HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Woodford County [239]	Unknown [00000]	1.8 MI N OF JCT KY 1681	38-07-41 = 38.128056	084-38-12 = -84.636667

120C00006N	Highway agency district 7	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 1015		WEISENBERGER MILL	Toll: On free road [3]	Features intersected: SOUTH ELKHORN CREEK	

Design - main: Steel [3]		Design - approach:		Kilometerpoint: 405.4 km = 251.3 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1930	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 21.9 m = 71.9 ft	Length of maximum span: 21.9 m = 71.9 ft	Deck width, out-to-out: 3.7 m = 12.1 ft	Bridge roadway width, curb-to-curb: 3.7 m = 12.1 ft		
Inventory Route, Total Horizontal Clearance: 3.6 m = 11.8 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			

Deck structure type	Corrugated Steel [6]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 1 km = 0.6 mi	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 13.6 metric ton = 15.0 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 13.6 metric ton = 15.0 tons		
	Bridge posting: 10.0 - 19.9 % below [3]		Design Load:		

Functional Details

Average Daily Traffic	602	Average daily truck traffi		%	Year 2006	Future average daily traffic 602	Year 2026
Road classification	Local (Rural) [09]	Lanes on structure	1		Approach roadway width	4.9 m = 16.1 ft	
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]		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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	130000	Roadway improvement cost	0
Length of structure improvement	2.2 m = 7.2 ft	Total project cost	129000
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	36.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			

Inspection date	December 2011 [1211]	Designated inspection frequency	12	Months
Underwater inspection	Not needed [N]	Underwater inspection date		
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2011 [1211]	
Other special inspection	Not needed [N]	Other special inspection date		