

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

| Basic Information | | | | | |
|---|--|---|--|-------------------------------|--|
| Kentucky [21] | Union County [225] | Unknown [00000] | OHIO RIVER BRIDGE | 37-41-28 = 37.691111 | 088-07-54 = -88.131667 |
| 113B00045N | Highway agency district: 2 | Owner State Highway Agency [01] | Maintenance responsibility State Highway Agency [01] | | |
| Route 56 | KY-56 | Toll On free road [3] | Features intersected OHIO RIVER AT SHAWNEETOW | | |
| Design - main Steel continuous [4] | Design - approach Steel [3] | Kilometerpoint 52 km = 32.2 mi | Year built 1956 | Year reconstructed N/A [0000] | |
| 2 | Truss - Thru [10] | 14 | Stringer/Multi-beam or girder [02] | Skew angle 0 | Structure Flared |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |
| Total length 975.4 m = 3200.3 ft | Length of maximum span 251.5 m = 825.2 ft | Deck width, out-to-out 8.8 m = 28.9 ft | Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft | | |
| Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft | Curb or sidewalk width - left 0 m = 0.0 ft | Curb or sidewalk width - right 0 m = 0.0 ft | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | Monolithic Concrete (concurrently placed with structural deck) [1] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

| Weight Limits | | | | |
|---------------------------------------|--------------------------------------|-----------------------------------|------------------|-----------------------------|
| Bypass, detour length 8.9 km = 5.5 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 27.2 metric ton = 29.9 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 41.7 metric ton = 45.9 tons |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | MS 18 / HS 20 [5] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|-----------------------|---|--|------------------------|--|------|------|------|
| Average Daily Traffic | 3170 | Average daily truck traffi | 21 | % | Year | 2011 | Future average daily traffic | 4723 | Year | 2031 |
| Road classification | Minor Arterial (Rural) [06] | | Lanes on structure | 2 | | Approach roadway width | 6.7 m = 22.0 ft | | | |
| Type of service on bridge | Highway [1] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Waterway [5] | | Lanes under structure | 0 | | Navigation control | Navigation control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 33.5 m = 109.9 ft | | | Navigation horizontal clearance | 251.5 m = 825.2 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | Minimum vertical clearance over bridge roadway | 5.49 m = 18.0 ft | | | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 0 = N/A | | | | Minimum lateral underclearance on left | 0 = N/A | | | | |
| Minimum Vertical Underclearance | 0 = N/A | | | Minimum vertical underclearance reference feature | Feature not a highway or railroad [N] | | | | | |
| Appraisal ratings - underclearances | N/A [N] | | | | | | | | | |

Repair and Replacement Plans

| | | | | | | | | | | |
|---|-----------------------------------|---------------------------------|--------------------------|--------------------|---|--|--|--|--|--|
| Type of work to be performed | Work done by | Work to be done by contract [1] | | | | | | | | |
| Widening of existing bridge with deck rehabilitation or replacement. [34] | Bridge improvement cost | 11200000 | Roadway improvement cost | 0 | | | | | | |
| | Length of structure improvement | 97.5 m = 319.9 ft | | Total project cost | 11200000 | | | | | |
| | Year of improvement cost estimate | 2004 | | | | | | | | |
| | Border bridge - state | Unknown [175] | | | Border bridge - percent responsibility of other state | | | | | |
| | Border bridge - structure number | 030-9900 | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Equal to present minimum criteria [6] |
| Condition ratings - superstructure | Good [7] | Appraisal ratings - roadway alignment | Better than present minimum criteria [7] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Equal to present desirable criteria [8] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | Navigation protection not required [1] | Sufficiency rating | 54.6 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | | | |
| Inspection date | April 2011 [0411] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | July 2011 [0711] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | April 2011 [0411] |
| Other special inspection | Not needed [N] | Other special inspection date | |

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Basic Information

| | | | | | | |
|--|---|--|---|---|--------------------|--------------------|
| Illinois [17] | Gallatin County [059] | Unknown [04375] | AT STATE LN-KY MAINT | | 37-41-33.17 = 3 | 088-08-03.98 = -8 |
| 30990000000000 | Highway agency district: 9 | Owner Private (other than railroad) [26] | Maintenance responsibility | Private (other than railroad) [26] | | |
| Route 13 | ILL 13 | Toll On free road [3] | Features intersected OHIO RIVER | | | |
| Design - main 2 | Steel continuous [4] Truss - Thru [10] | Design - approach 14 | Steel [3] Girder and floorbeam system [03] | Kilometerpoint 24086.4 km = 14933.6 mi | Year built 1955 | Year reconstructed |
| | | | | Skew angle 0 | Structure Flared | |
| | | | | Historical significance Bridge is not eligible for the NRHP. [5] | | |
| Total length 975.4 m = 3200.3 ft | Length of maximum span 251.5 m = 825.2 ft | Deck width, out-to-out 8.7 m = 28.5 ft | Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft | | | |
| Inventory Route, Total Horizontal Clearance 8.5 m = 27.9 ft | Curb or sidewalk width - left 0.6 m = 2.0 ft | Curb or sidewalk width - right 0.6 m = 2.0 ft | | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | | |
| Type of wearing surface | | | | | | |
| Deck protection | | | | | | |
| Type of membrane/wearing surface | | | | | | |

Weight Limits

| | | | | |
|--|--------------------------------------|---|------------------|-----------------------------|
| Bypass, detour length 4 km = 2.5 mi | Method to determine inventory rating | Allowable Stress (AS) rating reported b | Inventory rating | 32.4 metric ton = 35.6 tons |
| | Method to determine operating rating | Allowable Stress (AS) rating reported b | Operating rating | 44.1 metric ton = 48.5 tons |
| Bridge posting | Equal to or above legal loads [5] | | Design Load | MS 18 / HS 20 [5] |

Functional Details

| | | | | | | | | | | |
|---|---|----------------------------|---|---------------------------------------|--|------------------------|------------------------------|------|------|------|
| Average Daily Traffic | 2500 | Average daily truck traffi | 18 | % | Year | 2013 | Future average daily traffic | 2670 | Year | 2032 |
| Road classification | Principal Arterial - Other (Rural) [02] | | Lanes on structure | 2 | | Approach roadway width | 6.7 m = 22.0 ft | | | |
| Type of service on bridge | Highway [1] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Waterway [5] | | Lanes under structure | 0 | | Navigation control | | | | |
| Navigation vertical clearanc | 0 = N/A | | Navigation horizontal clearance | 0 = N/A | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | 0 m = 0.0 ft | | | | Minimum vertical clearance over bridge roadway | 99.99 m = 328.1 ft | | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 0 = N/A | | | | Minimum lateral underclearance on left | 0 = N/A | | | | |
| Minimum Vertical Underclearance | 0 = N/A | | Minimum vertical underclearance reference feature | Feature not a highway or railroad [N] | | | | | | |
| Appraisal ratings - underclearances | N/A [N] | | | | | | | | | |

Repair and Replacement Plans

| | | | | | | | | | | |
|---|-----------------------------------|---------------------------------|--------------------------|--------------------|---|----|--|--|--|--|
| Type of work to be performed | Work done by | Work to be done by contract [1] | | | | | | | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 12123000 | Roadway improvement cost | 1212000 | | | | | | |
| | Length of structure improvement | 975.4 m = 3200.3 ft | | Total project cost | 18185000 | | | | | |
| | Year of improvement cost estimate | | | | | | | | | |
| | Border bridge - state | Unknown [214] | | | Border bridge - percent responsibility of other state | 99 | | | | |
| | Border bridge - structure number | #Num! | | | | | | | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Better than present minimum criteria [7] |
| Condition ratings - superstructure | Good [7] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Equal to present desirable criteria [8] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | | Sufficiency rating | 67.9 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | | | |
| Inspection date | July 2011 [0711] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | September 2006 [0906] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | |
| Other special inspection | Not needed [N] | Other special inspection date | |