	Status 1	County ²	Route	Bridge Bin #3	P 4	² eq√T	Approach	Main Spans ⁶	Approach Spans 7	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description		Over /On ¹⁰	Feature Crossed	Drawing #
2	PW	54	9004	B00106	Р	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	Р	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- 48.53 CONT. PR	59.28	On	DEER CREEK	16858
2	PW	117	9004	B00071	Р	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- 48.53 CONT. PR	59.28	On	DEER CREEK	16858
2	PW	117	9004	B00072	Р	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	Р	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.

Alternative spans stands for the number of alternative spans of the designated bridge.
 Alternative spans stands for the number of alternative spans of the designated bridge.
 Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р	402	0	2	0	92		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			TWIN(92-92 FT CONT. COMP. WELDED PLATE GIRDER SPANS-0 D	23.44	On	WENDELL FORD EXPRESSWAY	17497
2	PW	30	9005	B00059	Р	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		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		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		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	1 101	OVER PENNYRILE PW NTRCHG	TWIN(2-93 FT CONT.COMP WELDED PLATE GIRDER SPANS)-2 DEG	. 1		PENNYRILE PKWY	17502
2	PW	51	9005	B00073	Р	402	0	2	0	93		OVER PENNYRILE PW NTRCHG	TWIN(2-93 FT CONT.COMP WELDED PLATE GIRDER SPANS)-2 DEG	. 1		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	1 ()\/Or	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		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	Р	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 MINOE ICT KY 1078	2-95 FT CONT.COMP.PLATE GIRDER SPANS - 6 DEG 20 MIN SKE	7.95	()V/Or	AUDUBON PKWY	17477
2	PW	51	9005	B00079		402	0	2	0	107	220	13 MI NI OE 1CT KY 1078	2-107 FT CONT COMP PLATE GIRDER SPANS- 30 DEG SKEW	8.98	()V/Or	AUDUBON PKWY	17509
2	PW	51	9005	B00080		402	0	2	0	114	233	11 MI NE NE K'I KV 1078	2-114 FT CONT COMP PLATE GIRDER SPANS-20 DEG SKEW	10.18	()vor	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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 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	Р	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		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		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	Р	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		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		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	Р	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		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	Р	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	Р	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	1 ()n	S FORK PANTHER CK	17950

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 30 stands for Daviess County of western Kentucky.
 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.

MP stands for the mile point to which the bridge is logged.
 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		S FORK PANTHER CK	17951
2	PW	30	9007	B00090	Р	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		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		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	Р	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	Р	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		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		W.H. NATCHER PARKWAY	18109
2	PW	92	9007	B00063	Р	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	()\/Or	W.H. NATCHER PARKWAY	18006

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 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.

Structure length is the total length of bridge including the approaches.

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		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	Р	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		Over	IM H NATCHER	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	Р	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		W.H. NATCHER PARKWAY	18096
2	PW	92	9007	B00075	Р	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	/ \n	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		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	Р	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.

Structure length is the total length of bridge including the approaches.

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	pro	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	Р	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	Р	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	Р	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		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		W.H. NATCHER PARKWAY	18261
3	PW	114	9007	B00049	Р	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

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 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.

Structure length is the total length of bridge including the approaches.

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		Drawing #
3	PW	114	9007	B00051	Р	302	0	3	1	102		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	Р	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	Р	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	Р	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		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	OVA	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	I ()VAr	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	1 ()\/\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\tin}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\texi}\text{\text{\texi}\text{\text{\text{\text{\texi}\text{\text{\texi}\titt{\text{\texi{\text{\text{\text{\texi}\titt{\texi}\text{\texi{\texi{\texi{\texi{\texi{\texi{\texi}	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.

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.

Structure length is the total length of bridge including the approaches.
 MP stands for the mile point to which the bridge is logged.
 Over/on represents that the bridge is over or on the William Natcher parkway.

For more information or a complete publication list, contact us at:

KENTUCKY TRANSPORTATION CENTER

176 Raymond Building University of Kentucky Lexington, Kentucky 40506-0281

> (859) 257-4513 (859) 257-1815 (FAX) 1-800-432-0719 www.ktc.uky.edu ktc@engr.uky.edu

The University of Kentucky is an Equal Opportunity Organization