Research Report
KTC-06-21/SPR-206-00-2F

KENTUCKY TRANSPORTATION CENTER

SITE INVESTIGATION OF BRIDGES ALONG I-24 IN WESTERN KENTUCKY

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SITE INVESTIGATION OF BRIDGES ALONG THE I-24 IN WESTERN KENTUCKY

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16. Abstract

Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges. All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. Main visually observed deficiencies of the bridge elements were pointed out. The site inspection forms of all bridges on/over the I-24 in western Kentucky are used together with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The site inspection forms are considered to be a source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

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EXECUTIVE SUMMARY

Many bridges on/over Interstate 24 (I-24) 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 Seismic Zone, considerable damage to the I-24 bridges in western Kentucky may result if an earthquake occurs. The Commonwealth of Kentucky sponsored a research project to evaluate the seismic vulnerability along the I-24 bridges and their embankments in western Kentucky. The study includes identifying the seismic risk associated with eighty two bridges on I-24, forty five bridges over I-24, and resulting in a total of 127 bridges. Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges. Therefore, it was necessary to visually inspect each bridge site along the I-24.

One objective of the site inspection is to have an informative source of accurate bridge records, which are required to identify, rank, and prioritize seismically vulnerable bridges and their embankments either on or over the I-24 in western Kentucky. Another objective of the site inspection is to provide state engineers and other transportation officials with information delineating the current conditions of the I-24 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. All bridges along the I-24 were visually inspected, pictured, 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 pictures were combined to form the completed site inspection forms of the I-24 bridges. Over 1500 pictures were taken for the main components of the bridges from different angles. The completed site inspection forms of all bridges on/over the I-24 in western Kentucky are provided in this report, and are used together with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

NOTE: This report is the second (2nd) in a series of seven reports for Project SRP 206: "Seismic Evaluation of I-24 Bridges". The seven reports are:

Report Number:	Report Title:
(1) KTC-06-20/SPR206-00-1F	Seismic Evaluation of I-24 Bridges and Embankments in Western Kentucky – Summary Report
(2) KTC-06-21/SPR206-00-2F*	Site Investigation of Bridges along I-24 in Western Kentucky
(3) KTC-06-22/SPR206-00-3F	Preliminary Seismic Evaluation and Ranking of Bridges along I-24 in Western Kentucky
(4) KTC-06-23/SPR206-00-4F	Detailed Seismic Evaluation of Bridges along I-24 in Western Kentucky
(5) KTC-06-24/SPR206-00-5F	Seismic Evaluation of the Tennessee River Bridges on I-24 in Western Kentucky
(6) KTC-06-25/SPR206-00-6F	Seismic Evaluation of the Cumberland River Bridges on I-24 in Western Kentucky
(7) KTC-06-26/SPR206-00-7F	Seismic Evaluation and Ranking of Bridge Embankments along I-24 in Western Kentucky

* Denotes current report

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1. INTRODUCTION

In 1998, the Federal Highway Administration sponsored a research project to identify critical links along highways in western Kentucky. The I-24, which is one of the most vital transportation links that crosses seven counties in western Kentucky was identified as a high priority route and as an emergency route for the city of Memphis, Tennessee. Because of their close proximity to the New Madrid Zone, considerable damage to the I-24 bridges in western Kentucky area may result if an earthquake occurs. Due to its importance, the I-24 has to remain open in the event of a major earthquake. The Commonwealth of Kentucky sponsored a research project to evaluate the seismic vulnerability of the I-24 bridges and their embankments in western Kentucky. The study includes identifying the seismic risk associated with eighty one bridges on the I-24 and forty five bridges over the I-24, and resulting in a total of 127 bridges. The I-24 crosses seven counties in western Kentucky as shown in Figure 1. Many bridges on/over the I-24 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 I-24 bridges requires evaluating the current condition of all individual elements of the bridges. Therefore, it was necessary to visually inspect each bridge site along the I-24. 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 I-24 in western Kentucky. Another objective of the site inspection is to provide state engineers and other transportation officials with information delineating the current conditions of the I-24 bridges in western Kentucky 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 I-24 were visually inspected, pictured, and the records were stored in a database for future references. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. Over 1500 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.

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 have a seismic evaluation information system. Data was organized and processed through a database utilizing Microsoft Access. The I-24 bridge inventory that is shown in Table 1 provides an essential data record, which is utilized for risk assessment of the I-24 bridges and their associated embankments.

3. SITE INSPECTION FORMS

All elements of the bridges on/over the I-24 in western Kentucky were visually inspected. The observations and comments are reported in the site inspection form specifically prepared for each designated 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 through which the bridge passes, the route and the bridge number.

The reported general characteristics include information regarding the crossing at the bridge site, year of completion of the construction, location of the bridge on or over the I-24, 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 along the I-24 are provided (Form 1 to Form 43), and the completed site inspection forms of all bridges over the I-24 are provided (Form 44 to Form 82). 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 I-24 BRIDGES

The aforementioned observations of all bridge on/over the I-24 in western Kentucky are reported, and are used, together with the bridge inventory, to obtain different statistical figures.

The I-24 passes through McCracken, Marshall, Livingston, Lyon, Trigg, Caldwell, and Christian counties in western Kentucky (Fig. 1). Lyon and Marshall Counties are located approximately 72 miles and 60 miles northeast of the center of the New Madrid seismic zone, respectively. McCracken County, located approximately 45 miles northeast of the center of the New Madrid seismic zone has the largest number of bridges among all other counties with an average of two bridges per mile. According to the geographic locations of the counties through which the I-24 passes, the seismic risk is roughly of two categories. The first category, which includes McCracken, Marshall, Livingston, and Lyon counties, faces a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone. Therefore, the seismic adequacy of the bridges in McCracken, Marshall, Livingston, and Lyon counties is questionable. The second category, which includes Trigg, Caldwell, and Christian counties, is expected to have a comparatively lower seismic risk than that the first category. Sixty five percent of the total bridges along the I-24 are located in the counties of the first category, excluding bridges that were constructed after 1974 in Livingston County.

The 127 bridges 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/over the I-24 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 I-24 are quite similar in their material and structural types. Of the bridges over the I-24, there are 40 two-span continuous composite steel girder bridges. Three bridges are two-span reinforced concrete box girder bridge. There are two one-span steel bridges and one four-span continuous composite steel girder bridge. Excluding the Cumberland River Bridges, the Tennessee River Bridges, and a few other bridges, the structural length of all other bridges is less than 152.4 m (500 ft).

Compared with bridges crossing over the I-24, a wider range of structural systems is used for the bridges actually on the I-24. Of the 82 bridges on the I-24, 38 pairs of parallel bridges are constructed in the west and eastbound lanes, in addition to five reinforced concrete culverts. Excluding the long bridges that cross waterways, the maximum span length of the majority of the bridges on the I-24 varies, with many being in the range of 45 feet to 200 feet.

The main girders of the superstructure of each of the Cumberland River Bridges are of a steel plate-girder type, with a total length of 509 m (1671 ft). This bridge consists of six spans, including three approach spans. The three main spans are supported on three concrete piers and one abutment. The superstructure of the Tennessee River Bridge is of a steel plate-girder arch type. This bridge consists of nine spans symmetrically located on both sides of the arch span with a total length of 643 m (2110 ft), and a maximum span length of 163 m (535 ft). Twenty-six main suspended steel wires (13 on one side) are vertically attached to the arches and the floor system.

Eighty three percent of the bridges are skewed, 13 percent have a skew angle exceeding 40 degrees, and the remaining 17 percent of the bridges are not skewed. The distribution of the 127 bridges among the seven counties of western Kentucky is shown in Table 2. The highest Number of bridges is found in McCracken County (38 bridges), followed by Lyon County (27 bridges), Marshall county (21 bridges), Christian County (20 bridges), Trigg County (11 bridges), Livingston County (seven bridges), and Caldwell County (three bridges).

Fifty percent of the bearings are of the rocker type, 40 percent are of the roller type, and 10 percent are of the elastometric type.

Minor to extensive corrosion at abutments was commonly observed in several bridges. Problems encountered in some of the bridges are highlighted in the site inspection forms, some examples are: rotation of the superstructure of bridge # 73-0024-B00114 on the I-24, holes in front of abutment within the perm of bridge # 73-0024-B00120 on the I-24, partial failure of the abutment for bridge # 73-0024-B00114, and bridge # 24-0024-B00130 on the I-24.

The site inspection revealed different points that should be considered and were clarified by detailed pictures. Some examples are: the absence of lateral sheer keys at abutments of bridge # 79-0024-B00114 on the I-24, the distance to the back wall from the girder end may be large enough to permit too much rotation of the bearings for bridge # 70-0024-B00063 on the I-24, and there is cracking of pavement on bridge # 24-0024-B00090 on the I-24.

5. CONCLUSIONS

The objective of this study is to evaluate the seismic vulnerability of 127 bridges and their embankments on/over the I-24 in western Kentucky. Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges.

All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database for future reference. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. 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 pictures is attached to this report. The provided site inspection forms of all bridges on/over the I-24 in western Kentucky are used together 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 either on or over the I-24 in western Kentucky. Additionally, the site inspection forms can provide state engineers and other transportation officials with information delineating the current conditions of the I-24 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 # 73-0024-B00100 and Bridge # 73-0024-B00100P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	Ohio River			Bridge Number- 73-0024-B00100 and Parallel			
	Year Built	*1968*	County	McCRACKEN	Detour Length (Miles)			
	Latitude	037D 07.957M	Longitude	088D 41.232M	If *yes*. Please list them (Structure or load).			
	Have modifications been made since the bridge was constructed? → *No*. ☒							
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐						
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒						
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒						
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**					
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒						
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒						
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒						
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒						
	Is the bridge skewed?	*Yes* ☒ *No* ☐						
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒						
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*FAIR* [1]		
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒						
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒						
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐						
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐						
	What is the longitudinal support length measured in a direction perpendicular to the support?							
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☒ *No* ☐						
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒						
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒						
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒						
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒						
OTHER	[1] Corrosion of the steel plates connected to the abutments is noticeable.							

Form 2: Inspection of Bridge # 73-0024-B00101 and Bridge # 73-0024-B00101P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER RELOCATED NOBLE RD			Bridge Number- 73-0024-B00101 and Parallel		
	Year Built	*1968*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 06.497M	Longitude	088D 41.516M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker*☐ *Roller*☐ *Elastometric Pad*☐ *Sliding*☒ *Multi-rotation*☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☒ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] Corrosion of the steel plates connected to the abutments is noticeable.						

Form 3: Inspection of Bridge # 73-0024-B00102 and Bridge # 73-0024-B00102P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER KY305			Bridge Number 73-0024-B00102 and Parallel	
	Year Built	*1969*	County	McCRACKEN	Detour Length (Miles)	
	Latitude	037D 05.841M	Longitude	088D 41.277M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒				
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐			Instability is possible if the back wall fails due to gross movement.	
	Is the bridge skewed?	*Yes* ☒ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒				
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒				
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐				
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐				
	What is the longitudinal support length measured in a direction perpendicular to the support?	13 in				
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐				
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒				
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒				
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒				
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒				
OTHER	[1] Corrosion of the bearings is noticeable.					

Form 4: Inspection of Bridge # 73-0024-B00103 and Bridge # 73-0024-B00103P on I-24

(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER P&L RAILWAY			Bridge Number 73-0024-B00103 and Parallel		
	Year Built	*1969*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 05.423M	Longitude	088D 41.122M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	18 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☒ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	Vegetation is growing around the abutment bearings.						

Form 5: Inspection of Bridge # 73-0024-B00104 and Bridge # 73-0024-B00104P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER ILLINOIS			Bridge Number 73-0024-B00104 and Parallel		
	Year Built	*1968*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 05.220M	Longitude	088D 41.052M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*N/A*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	No inspection was performed from under the bridge due to excessive vegetation / inaccessibility.						

Form 6: Inspection of Bridge # 73-0024-B00105 and Bridge # 73-0024-B00105P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER US-60			Bridge Number 73-0024-B00105 and Parallel		
	Year Built	*1969*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 04.708M	Longitude	088D 40.848M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					15 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 7: Inspection of Bridge # 73-0024-B00107 and Bridge # 73-0024-B00107P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER PERKINS CREEK			Bridge Number 73-0024-B00107 and Parallel		
	Year Built	*1967*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 04.518M	Longitude	088D 40.693M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*Yes* ☐ *No* ☐	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					18 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	No inspection was performed from under the bridge due to excessive vegetation / inaccessibility.						

Form 8: Inspection of Bridge # 73-0024-B00111 and Bridge # 73-0024-B00111P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER BUCHNER			Bridge Number 73-0024-B00111 and Parallel		
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 03.888M	Longitude	088D 39.960M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☒ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☒		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☒		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☒ *No* ☐		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☒ *No* ☐		
	What is the longitudinal support length measured in a direction perpendicular to the support?				20 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☒ *No* ☐		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☒		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☒		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☒		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☒		
OTHER							

Form 9: Inspection of Bridge # 73-0024-B00112 and Bridge # 73-0024-B00112P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER US-45			Bridge Number 73-0024-B00112 and Parallel	
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)	
	Latitude	037D 03.086M	Longitude	088D 39.041M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker*☒ *Roller*☐ *Elastometric Pad*☐ *Sliding*☐ *Multi-rotation*☐	Condition	*FAIR* [1]
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER	[1] Corrosion of the bearings is noticeable.	

Form 10: Inspection of Bridge # 73-0024-B00114 and Bridge # 73-0024-B00114P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER P&L RR-POND RD-CR 5034G			Bridge Number 73-0024-B00114 and Parallel		
	Year Built	*1963*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 01.500M	Longitude	088D 36.629M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:** Heavily corroded steel plates under girders immediately in front of abutment bearings.		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*POOR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	20 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☒ *No* ☐ [2]					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	- The East abutment plate is loose behind the bearings. - Inspection under the bridge occurred at the east end only. - East abutment rockers are rocked from North to South, and are in their original position, but the superstructure above has rotated. [1] The bearings are severely rusted. [2] Soil under the shoulder is washed out along the South side of the Eastbound lane.						

Form 11: Inspection of Bridge # 73-0024-B00115 and Bridge # 73-0024-B00115P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER ISLAND CREEK			Bridge Number 73-0024-B00115 and Parallel		
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 01.196M	Longitude	088D 36.181M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	8 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 12: Inspection of Bridge # 73-0024-B00116 and Bridge # 73-0024-B00116P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER HUSBAND			Bridge Number 73-0024-B00116 and Parallel		
	Year Built	*1975*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 00.870M	Longitude	088D 35.526M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					9 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	Inspection under bridge at east end only.						

Form 13: Inspection of Bridge # 73-0024-B00117 on I-24

GENERAL	Crossing	BEE BRIDGE OF ISLAND CREEK			Bridge Number 73-0024-B00117		
	Year Built	*1972*	County	McCRACKEN	Detour Length (Miles)		
	Latitude		Longitude		If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☒ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	16 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☒ *No* ☐					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	[1] Erosion in front of the west abutment is noticeable.						

Form 14: Inspection of Bridge # 73-0024-B00118 and Bridge # 73-0024-B00118P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER L&N RR			Bridge Number 73-0024-B00118 and Parallel		
	Year Built	*1975*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 00.656M	Longitude	088D 34.557M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:** The Neoprene experimental dam at the right end has fallen out and is laying behind the bearings.				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	16 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☐					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 15: Inspection of Bridge # 73-0024-B00119 and Bridge # 73-0024-B00119P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER RELOC KY-450			Bridge Number 73-0024-B00119 and Parallel		
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 00.488M	Longitude	088D 33.888M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					20 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 16: Inspection of Bridge # 73-0024-B00120 and Bridge # 73-0024-B00120P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER CLARKS RIVER			Bridge Number 73-0024-B00120 and Parallel		
	Year Built	*1967*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 00.187M	Longitude	088D 33.211M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	- Inspection of the bridge occurred only at the east abutment due to inaccessibility. - Holes have developed in front of the abutment within the berm with approximate dimensions of 20' wide by 6'long by 3' deep. [1] Corrosion of the bearings is noticeable.						

Form 17: Inspection of Bridge # 79-0024-B00082 and Bridge # 79-0024-B00082P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER LITTLE CYPRESS CK			Bridge Number 79-0024-B00082 and Parallel		
	Year Built	*1964*	County	MARSHALL	Detour Length (Miles)		
	Latitude		Longitude		If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					18 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER							

Form 18: Inspection of Bridge # 79-0024-B00113 and Bridge # 79-0024-B00113P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER US-62			Bridge Number 79-0024-B00113 and Parallel		
	Year Built	*1967*	County	MARSHALL	Detour Length (Miles)		
	Latitude	037D 00.178M	Longitude	088D 19.501M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐ [2]	
	What is the longitudinal support length measured in a direction perpendicular to the support?					18 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	[1] Corrosion of the bearings is noticeable. [2] Rockers at the abutments are fairly narrow and seated on pedestals not much wider than a masonry plate (the corner of the masonry plate hangs over the edge of the pedestal in at least one location).						

Form 19: Inspection of Bridge # 79-0024-B00114 and Bridge # 79-0024-B00114P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER J.P.P.			Bridge Number 79-0024-B00114 and Parallel		
	Year Built	*1974*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 59.449M	Longitude	088D 20.836M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.*						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	15 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 20: Inspection of Bridge # 79-0024-B00115 and Bridge # 79-0024-B00115P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER J.P.P.-CYPRESS CK CANAL			Bridge Number 79-0024-B00115 and Parallel	
	Year Built	*1969*	County	MARSHALL	Detour Length (Miles)	
	Latitude	037D 00.805M	Longitude	088D 18.784M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒				
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒				
	Is the bridge skewed?	*Yes* ☒ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker*☐ *Roller*☐ *Elastometric Pad*☐ *Sliding*☒ *Multi-rotation*☐			Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒				
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒				
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐				
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐				
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in				
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐				
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒				
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒				
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒				
	Do you think abutment-slope failures are possible in an earthquake?	*Yes*☐ *No*☒ [1]				
OTHER	- There are seven 14" piles supporting six girders (massive concrete cap) [1] If slopes move the interior pile bents may be susceptible to lateral movement					

Form 21: Inspection of Bridge # 79-0024-B00116 and Bridge # 79-0024-B00116P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER R&L RR			Bridge Number 79-0024-B00116 and Parallel		
	Year Built	*1970*	County	MARSHALL	Detour Length (Miles)		
	Latitude	037D 01.053M	Longitude	088D 17.791D	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					15 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☒ *No* ☐ [1]	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	[1] The approach pavement at the west end of the Eastbound lane bridge has dropped 3" (likely from the erosion of underlying soil).						

Form 22: Inspection of Bridge # 79-0024-B00117 and Bridge # 79-0024-B00117P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER KY-282			Bridge Number 79-0024-B00117 and Parallel		
	Year Built	*1972*	County	MARSHALL	Detour Length (Miles)		
	Latitude	037D 01.137M	Longitude	088D 17.655M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	There are pin holes at the left side of the bridge.				
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					15 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 23: Inspection of Bridge # 79-0024-B00118 and Bridge # 79-0024-B00118P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER TENNESSEE RIVER			Bridge Number 79-0024-B00118 and Parallel		
	Year Built	*1969*	County	MARSHALL	Detour Length (Miles)		
	Latitude	037D 01.557M	Longitude	088D 17.173M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 24: Inspection of Bridge # 79-0024-B00136 and Bridge # 79-0024-B00136P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER LITTLE JOHN CREEK			Bridge Number 79-0024-B00136		
	Year Built	*1973*	County	MARSHALL	Detour Length (Miles)		
	Latitude		Longitude		If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☐					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☐					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☐ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☐ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	20 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☐					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☐					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☐					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☐					
OTHER							

Form 25: Inspection of Bridge # 70-0024-B00061 and Bridge # 70-0024-B00061P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER CREVASSEE CREEK			Bridge Number 70-0024-B00061	
	Year Built	*1974*	County	LIVINGSTON	Detour Length (Miles)	
	Latitude		Longitude		If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☐					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐				
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐				
	Is the bridge skewed?	*Yes* ☐ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐				
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☐
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?					20 in
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☐
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☐
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐
OTHER						

Form 26: Inspection of Bridge # 70-0024-B00062 and Bridge # 70-0024-B00062P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER KY-917			Bridge Number 70-0024-B00062 and Parallel		
	Year Built	*1977*	County	LIVINGSTON	Detour Length (Miles)		
	Latitude	037D 03.391M	Longitude	088D 14.041M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					20 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☒ *No* ☐	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 27: Inspection of Bridge # 70-0024-B00063 and Bridge # 70-0024-B00063P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER CUMBERLAND RIVER			Bridge Number 70-0024-B00063 and Parallel		
	Year Built	*1977*	County	LIVINGSTON	Detour Length (Miles)		
	Latitude	037D 03.599M	Longitude	088D 13.123M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☒ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	- The distance to the back wall from the girder end may be large enough to permit very large rotation of the bearings.						

Form 28: Inspection of Bridge # 72-0024-B00035 and Bridge # 72-0024-B00035P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I -24 OVER I.C.R.R.			Bridge Number 72-0024-B00035 and Parallel		
	Year Built	*1967*	County	LYON	Detour Length (Miles)		
	Latitude	037D 04.214M	Longitude	088D 08.858M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	16 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 29: Inspection of Bridge # 72-0024-B00036 and Bridge # 72-0024-B00036P on I-24

(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 WB LANE OVER KY-93			Bridge Number 72-0024-B00036 and Parallel	
	Year Built	*1969*	County	LYON	Detour Length (Miles)	
	Latitude	037D 04.346M	Longitude	088D 08.497M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒				
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒				
	Is the bridge skewed?	*Yes* ☒ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒
OTHER	[1] Corrosion of the bearings is noticeable.					

Form 30: Inspection of Bridge # 72-0024-B00037 and Bridge # 72-0024-B00037P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER US-62			Bridge Number 72-0024-B00037 and Parallel		
	Year Built	*1976*	County	LYON	Detour Length (Miles)		
	Latitude	037D 04.439M	Longitude	088D 07.288M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐				-Cable restraints at abutments		
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☒ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	16 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☒ *No* ☐					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	- Erosion has occurred under the shoulder of the approach pavement. - The expansion joint in the Eastbound lane is damaged. [1] Corrosion of the bearings is noticeable.						

Form 31: Inspection of Bridge # 72-0024-B00039 and Bridge # 72-0024-B00039P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER KNOB CREEK			Bridge Number 72-0024-B00039 and Parallel	
	Year Built	*1976*	County	LYON	Detour Length (Miles)	
	Latitude	037D 04.316M	Longitude	088D 05.920M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒				
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒				
	Is the bridge skewed?	*Yes* ☐ *No* ☒				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☒ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?					22 in
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☒ *No* ☐
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐
OTHER						

Form 32: Inspection of Bridge # 72-0024-B00041 and Bridge # 72-0024-B00041P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER PORT AUTHORITY RD			Bridge Number 72-0024-B00041 and Parallel	
	Year Built	*1971*	County	LYON	Detour Length (Miles)	
	Latitude	037D 04.003M	Longitude	088D 03.985M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No*. ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker*☒ *Roller*☐ *Elastometric Pad*☐ *Sliding*☐ *Multi-rotation*☐	Condition	*FAIR* [1]
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?			20 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER	[1] Corrosion of the bearings is noticeable.	

Form 33: Inspection of Bridge # 72-0024-B00044 and Bridge # 72-0024-B00044P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER EDDY CREEK			Bridge Number 72-0024-B00044 and Parallel	
	Year Built	*1967*	County	LYON	Detour Length (Miles)	
	Latitude	037D 02.223M	Longitude	088D 00.447M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒				
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒				
	Is the bridge skewed?	*Yes* ☒ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐ [1]
OTHER	[1] The West end of the bridge is questionable.					

Form 34: Inspection of Bridge # 72-0024-B00048 and Bridge # 72-0024-B00048P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER DRY FORK CREEK			Bridge Number 72-0024-B00048 and Parallel	
	Year Built	*1967*	County	LYON	Detour Length (Miles)	
	Latitude	036D 58.826M	Longitude	087D 54.632M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker*☐ *Roller*☐ *Elastometric Pad*☒ *Sliding*☐ *Multi-rotation*☐	Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☒ *No* ☐
	Are there any girders supported on individual pedestals or columns?			*Yes* ☒ *No* ☐
	What is the longitudinal support length measured in a direction perpendicular to the support?			15 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☐
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☐

OTHER	No inspection occurred under the bridge due to inaccessibility.	

Form 35: Inspection of Bridge # 111-0024-B00027 and Bridge # 111- 0024-B00027P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER CAD12 R.R.			Bridge Number 111-0024-B00027 and Parallel		
	Year Built	*1969*	County	TRIGG	Detour Length (Miles)		
	Latitude	036D 52.317M	Longitude	087D 43.046M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	20 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 36: Inspection of Bridge # 111-0024-B00044 and Bridge # 111-0024-B00044P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER US-68			Bridge Number 111-0024-B00044 and Parallel		
	Year Built	*1969*	County	TRIGG	Detour Length (Miles)		
	Latitude	036D 52.914M	Longitude	087D 44.085M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐ [2]	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] The expansion end is slightly corroded. [2] Expansion rockers are rocked toward abutment significantly (Temp = 80 degrees).						

Form 37: Inspection of Bridge # 111-0024-B00048 and Bridge # 111-0024-B00048P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER MUDDY CK FORK			Bridge Number 111-0024-B00048 and Parallel		
	Year Built	*1970*	County	TRIGG	Detour Length (Miles)		
	Latitude	036D 55.579M	Longitude	087D 48.407M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					15 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☐ [2]	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☐	
OTHER	- No inspection occurred under the bridge due to inaccessibility. [1] Corrosion at the abutments and bearings is noticeable. [2] Non-visible (east abutments are overgrown and not visible).						

Form 38: Inspection of Bridge # 24-0024-B00090 and Bridge # 24-0024-B00090P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL

Crossing	I-24 OVER SINKING FORK CK			Bridge Number 24-0024-B00090 and Parallel	
Year Built	*1976*	County	CHRISTIAN	Detour Length (Miles)	
Latitude	036D 50.014M	Longitude	087D 39.878M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? → *No*. ☒					
Does the bridge cross a body of water?	*Yes* ☒ *No* ☐				
Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
Is the bridge skewed?	*Yes* ☒ *No* ☐	
Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS

Type	*Rocker*☒ *Roller*☐ *Elastometric Pad*☐ *Sliding*☐ *Multi-rotation*☐	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☒ *No* ☐
Are there any girders supported on individual pedestals or columns?			*Yes* ☒ *No* ☐
What is the longitudinal support length measured in a direction perpendicular to the support?			12 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☐

OTHER

- Some sections of pavement have cracked.

Form 39: Inspection of Bridge # 24-0024-B00122 and Bridge # 24-0024-B00122P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER KY-117			Bridge Number 24-0024-B00122 and Parallel		
	Year Built	*1968*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 48.961M	Longitude	087D 38.025M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					15 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	No inspection occurred under the bridge due to inaccessibility.						

Form 40: Inspection of Bridge # 24-0024-B00125 and Bridge # 24-0024-B00125P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER LITTLE RIVER			Bridge Number 24-0024-B00125 and Parallel		
	Year Built	*1972*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 45.851M	Longitude	087D 32.710M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?	17 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☐ [1]					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☐ [2]					
OTHER	[1] Not visible. [2] West embankment may be susceptible.						

Form 41: Inspection of Bridge # 24-0024-B00129 on I-24

GENERAL	Crossing	I-24 OVER US-41-A			Bridge Number 24-0024-B00129 and Parallel		
	Year Built	*1969*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 42.177M	Longitude	087D 27.296M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?					16 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] Corrosion at abutment bearings is noticeable.						

Form 42: Inspection of Bridge # 24-0024-B00130 and Bridge # 24-0024-B00130P on I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER ND RR			Bridge Number 24-0024-B00130 and Parallel		
	Year Built	*1968*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 42.008M	Longitude	087D 26.860M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☒ *No* ☐	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☒ *No* ☐	
	What is the longitudinal support length measured in a direction perpendicular to the support?						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	- The end of the beam at the abutments is likely to experience damage due to corrosion. [1] Corrosion at the abutment bearings is noticeable.						

Form 43: Inspection of Bridge # 24-0024-B00132 and Bridge # 24-0024-B00132P on I-24

(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	I-24 OVER BIG WEST FORK			Bridge Number 24-0024-B00132 and Parallel		
	Year Built	*1971*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 39.404M	Longitude	087D 22.117M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☒ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☒ *No* ☐					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☒ *No* ☐					
	What is the longitudinal support length measured in a direction perpendicular to the support?						
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☐					
OTHER	- Inspection under the bridge is limited due to inaccessibility. [1] Corrosion at the abutment bearings is noticeable.						

Form 44: Inspection of Bridge # 73-0131-B00009 over I-24

GENERAL	Crossing	EXISTING US68 OVER I-24			Bridge Number 73-0131-B00009		
	Year Built	*1968*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	036D 59.668M	Longitude	088D 30.826M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	8 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 45: Inspection of Bridge # 73-0068-B00060 and Bridge # 73-0068-B00060P over I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	US68-US62 CONNECTOR OVER I-24			Bridge Number 73-0068-B00060 and Parallel		
	Year Built	*1968*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	036D 59.690M	Longitude	088D 30.488M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No.*						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* *No*	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* *No*	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* *No*	
	Are there any girders supported on individual pedestals or columns?					*Yes* *No*	
	What is the longitudinal support length measured in a direction perpendicular to the support?					9 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* *No*	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* *No*	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* *No*	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* *No*	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* *No*	
OTHER							

Form 46: Inspection of Bridge # 73-0787-B00064 over I-24

GENERAL	Crossing	ROSEBOWER CHURCH RD (KY787)			Bridge Number 73-0787-B00064		
	Year Built	*1966*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	036D 59.709M	Longitude	088D 29.609M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					8 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☒ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 47: Inspection of Bridge # 73-3075-B00065 over I-24

GENERAL	Crossing	SHEEHAN BRIDGE OVER I-24			Bridge Number 73-3075-B00065		
	Year Built	*1966*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	036D 59.873M	Longitude	088D 32.510M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					8 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☒ *No* ☐	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 48: Inspection of Bridge # 73-0024-B00113 over I-24

GENERAL	Crossing	ELMDALE RD OVER I-24			Bridge Number 73-0024-B00113		
	Year Built	*1974*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 02.763M	Longitude	088D 38.767M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☐	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					8 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 49: Inspection of Bridge # 73-0062-B00121 over I-24

GENERAL	Crossing	US-62 OVER I-24			Bridge Number 73-0062-B00121		
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 03.487M	Longitude	088D 39.348M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒	*Roller* ☐	*Elastometric Pad* ☐	*Sliding* ☐	*Multi-rotation* ☐	Condition *FAIR* [1]
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☐					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☐ *No* ☒					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☐ *No* ☒					
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☒ *No* ☐					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 50: Inspection of Bridge # 73-0994-B00122 over I-24

GENERAL	Crossing	OLD MAYFIELD RD OVER I-24			Bridge Number 73-0994-B00122		
	Year Built	*1971*	County	McCRACKEN	Detour Length (Miles)		
	Latitude	037D 02.124M	Longitude	088D 37.667M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☐		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☒		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☐ *No* ☒		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☐ *No* ☒		
	What is the longitudinal support length measured in a direction perpendicular to the support?				8 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☒ *No* ☐		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☒		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☒		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☒		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☒		
OTHER							

Form 51: Inspection of Bridge # 79-1042-B00081 and Bridge # 73-1042-B00081P over I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	KY1042 OVER I-24			Bridge Number 79-1042-B00081 and Parallel		
	Year Built	*1966*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 59.663M	Longitude	088D 28.030M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☐ *No* ☒					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☐ *No* ☒					
	What is the longitudinal support length measured in a direction perpendicular to the support?	7 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 52: Inspection of Bridge # 79-1610-B00092 over I-24

GENERAL	Crossing	KY1610 OVER I-24			Bridge Number 79-1610-B00092		
	Year Built	*1967*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 59.530M	Longitude	088D 25.781M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☐		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☐		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☐ *No* ☐		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☐ *No* ☐		
	What is the longitudinal support length measured in a direction perpendicular to the support?				7 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☐ *No* ☐		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☐		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☐		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☐		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☐		
OTHER							

Form 53: Inspection of Bridge # 79-0095-B00112 over I-24

GENERAL	Crossing	KY95 OVER I-24			Bridge Number 79-0095-B00112		
	Year Built	*1967*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 59.437M	Longitude	088D 22.525M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					9 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 54: Inspection of Bridge # 79-0024-B00111 over I-24

GENERAL	Crossing	HOWARD RD OVER I-24			Bridge Number 79-0024-B00111		
	Year Built	*1967*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 99.490M	Longitude	088D 23.901M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☒					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☒		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☒		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☐ *No* ☒		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☐ *No* ☒		
	What is the longitudinal support length measured in a direction perpendicular to the support?				8 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☐ *No* ☒		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☒		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☒		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☒		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☒		
OTHER							

Form 55: Inspection of Bridge # 79-0024-B00109 over I-24

GENERAL	Crossing	NEEDMORE RD OVER I-24			Bridge Number 79-0024-B00109		
	Year Built	*1970*	County	MARSHALL	Detour Length (Miles)		
	Latitude	036D 59.394M	Longitude	088D 21.419M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*FAIR* [1]	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					10 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER	[1] Corrosion of the bearings is noticeable.						

Form 56: Inspection of Bridge # 70-0453-B00064 and Bridge # 70-0453-B00064P over I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	KY453 (DOVER RD) NB			Bridge Number 70-0453-B00064 and Parallel		
	Year Built	*1976*	County	LIVINGSTON	Detour Length (Miles)		
	Latitude	037D 02.438M	Longitude	088D 16.117M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☐ *No* ☒					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☐ *No* ☒					
	What is the longitudinal support length measured in a direction perpendicular to the support?	9 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 57: Inspection of Bridge # 72-5225-B00032 over I-24

GENERAL	Crossing	KRUGG RD OVER I-24			Bridge Number 72-5225-B00032		
	Year Built	*1977*	County	LYON	Detour Length (Miles)		
	Latitude	037D 03.812M	Longitude	088D 11.604M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 58: Inspection of Bridge # 72-0810-B00033 over I-24

GENERAL	Crossing	SUWANEE FURNACE RD OVER I-24			Bridge Number 72-0810-B00033		
	Year Built	*1976*	County	LYON	Detour Length (Miles)		
	Latitude	037D 03.774M	Longitude	088D 10.496M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 59: Inspection of Bridge # 72-5229-B00034 over I-24

GENERAL	Crossing	POPLAR CRK SPUR RD OVER I-24			Bridge Number 72-5229-B00034	
	Year Built	*1976*	County	LYON	Detour Length (Miles)	
	Latitude	037D 04.116M	Longitude	088D 09.603M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**	
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒				
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐				
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐				
	Is the bridge skewed?	*Yes* ☒ *No* ☐				
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒				
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒
	What is the longitudinal support length measured in a direction perpendicular to the support?					10 in
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒
OTHER						

Form 60: Inspection of Bridge # 72-5039-B00040 over I-24

GENERAL	Crossing	HAMMONDS CRK RD OVER I-24			Bridge Number 72-5039-B00040	
	Year Built	*1976*	County	LYON	Detour Length (Miles)	
	Latitude	037D 04.159M	Longitude	088D 04.677M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐	Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	What is the longitudinal support length measured in a direction perpendicular to the support?			11 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER		

Form 61: Inspection of Bridge # 72-0295-B00038 over I-24

GENERAL

Crossing	KY295 OVER I-24			Bridge Number 72-0295-B00038	
Year Built	*1976*	County	LYON	Detour Length (Miles)	
Latitude	037D 04.304M	Longitude	088D 06.072M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? → *No.* ☒					
Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐	
Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐	
Is the bridge skewed?	*Yes* ☒ *No* ☐	
Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS

Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* ☒ *No* ☐
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER

One girder has been damaged by impact.

Form 62: Inspection of Bridge # 72-0093-B00042 over I-24

GENERAL

Crossing	KY93 OVER I-24			Bridge Number 72-0093-B00042	
Year Built	*1976*	County	LYON	Detour Length (Miles)	
Latitude	037D 03.906M	Longitude	088D 02.923M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? → *No*.					
Does the bridge cross a body of water?	*Yes* *No*				
Has the bridge been seismically retrofitted?	*Yes* *No*				
Is it a rigid box culvert?	*Yes* *No*				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* *No*	**Comments:**
Does the superstructure contain box girders?	*Yes* *No*	
Is there lateral movement under traffic loading?	*Yes* *No*	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*	
Would gross movement of superstructure cause instability?	*Yes* *No*	
Is the bridge skewed?	*Yes* *No*	
Is there any unusual gap or offset at an expansion joint?	*Yes* *No*	

BEARINGS

Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* *No*
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* *No*
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* *No*
Are there any girders supported on individual pedestals or columns?			*Yes* *No*
What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*
Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*

OTHER

Form 63: Inspection of Bridge # 72-0293-B00043 over I-24

GENERAL	Crossing	KY293 OVER I-24			Bridge Number 72-0293-B00043		
	Year Built	*1976*	County	LYON	Detour Length (Miles)		
	Latitude	037D 03.426M	Longitude	088D 02.027M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes No*					
	Has the bridge been seismically retrofitted?	*Yes No*					
	Is it a rigid box culvert?	*Yes No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes No*	**Comments:**				
	Does the superstructure contain box girders?	*Yes No*					
	Is there lateral movement under traffic loading?	*Yes No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes No*					
	Would gross movement of superstructure cause instability?	*Yes No*					
	Is the bridge skewed?	*Yes No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes No*					
BEARINGS	Type	*Rocker Roller Elastometric Pad Sliding Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes No*					
	Are there any girders supported on individual pedestals or columns?	*Yes No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes No*					
OTHER							

Form 64: Inspection of Bridge # 72-5118-B00045 over I-24

GENERAL	Crossing	FRIENDSHIP SCHOOL RD OVER I-24			Bridge Number 72-5118-B00045	
	Year Built	*1967*	County	LYON	Detour Length (Miles)	
	Latitude	037D 00.527M	Longitude	088D 58.356M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐	Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER		

Form 65: Inspection of Bridge # 72-5123-B00046 and Bridge # 72-5123-B00046P over I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	WYNN RD OVER I-24			Bridge Number 72-5123-B00046 and Parallel	
	Year Built	*1967*	County	LYON	Detour Length (Miles)	
	Latitude	036D 59.927M	Longitude	087D 57.338M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐	Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	What is the longitudinal support length measured in a direction perpendicular to the support?			12 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER		

Form 66: Inspection of Bridge # 72-0903-B00047 over I-24

GENERAL	Crossing	KY903 OVER I-24			Bridge Number 72-0903-B00047	
	Year Built	*1967*	County	LYON	Detour Length (Miles)	
	Latitude	036D 59.466M	Longitude	087D 56.342M	If *yes*. Please list them (Structure or load).	
	Have modifications been made since the bridge was constructed? → *No.* ☒					
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒	
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
	Is the bridge skewed?	*Yes* ☒ *No* ☐	
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐	Condition	*GOOD*
	If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
	Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
	Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
	What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER		

Form 67: Inspection of Bridge # 72-9001-B00049 and Bridge # 72-9001-B00049P over I-24

(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	EB W.K.E. OVER I-24			Bridge Number 72-9001-B00049 and Parallel		
	Year Built	*1976*	County	LYON	Detour Length (Miles)		
	Latitude	037D 04.275M	Longitude	088D 05.113M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* ☐ *No* ☒					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* ☐ *No* ☒					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* ☐ *No* ☒					
	Are there any girders supported on individual pedestals or columns?	*Yes* ☐ *No* ☒					
	What is the longitudinal support length measured in a direction perpendicular to the support?	12 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒					
OTHER							

Form 68: Inspection of Bridge # 17-0139-B00065 over I-24

GENERAL	Crossing	KY139 OVER I-24			Bridge Number 17-0139-B00065		
	Year Built	*1970*	County	CALDWELL	Detour Length (Miles)		
	Latitude	036D 57.992M	Longitude	087D 52.488M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☒					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☒ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☒		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☒		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☐ *No* ☒		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☐ *No* ☒		
	What is the longitudinal support length measured in a direction perpendicular to the support?				12 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☐ *No* ☒		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☒		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☒		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☒		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☒		
OTHER							

Form 69: Inspection of Bridge # 17-0276-B00066 and Bridge # 17-0276-B00066P over I-24
(The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

GENERAL	Crossing	KY276 OVER EB I-24			Bridge Number 17-0276-B00066 and Parallel		
	Year Built	*1971*	County	CALDWELL	Detour Length (Miles)		
	Latitude	036D 57.411M	Longitude	087D 51.038M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					12 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 70: Inspection of Bridge # 111-6049-B00047 over I-24

GENERAL

Crossing	NEWT NICHOLS RD OVER I-24			Bridge Number 111-6049-B00047	
Year Built	*1969*	County	TRIGG	Detour Length (Miles)	
Latitude	036D 56.183M	Longitude	087D 49.340M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? → *No*.					
Does the bridge cross a body of water?	*Yes* *No*				
Has the bridge been seismically retrofitted?	*Yes* *No*				
Is it a rigid box culvert?	*Yes* *No*				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* *No*	**Comments:**
Does the superstructure contain box girders?	*Yes* *No*	
Is there lateral movement under traffic loading?	*Yes* *No*	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*	
Would gross movement of superstructure cause instability?	*Yes* *No*	
Is the bridge skewed?	*Yes* *No*	
Is there any unusual gap or offset at an expansion joint?	*Yes* *No*	

BEARINGS

Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* *No*
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* *No*
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* *No*
Are there any girders supported on individual pedestals or columns?			*Yes* *No*
What is the longitudinal support length measured in a direction perpendicular to the support?			11 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*
Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*

OTHER

Form 71: Inspection of Bridge # 111-6051-B00049 over I-24

GENERAL	Crossing	ADAMS MILL RD OVER I-24			Bridge Number 111-6051-B00049		
	Year Built	*1969*	County	TRIGG	Detour Length (Miles)		
	Latitude	036D 55.493M	Longitude	087D 48.266M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	10 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 72: Inspection of Bridge # 111-0024-B00043 over I-24

GENERAL

Crossing	MONTGOMERY-HENRY THOMAS RD OVER I-24			Bridge Number 111-0024-B00043	
Year Built	*1968*	County	TRIGG	Detour Length (Miles)	
Latitude	036D 51.999M	Longitude	087D 42.675M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? *No*. ☒					
Does the bridge cross a body of water?	*Yes* ☐ *No* ☒				
Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒				
Is it a rigid box culvert?	*Yes* ☐ *No* ☒				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**
Does the superstructure contain box girders?	*Yes* ☐ *No* ☒	
Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐	
Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☒	
Is the bridge skewed?	*Yes* ☒ *No* ☐	
Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒	

BEARINGS

Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* ☐ *No* ☒
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* ☐ *No* ☒
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* ☐ *No* ☒
Are there any girders supported on individual pedestals or columns?			*Yes* ☐ *No* ☒
What is the longitudinal support length measured in a direction perpendicular to the support?			10 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* ☐ *No* ☒
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* ☐ *No* ☒
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* ☐ *No* ☒
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* ☐ *No* ☒
Do you think abutment-slope failures are possible in an earthquake?	*Yes* ☐ *No* ☒

OTHER

Form 73: Inspection of Bridge # 111-0024-B00045 over I-24

GENERAL

Crossing	KY276 OVER I-24			Bridge Number 111-0024-B00045	
Year Built	*1979*	County	TRIGG	Detour Length (Miles)	
Latitude	036D 53.676M	Longitude	087D 45.344M	If *yes*. Please list them (Structure or load).	
Have modifications been made since the bridge was constructed? → *No*.					
Does the bridge cross a body of water?	*Yes* *No*				
Has the bridge been seismically retrofitted?	*Yes* *No*				
Is it a rigid box culvert?	*Yes* *No*				

SUPERSTRUCTURE

Is the superstructure integral with the abutments?	*Yes* *No*	**Comments:**
Does the superstructure contain box girders?	*Yes* *No*	
Is there lateral movement under traffic loading?	*Yes* *No*	
Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*	
Would gross movement of superstructure cause instability?	*Yes* *No*	
Is the bridge skewed?	*Yes* *No*	
Is there any unusual gap or offset at an expansion joint?	*Yes* *No*	

BEARINGS

Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*	Condition	*GOOD*
If there are pedestals, are the bearings likely to overturn in an earthquake?			*Yes* *No*
Does the bridge with less than 3 girders have exterior girder supported on the seat edge?			*Yes* *No*
Are the bearing seats, under the abutment end-diaphragm, continuous?			*Yes* *No*
Are there any girders supported on individual pedestals or columns?			*Yes* *No*
What is the longitudinal support length measured in a direction perpendicular to the support?			12 in

SUBSTRUCTURE

Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*
Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*
Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*
Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*
Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*

OTHER

Form 74: Inspection of Bridge # 111-0024-B00050 over I-24

GENERAL	Crossing	KY124 OVER I-24			Bridge Number 111-0024-B00050		
	Year Built	*1967*	County	TRIGG	Detour Length (Miles)		
	Latitude	036D 54.712M	Longitude	087D 46.009M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes No*					
	Has the bridge been seismically retrofitted?	*Yes No*					
	Is it a rigid box culvert?	*Yes No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes No*	**Comments:**				
	Does the superstructure contain box girders?	*Yes No*					
	Is there lateral movement under traffic loading?	*Yes No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes No*					
	Would gross movement of superstructure cause instability?	*Yes No*					
	Is the bridge skewed?	*Yes No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes No*					
BEARINGS	Type	*Rocker Roller Elastometric Pad Sliding Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes No*					
	Are there any girders supported on individual pedestals or columns?	*Yes No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	12 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes No*					
OTHER							

Form 75: Inspection of Bridge # 24-0272-B00121 over I-24

GENERAL	Crossing	KY272 OVER I-24			Bridge Number 24-0272-B00121		
	Year Built	*1968*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 49.763M	Longitude	087D 39.649M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					10 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☒ *No* ☐	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 76: Inspection of Bridge # 24-0164-B00123 over I-24

GENERAL	Crossing	KY164 OVER I-24			Bridge Number 24-0164-B00123		
	Year Built	*1968*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 48.399M	Longitude	087D 37.019M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	12 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 77: Inspection of Bridge # 24-0695-B00124 over I-24

GENERAL	Crossing	KY695 OVER I-24			Bridge Number 24-0695-B00124		
	Year Built	*1969*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 47.266M	Longitude	087D 35.125M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* *No*	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* *No*	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* *No*	
	Are there any girders supported on individual pedestals or columns?					*Yes* *No*	
	What is the longitudinal support length measured in a direction perpendicular to the support?					10 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* *No*	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* *No*	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* *No*	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* *No*	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* *No*	
OTHER							

Form 78: Inspection of Bridge # 24-0107-B00127 over I-24

GENERAL	Crossing	KY107 OVER I-24			Bridge Number 24-0107-B00127		
	Year Built	*1967*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 45.299M	Longitude	087D 31.791M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☐						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☐					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☐					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☐					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☐			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☐					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☐					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☐ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☐ *No* ☐					
	Is the bridge skewed?	*Yes* ☐ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☐					
BEARINGS	Type	*Rocker* ☐ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?				*Yes* ☐ *No* ☐		
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?				*Yes* ☐ *No* ☐		
	Are the bearing seats, under the abutment end-diaphragm, continuous?				*Yes* ☐ *No* ☐		
	Are there any girders supported on individual pedestals or columns?				*Yes* ☐ *No* ☐		
	What is the longitudinal support length measured in a direction perpendicular to the support?				10 in		
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?				*Yes* ☐ *No* ☐		
	Are the reinforced concrete columns monolithic with the superstructure?				*Yes* ☐ *No* ☐		
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?				*Yes* ☐ *No* ☐		
	Is there unusual or extensive erosion of soil at or near any of the substructure units?				*Yes* ☐ *No* ☐		
	Do you think abutment-slope failures are possible in an earthquake?				*Yes* ☐ *No* ☐		
OTHER							

Form 79: Inspection of Bridge # 24-0024-B00128 over I-24

GENERAL	Crossing	KY1453 (MILLER RD) OVER I-24			Bridge Number 24-0024-B00128		
	Year Built	*1969*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 43.690M	Longitude	087D 29.335M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒	**Comments:**				
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					10 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 80: Inspection of Bridge # 24-0115-B00131 over I-24

GENERAL	Crossing	KY115 OVER I-24			Bridge Number 24-0115-B00131		
	Year Built	*1970*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 40.928M	Longitude	087D 24.278M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No*. ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					11 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Form 81: Inspection of Bridge # 24-0024-B00133 over I-24

GENERAL	Crossing	BAKERS MILL RD OVER I-24			Bridge Number 24-0024-B00133		
	Year Built	*1971*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 39.285M	Longitude	087D 21.954M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? *No*.						
	Does the bridge cross a body of water?	*Yes* *No*					
	Has the bridge been seismically retrofitted?	*Yes* *No*					
	Is it a rigid box culvert?	*Yes* *No*					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* *No*			**Comments:**		
	Does the superstructure contain box girders?	*Yes* *No*					
	Is there lateral movement under traffic loading?	*Yes* *No*					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* *No*					
	Would gross movement of superstructure cause instability?	*Yes* *No*					
	Is the bridge skewed?	*Yes* *No*					
	Is there any unusual gap or offset at an expansion joint?	*Yes* *No*					
BEARINGS	Type	*Rocker* *Roller* *Elastometric Pad* *Sliding* *Multi-rotation*			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?	*Yes* *No*					
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?	*Yes* *No*					
	Are the bearing seats, under the abutment end-diaphragm, continuous?	*Yes* *No*					
	Are there any girders supported on individual pedestals or columns?	*Yes* *No*					
	What is the longitudinal support length measured in a direction perpendicular to the support?	11 in					
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?	*Yes* *No*					
	Are the reinforced concrete columns monolithic with the superstructure?	*Yes* *No*					
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?	*Yes* *No*					
	Is there unusual or extensive erosion of soil at or near any of the substructure units?	*Yes* *No*					
	Do you think abutment-slope failures are possible in an earthquake?	*Yes* *No*					
OTHER							

Form 82: Inspection of Bridge # 24-0024-B00134 over I-24

GENERAL	Crossing	TODD CO. CHAPEL HILL RD OVER I-24			Bridge Number 24-0024-B00134		
	Year Built	*1971*	County	CHRISTIAN	Detour Length (Miles)		
	Latitude	036D 38.767M	Longitude	087D 20.705M	If *yes*. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? → *No.* ☒						
	Does the bridge cross a body of water?	*Yes* ☐ *No* ☒					
	Has the bridge been seismically retrofitted?	*Yes* ☐ *No* ☒					
	Is it a rigid box culvert?	*Yes* ☐ *No* ☒					
SUPERSTRUCTURE	Is the superstructure integral with the abutments?	*Yes* ☐ *No* ☒			**Comments:**		
	Does the superstructure contain box girders?	*Yes* ☐ *No* ☒					
	Is there lateral movement under traffic loading?	*Yes* ☐ *No* ☒					
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?	*Yes* ☒ *No* ☐					
	Would gross movement of superstructure cause instability?	*Yes* ☒ *No* ☐					
	Is the bridge skewed?	*Yes* ☒ *No* ☐					
	Is there any unusual gap or offset at an expansion joint?	*Yes* ☐ *No* ☒					
BEARINGS	Type	*Rocker* ☒ *Roller* ☐ *Elastometric Pad* ☐ *Sliding* ☐ *Multi-rotation* ☐			Condition	*GOOD*	
	If there are pedestals, are the bearings likely to overturn in an earthquake?					*Yes* ☐ *No* ☒	
	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?					*Yes* ☐ *No* ☒	
	Are the bearing seats, under the abutment end-diaphragm, continuous?					*Yes* ☐ *No* ☒	
	Are there any girders supported on individual pedestals or columns?					*Yes* ☐ *No* ☒	
	What is the longitudinal support length measured in a direction perpendicular to the support?					11 in	
SUBSTRUCTURE	Is the abutment a cantilever earth-retaining abutment?					*Yes* ☐ *No* ☒	
	Are the reinforced concrete columns monolithic with the superstructure?					*Yes* ☐ *No* ☒	
	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?					*Yes* ☐ *No* ☒	
	Is there unusual or extensive erosion of soil at or near any of the substructure units?					*Yes* ☐ *No* ☒	
	Do you think abutment-slope failures are possible in an earthquake?					*Yes* ☐ *No* ☒	
OTHER							

Table 1 I-24 Bridge Type Listing

District	Status [1]	County [2]	Route	Bridge Bin # [3]	P [4]	Type [5]	Approach	Main Spans [6]	Approach Spans [7]	Span Length	Structure Length [8] (ft)	Location Description	Bridge Description	MP [9]	On / Over I-24	Feature Crossed	Drawing #
1	SM	070	0024	B00061		119	0	1	0	20	23	1.4 Mile east of KY 453 Over-pass	20'x7'x193' ; Reinforced Concrete Culvert, 7' Fill	32.17	On	Crevassee Creek	
1	SM	070	0024	B00062		402	0	3	0	45	122	1 Mile west of Cumberland River	35.5', 45.5', 35.5' Continuous non-Composite Steel W-Beam Spans	32.93	On	KY 917	
1	SM	070	0024	B00062	P	402	0	3	0	45	122	1 Mile west of Cumberland River	35.5', 45.5', 35.5' Continuous non-Composite Steel W-Beam Spans	32.93	On	KY 917	
1	SM	070	0024	B00063		403	104	6	2	420	1731	EBL [10] over Cumberland River	216', 216', 216', 300', 420', 300' non-Composite Plate Girder Spans; 2 - 29' Box Abutments	33.66	On	Cumberland River	
1	SM	070	0024	B00063	P	403	0	6	0	420	1731	WBL [11] over Cumberland River	216', 216', 216', 300', 420', 300' non-Composite Plate Girder Spans; 2 - 29' Box Abtutments	33.66	On	Cumberland River	
1	SM	070	0453	B00064		402	105	2	2	95	261	1.4 Mile north of US 62 Interchange	2 - 95.5' Continuous Composite WPG [12] Spans; 2 - 35' Concrete Box Girder	30.72	Over	I-24 @ Mile Point 30.72	18836
1	SM	070	0453	B00064	P	402	105	2	2	95	261	1.4 Mile north of US 62 Interchange	2 - 95.5' Continuous Composite WPG [12] Spans; 2 - 35' Concrete Box Girder	30.72	Over	I-24 @ Mile Point 30.72	18836
1	SM	072	5225	B00032		402	0	2	2	112	230	2.5 Mile north of Junction US 62	2 - 112' Continuous Composite WPG [12] Spans; 1 - 12' & 1 - 15' Box Girder Abutments	35.29	Over	I-24 @ Mile Point 35.29	18643
1	RP	072	0810	B00033		402	105	2	2	105	216	1 Mile north of Junction US 62	2 - 105' Continuous Composite WPG [12] Spans & 2-17' Box Girder Abutments	36.41	Over	I-24 @ Mile Point 36.41	18644
1	SM	072	5229	B00034		402	105	2	2	91	187	0.5 Mile south of Junction KY 93	2 - 91' Continuous Composite WPG [12] Spans; 1'x30'x1'x34' Box Girder End Bent	37.29	Over	I-24 @ Mile Point 37.29	18642
1	SM	072	0024	B00035	P	402	0	3	0	74	206	WBL [11] over ICG Railroad	62', 74', 62' Continuous Composite Rolled Beam Spans	37.93	On	P&L Railway	
1	SM	072	0024	B00035		402	0	3	0	74	206	EBL [10] over ICG Railroad @ MP [9] 3.69	62', 74', 62' Continuous Composite Rolled Beam Spans	37.93	On	P&L Railway	
1	SM	072	0024	B00036	P	402	0	3	0	72	181	WBL [11] 1 Mile west of US 62 Interchange	52', 72', 52' Continuous Rolled Beam Spans	38.36	On	KY 93	

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 070 and 072 stand for Livingston County and Lyon 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 I-24
[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] EBL stands for Eastbound lane.
[11] WBL stands for Westbound lane.
[12] WPG stands for welded plate girder.

Table 1 I-24 Bridge Type Listing (Continued from Page 92)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	072	0024	B00036		402	0	3	0	80	195	EBL [10] 1 Mile west of US 62 Interchange	55', 80', 55' Continuous Rolled Beam Spans	38.36	On	KY 93	
1	SM	072	0024	B00037	P	402	0	4	0	91	305	WBL [11] over US 62 Interchange	58', 91', 91', 58' Continuous Composite WF Deck Girder Spans; 34 Degrees	39.51	On	US 62	
1	SM	072	0024	B00037		402	0	4	0	91	305	EBL [10] over US 62 Interchange	58', 91', 91', 58' Continuous Composite WF Deck Girder Spans; 34 Degrees	39.51	On	US 62	
1	RP	072	0295	B00038		402	105	2	2	93	234	0.7 Mile south of Junction US 62	2 - 93' Continuous Composite WPG [12] Spans & 2 - 21' Concrete Box Girder End Bent	40.72	Over	I-24 @ Mile Point 40.72	17146
1	SM	072	0024	B00039		602	0	3	0	71	185	EBL [10] 0.05 east of KY 295 Over-pass	54.5', 71', 54.5' Continuous Prestressed I-Beam Span	40.84	On	Knob Creek	
1	SM	072	0024	B00039	P	602	0	3	0	71	185	WBL [11] 0.05 east of KY 295 Over-pass	54.5', 71', 54.5' Continuous Prestressed I-Beam Span	40.84	On	Knob Creek	
1	SM	072	5039	B00040		402	0	2	2	93	240	1 Mile west of Junction KY 93	2 - 93' Continuous Composite WPG [12] Spans & 2 - 27' Box Girder End Bent	42.05	Over	I-24 @ Mile Point 42.05	17147
1	SM	072	0024	B00041	P	402	0	4	0	70	287	WBL [11] 1 Mile east of WK Parkway Interchange	70', 84' ,70' , 56' Continuous non-Composite Steel Beam Spans	42.66	On	Port Authority Road	
1	SM	072	0024	B00041		402	0	4	0	70	287	EBL [10] 1 Mile east of WK Parkway Interchange	70', 84' ,70' , 56' Continuous non-Composite Steel Beam Spans	42.66	On	Port Authority Road	
1	SM	072	0093	B00042		402	105	2	2	129	323	0.6 Mile north of Junction KY 293	2 - 129' Continuous Composite Plate Girder & 2 - 30' Box Girder End Bent	43.71	Over	I-24 @ Mile Point 43.71	17148
1	SM	072	0293	B00043		402	0	2	0	107	271	0.25 Mile east of Junction KY 93	2 - 107' Continuous Composite WPG [12] Spans & 2 - 28' Box Girder End Bent	44.69	Over	I-24 @ Mile Point 44.69	17149
1	SM	072	0024	B00044	P	402	0	5	0	80	407	WBL [11] 2 Mile southeast of KY 293 Over-pass	5 - 80' Continuous WPG [12] Spans; 45 Degrees Skew	46.65	On	Eddy Creek	
1	SM	072	0024	B00044		402	0	5	0	80	407	EBL [10] 2 Mile southeast of KY 293 Over-pass	5 - 80' Continuous WPG [12] Spans; 45 Degrees Skew	46.65	On	Eddy Creek	

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 072 stands for Lyon County of western Kentucky.
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[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] EBL stands for Eastbound lane.
[11] WBL stands for Westbound lane.
[12] WPG stands for welded plate girder.

Table 1 I-24 Bridge Type Listing (Continued from Page 93)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	072	5118	B00045		402	105	2	2	108	276	2 Mile east of Junction KY 93	2 - 108' Continuous WPG [10] Spans; 1 - 24' & 1 - 32' Pier & Cellular Abutments	49.46	Over	I-24	18031
1	SM	072	5123	B00046	P	302	105	1	2	103	156	0.6 Mile north of Junction KY 93	1 - 103' Welded Steel Plate Girder & 1 - 28; 20' Concrete Cellular Abutments	50.70	Over	I-24 @ Mile Point 50.70	18032
1	SM	072	5123	B00046		302	105	1	2	103	148	0.5 Mile north of Junction KY 93	1 - 103' Steel Plate Girder & 2 - 20' Concrete Cellular Abutments	50.70	Over	I-24 @ Mile Point 50.70	18033
1	RP	072	0903	B00047		402	105	2	2	105	266	0.25 Mile north of Junction KY 93	2 - 105' Continuous Welded Steel Plate Girder Spans & 1 - 30; 25' Concrete Cellular Abutments	51.72	Over	I-24 @ Mile Point 51.72	18034
1	SM	072	0024	B00048	P	602	0	3	0	45	142	WBL [11] 2 Mile northwest of KY139 Interchange	3 - 45' Continuous PCIB [12] Spans	53.42	On	Dry Fork Creek	
1	SM	072	0024	B00048		602	0	3	0	45	142	EBL [13] 2 Mile northwest of KY139 Interchange	3 - 45' Continuous PCIB [12] Spans	53.42	On	Dry Fork Creek	
1	PW	072	9001	B00049		402	105	2	2	113	272	EBL [13] - I-24 Interchange	113', 104' Continuous Composite WPG [10] Span & 1 - 25'; 30' Concrete Box Girder End	41.60	Over	I-24 @ Mile Point 41.60	17150
1	PW	072	9001	B00049	P	402	105	2	2	113	275	WBL [11] I-24 Interchange	113', 104' Continuous Composite WPG [10] Spans & 30', 25 ' Concrete Box End Bent	41.61	Over	I-24 @ Mile Point 41.60	17150
1	SM	073	0131	B00009		402	0	2	0	118	294	S-Junction KY 284	2 - 118' Continuous Welded Plate Girder Spans; 39 Degrees 12 Minutes	15.79	Over	I-24	17664
1	SM	073	0068	B00060		402	0	2	0	92	233	EBL [13] 1 Mile south of Junction US 62	Twin (2 - 91.5' Continuous Steel Composite Girder Spans) 0 Degree Skew	16.16	Over	I-24	17449
1	SM	073	0068	B00060	P	402	0	2	0	92	233	WBL [11] 1 Mile south of Junction US 62	Twin (2 - 91.5' Continuous Steel Composite Girder Spans) 0 Degree Skew	16.16	Over	I-24	17449
1	SM	073	0787	B00064		402	0	2	0	94	228	0.6 Mile north of Junction US 68	2 - 94' Continuous Steel Composite Plate Girder Spans, 1 Degree 56 Minutes	16.88	Over	I-24	17450
1	RP	073	3075	B00065		402	0	2	0	92	242	1 Mile southwest of Junction KY 131	2 - 94' Continuous Composite Welded Plate Girder Spans; 14 Degrees Skew	14.09	Over	I-24 @ 14.09	17663

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[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] WPG stands for welded plate girder.
[11] WBL stands for Westbound lane.
[12] PCIB stands for prestressed concrete I-beam.
[13] EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 94)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	073	0024	B00100		312	403	2	16	730	5634	Ohio River to Metropolis	See Drawing # 17247 & 17471	0.10	On	Ohio River	17247
1	SM	073	0024	B00101	P	402	0	3	0	54	133	0.5 Mile north of KY 305 Interchange	37', 54', 37' Composite WF Girder Spans; 16 Degrees 19 Minutes 58.5 Seconds Skew	2.21	On	KY 1420	
1	SM	073	0024	B00101		402	0	3	0	54	133	0.5 Mile north of KY 305 Interchange	37', 54', 37' Composite WF Girder Spans; 16 Degrees 19 Minutes 58.5 Seconds Skew	2.21	On	KY 1420	
1	SM	073	0024	B00102	P	302	0	1	0	110	142	1.4 Mile north of US 60 Interchange	110' Composite Steel Girder Span; 2 Degrees 5 Minutes Skew	2.96	On	KY 305	
1	SM	073	0024	B00102		302	0	1	0	110	142	1.4 Mile north of US 60 Interchange	110' Composite Steel Girder Span; 2 Degrees 5 Minutes Skew	2.96	On	KY 305	
1	SM	073	0024	B00103	P	402	0	3	0	74	181	WBL [10] over P-I Railroad @ MP [9] 3.45	51', 74', 51' Composite WF Girder Spans; 31 Degrees 39 Minutes 44.6 Seconds Skew	3.46	On	P&L Railway	
1	SM	073	0024	B00103		402	0	3	0	74	181	EBL [11] over P-I Railroad @ MP [9] 3.45	51', 74', 51' Composite WF Girder Spans; 31 Degrees 39 Minutes 44.6 Seconds Skew	3.46	On	P&L Railway	
1	SM	073	0024	B00104	P	402	0	3	0	69	170	WBL [10] over ICG Railroad @ MP [9] 3.69	48', 69', 48' Composite WF Girder Spans; 30 Degrees 6 Minutes 31.17 Seconds Skew	3.69	On	P&L Railway	
1	SM	073	0024	B00104		402	0	3	0	69	170	EBL [11] over ICG Railroad @ MP [9] 3.69	48', 69', 48' Composite WF Girder Spans; 30 Degrees 6 Minutes 31.17 Seconds Skew	3.69	On	P&L Railway	
1	SM	073	0024	B00105		402	0	2	0	80	224	1.4 Mile south of KY 305 Interchange	2 - 80' Composite Welded Girder Spans; 5 Degrees 19 Minutes 51 Seconds Skew	4.33	On	US 60	
1	SM	073	0024	B00105	P	402	0	2	0	80	224	1.4 Mile south of KY 305 Interchange	2 - 80' Composite Welded Girder Spans; 5 Degrees 19 Minutes 51 Seconds Skew	4.33	On	US 60	
1	SM	073	0024	B00107	P	204	0	3	0	50	115	WBL [10] 0.27 Mile southeast of US60 Interchange	30', 50', 30' Continuous Reinforced Concrete Deck Girder Spans; 15 Degrees Skew	4.59	On	Perkins Creek Channel CH	
1	SM	073	0024	B00107		204	0	3	0	50	115	EBL [11] 0.27 Mile southeast of US60 Interchange	30', 50', 30' Continuous Reinforced Concrete Deck Girder Spans; 15 Degrees Skew	4.59	On	Perkins Creek Channel CH	

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
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[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] WBL stands for Westbound lane.
[11] EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 95)

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]	On / Over I-24	Feature Crossed	Draw-ing #
1	SM	073	0024	B00111		602	0	3	0	51	121	EBL [10] 1.0 Mile southeast of US60 Interchange	31', 51', 31' PCIB [11] Spans (Continuous)	5.60	On	Buchner Lane	
1	SM	073	0024	B00111	P	602	0	3	0	51	121	WBL [12] 0.50 Mile northwest of US62 Interchange	31', 51', 31' Continuous PCIB [11] Spans	5.60	On	Buchner Lane	
1	SM	073	0024	B00112		402	2	2	2	85	196	EBL [10] 0.3 Mile southeast of US62 Interchange	85', 85' Continuous Composite Prestressed Girder Spans; 2 - 12' Concrete Cellular Abutments	6.87	On	US 45	
1	SM	073	0024	B00112	P	402	2	2	2	85	196	WBL [12] 0.3 Mile southeast of US62 Interchange	85', 85' Continuous Composite Prestressed Girder Spans; 2-12' Concrete Cellular Abutments	6.87	On	US 45	
1	SM	073	0024	B00113		606	0	4	0	105	337	0.50 Mile east of US 45 Interchange	60', 105', 105', 60' Prestressed Concrete Spread Box Beams	7.36	Over	I-24 @ Elmdale Road	19189
1	SM	073	0024	B00114		402	0	5	0	98	458	EBL [10] 3 Mile southeast of US45 Interchange	77', 98', 98', 98', 77' Continuous Steel Plate Girder Spans	9.77	On	P&L Railroad Pool Road - CR 5034G	
1	SM	073	0024	B00114	P	402	0	5	0	98	458	WBL [12] 3 Mile southeast of US45 Interchange	77', 98', 98', 98', 77' Continuous Steel Plate Girder Spans	9.77	On	P&L Railroad Pool Road - CR 5034G	
1	SM	073	0024	B00115	P	402	0	3	0	53	143	WBL [12] 0.60 Mile west of KY1954 O	43', 53', 43' Continuous Welded Steel	10.32	On	Island Creek	
1	SM	073	0024	B00115		402	0	3	0	53	143	EBL [10] 1.7 Mile east of KY 994 O	43', 53', 43' Continuous Welded Steel	10.32	On	Island Creek	
1	SM	073	0024	B00116	P	402	0	2	0	96	197	WBL [12] 4.5 Mile southeast US 45 Interchange	96', 96' Continuous Welded Steel Girder Spans	11.04	On	KY 1954 (Husband Road)	
1	SM	073	0024	B00116		402	0	2	0	96	197	EBL [10] 4.5 Mile southeast US 45 Interchange	96', 96' Continuous Welded Steel Girder Spans	11.04	On	KY 1954 (Husband Road)	
1	SM	073	0024	B00117		119	0	2	0	15	34	0.40 Mile east of KY 1954 Over-pass	Double 14' x 6' x 230' Reinforced Concrete Box Culvert; 25 Degrees Skew	11.44	On	Bee Bridge of Island Creek	
1	SM	073	0024	B00118	P	402	0	3	0	71	191	WBL [12] over Old L&N Bed @ MP [5] .1	57', 71', 57' Continuous Welded Steel Plate Girder Spans	11.98	On	Old L & N Railroad Bed	

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[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] EBL stands for Eastbound lane.
[11] PCIB stands for prestressed concrete I-beam
[12] WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 96)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	073	0024	B00118		402	0	3	0	71	191	EBL [10] over Old L&N Bed@ MP [9] .1	57', 71', 57' Continuous Welded Steel Plate Girder Spans	11.98	On	Old L & N Railroad Bed	
1	SM	073	0024	B00119	P	302	505	1	2	101	172	WBL [11] 3.5 Mile west US 68 Interchange	1 - 101' Welded Plate Girder Span & 1 - 33.5' & 1 - 37.5' Concrete Box Girder Bent	12.60	On	KY 450 (Oaks Road)	
1	SM	073	0024	B00119		302	105	1	2	101	172	EBL [10] 3.5 Mile west US 68 Interchange	1 - 101' Welded Plate Girder Span & 1 - 33.5', 1 - 37.5' Concrete Box Girder	12.63	On	KY 450 (Oaks Road)	
1	SM	073	0024	B00120	P	402	0	3	0	200	486	WBL [11] 0.80 west of KY3075 Over-pass	140', 200', 140' Continuous Welded Steel Plate Girder Spans	13.30	On	Clarks River	
1	SM	073	0024	B00120		402	0	3	0	200	486	EBL [10] 0.60 east of KY 450 Over-pass	140', 200', 140' Continuous Welded Steel Plate Girder Spans	13.30	On	Clarks River	
1	SM	073	0062	B00121		402	0	2	0	105	260	1 Mile west of Junction US 45	105', 105' Continuous Composite Welded Plate Girder Spans & 1 - 20' & 1 - 30' Concrete Box	6.39	Over	I-24	18647
1	SM	073	0994	B00122		402	101	2	2	108	256	Over I-24 @ MP [9] 8.61	108', 108' Continuous Composite Welded Plate Girder Spans; 2 - 20' Concrete Cellular Abutments	8.61	Over	I-24	18823
1	SM	079	1042	B00081		302	0	2	0	94	141	1 Mile south of Junction US 62	1 - 94' Welded Steel Plate Girder over EBL [10], 6 Degrees 30 Minutes Skew	18.33	Over	I-24	17349
1	SM	079	1042	B00081	P	302	0	2	0	94	138	1 Mile south of Junction US 62	1 - 94' Welded Steel Plate Girder over WBL [11] 6 Degrees	18.33	Over	I-24	17349
1	SM	079	0024	B00082	P	119	0	1	0	24	26	WBL [11] 0.60 Mile west of KY1610 O	24' x 9' x 75'; Reinforced Concrete Culvert; On WBL [11] Fill = 4.3'	19.74	On	Little Cypress Creek	
1	SM	079	0024	B00082		119	0	1	0	24	26	EBL [10] 0.60 Mile west of KY1610 O	24' x 9' x 62' Reinforced Concrete Culvert ; EBL [10] Fill = 3.02'	19.74	On	Little Cypress Creek	
1	RP	079	1610	B00092		302	0	2	0	94	323	0.80 Mile south of Junction US 62	2 - 94' Welded Plate Girder Spans	20.40	Over	I-24	17699
1	SM	079	0095	B00109		402	0	4	0	92	230	0.80 Mile south of Junction US 62	2 - 91.6' Continuous non-Composite Welded Plate Girder & 1 - 25', 1 - 22' Box Girder Spans	24.42	Over	I-24 @ Mile Point 24.42	18317

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[8] Structure length is the total length of bridge including the approaches.
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Table 1 I-24 Bridge Type Listing (Continued from Page 97)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	079	0024	B00111		403	105	2	2	91	232	1.2 Mile north of Junction US 68	2 - 91.5' Continuous non-Composite Welded Plate Girder & 1 - 19.5', 1 - 29' Box Girder	22.12	Over	I-24 @ Mile Point 22.11	18083
1	SM	079	0024	B00112		403	105	2	2	94	251	1 Mile south of Junction US 68	2 - 94' Continuous non-Composite Welded Plate Girder's; & 1 - 27, 1 - 30' Box Girders	23.39	Over	I-24 @ Mile Point 23.39	18174
1	SM	079	0024	B00113		403	105	2	2	86	218	EBL [10] 1.7 Mile NE-JP Parkway Interchange	2 - 85' 9" Continuous Welded Plate Girder Spans & 2 - 23' Box Girders	26.56	On	US 62	
1	SM	079	0024	B00113	P	402	106	2	2	86	218	WBL [11] 1.7 Mile NE-JP Parkway Interchange	2 - 85' 9" Continuous Welded Plate Girder Spans; 2 - 23' Box Girder Spans	26.56	On	US 62	
1	SM	079	0024	B00114	P	502	105	2	2	80	193	WBL [11] 1.7 Mile southwest US 62 Interchange	2 - 80' Prestressed Concrete Spans; 1 - 14', 1 - 20' Box Girders	24.94	On	Jackson Purchase Parkway	
1	SM	079	0024	B00114		505	105	2	2	80	193	EBL [10] 1.7 Mile southwest US 62 Interchange	2 - 80' Prestressed Concrete Spans; 1 - 14', 1 - 20' Box Girders	24.94	On	Jackson Purchase Parkway	
1	SM	079	0024	B00115	P	402	0	3	0	42	115	WBL [11] 1.0 Mile east of US62 O	33', 42', 33' Continuous non-Composite Steel Beam Spans; 27 Degrees	27.55	On	Cypress Creek Canal	
1	SM	079	0024	B00115		402	0	3	0	42	115	EBL [10] 1.0 Mile east of US62 O	33', 42', 33' Continuous non-Composite Steel Beam Spans; 27 Degrees	27.55	On	Cypress Creek Canal	
1	SM	079	0024	B00116		402	0	3	0	60	156	EBL [10] @ MP [9] 28.503 over ICG Railroad	48', 60', 48' Continuous non-Composite Steel Beam Spans	28.50	On	P&L Railway	
1	SM	079	0024	B00116	P	402	0	3	0	60	156	WBL [11] @ MP [9] 28.503 over ICG Railroad	48', 60', 48' Continuous non-Composite Steel Beam Spans	28.50	On	P&L Railway	
1	SM	079	0024	B00117		402	0	3	0	96	216	EBL [10] 0.50 west of Tenn. RV B	60', 96', 60' Continuous non-Composite WS Girder Spans	28.66	On	KY 282	
1	SM	079	0024	B00117	P	402	0	3	0	96	216	WBL [11] 0.50 west of Tenn. RV B	60', 96', 60' Continuous non-Composite WS Girder Spans	28.66	On	KY 282	
1	SM	079	0024	B00118		312	403	1	8	534	2108	EBL [10] over Tenn. River	8 - 195' Continuous Welded Plate Girder & 1 - 534.2' Simple Weld Tied Arch	29.14	On	Tenn. River	

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[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.
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[10] EBL stands for Eastbound lane.
[11] WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 98)

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]	On / Over I-24	Feature Crossed	Drawing #
1	SM	079	0024	B00118	P	312	0	9	0	534	2108	WBL [10] over Tenn. River	8 - 195' Continuous Welded Plate Girder & 1 - 534.2' Simple Weld Tied Arch	29.15	On	Tenn. River	
1	SM	079	0024	B00136		119	0	2	0	12	27	0.04 Mile west Junction KY 95	Double 12' x 4' x 203' Reinforced Concrete Box Culvert	24.37	On	Bridge - Little John CK	
1	SM	111	0024	B00027	P	402	0	3	0	61	152	WBL [10] 1.1 Mile east of US 68 Over-pass	Twin (45', 61', 41' Continuous Composite Steel Beam Spans) 13 Degrees 46 Minutes	66.54	On	TRW Railroad	
1	SM	111	0024	B00027		402	0	3	0	61	152	EBL [11] 1.1 Mile east of US 68 Over-pass	Twin (45', 61', 41' Continuous Composite Steel Beam Spans) 13 Degrees 46 Minutes	66.54	On	TRW Railroad	
1	SM	111	0024	B00043		205	0	2	0	105	262	0.6 Mile east of Junction KY 1585	2 - 105' Continuous Reinforced Concrete Box Girder Spans; 25 Degrees 45 Minutes 26 Seconds Skew	67.10	Over	I-24	17583
1	SM	111	0024	B00044	P	303	0	1	0	113	180	WBL [10] 4.7 Mile west of Christian County	Twin (2 - 112.5' Simple Plate Girder Spans) 10 Degrees 31 Minutes 40 Seconds	65.35	On	US 68	
1	SM	111	0024	B00044		303	0	1	0	113	180	EBL [11] 4.7 Mile west of Christian County	Twin (2 - 112.5' Simple Plate Girder Spans) 10 Degrees 31 Minutes 40 Seconds	65.35	On	US 68	
1	SM	111	0024	B00045		402	0	2	0	120	317	1.4 Mile north of Junction US 68	2 - 120.25' Continuous Welded Plate Girder Spans; 40 Degrees 20 Minutes 50 Seconds	63.95	Over	I-24 @ Mile Point 63.95	18590
1	SM	111	6049	B00047		402	105	3	2	121	377	2 Mile north of Junction KY 139	97', 121', 97' Continuous Welded Plate Girder Spans; 1 - 29', 31' Concrete Cellular Abutments	59.28	Over	I-24 @ Mile Point 59.25	18727
1	SM	111	0024	B00048		402	0	4	0	90	307	2.3 Mile east of Caldwell County	60', 90', 90', 60' Continuous Welded Plate Girder Spans; 45 Degrees Skew	60.28	On	Muddy Fork Creek	
1	SM	111	0024	B00048	P	402	0	4	0	90	307	4.8 Mile west of US 68	60', 90', 90', 60' Steel Welded Plate Girder Span; 45 Degrees	60.28	On	Muddy Fork Creek	
1	SM	111	6051	B00049		402	105	2	2	99	267	1.6 Mile northwest of KY 124	2 - 99' Continuous Welded Plate Girder Spans & 31', 34' Concrete Cellular Abutments	60.50	Over	I-24 @ Mile Point 60.50	18729
1	SM	111	0024	B00050		402	0	2	2	93	226	1 Mile southwest of Junction KY 276	2 - 93' Continuous Welded Plate Girder Spans & 22', 15' Concrete Cellular Abutments	62.11	Over	I-24 @ Mile Point 62.11	18730

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 079 and 111 stand for Marshall County and Trigg 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 I-24
[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] WBL stands for Westbound lane.
[11] EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 99)

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]	On / Over I-24	Feature Crossed	Drawing #
2	SM	017	0139	B00065		402	0	2	0	94	232	0.47 Mile north of Trigg County	2 - 94' Welded Steel Plate Girder Spans; 5 Degrees Skew	55.63	Over	I-24	18396
2	RP	017	0276	B00066		302	0	1	0	120	165	1.5 Mile east of Junction KY 139	1 - 120' Welded Steel Plate Girder Span	57.10	Over	I-24	18453
2	RP	017	0276	B00066	P	302	0	1	0	120	168	1.5 Mile east of Junction KY 139	1 - 120' Welded Steel Plate Girder Span	57.11	Over	I-24	18454
2	SM	024	0024	B00090		402	0	3	0	87	209	EBL [10] 0.20 Mile northwest of KY 272 O	Twin (58.5', 87', 58.5' Continuous Composite Steel Beam Spans); 22 Degrees	70.52	On	Sinking Fork Creek	
2	SM	024	0024	B00090	P	402	0	3	0	87	209	WBL [11] 0.20 Mile northwest of KY 272 O	Twin (58.5'-87'-58.5' Continuous Composite Steel Beam Spans); 22 Degrees	70.52	On	Sinking Fork Creek	
2	RP	024	0272	B00121		206	0	2	0	102	267	1.5 Mile southwest of Junction KY 117	2 - 101.6' Continuous Reinforced Concrete Box Girder Spans; 24 Degrees 21 Minutes 31 Seconds Skew	70.90	Over	I-24	18182
2	SM	024	0024	B00122	P	302	0	1	0	132	189	3 Mile southeast of Trigg County Line	1 - 132' Composite Plate Girder Span; 26 Degrees 18 Minutes 14 Seconds Skew	72.69	On	KY 117	
2	SM	024	0024	B00122		302	0	1	0	132	191	3 Mile southeast of Trigg County Line	1 - 132' Composite Plate Girder Span; 26 Degrees 18 Minutes 14 Seconds Skew	72.69	On	KY 117	
2	SM	024	0164	B00123		206	0	2	0	95	243	I-24 Over-pass 0.70 Mile north Junction KY11	2 - 95' Reinforced Concrete Box Girder Spans; 13 Degrees 33 Minutes 47 Seconds Skew	73.86	Over	I-24	18184
2	RP	024	0695	B00124		402	0	2	0	93	222	1.5 Mile northeast of Junction KY 117	2 - 93' Continuous Plate Girder Spans; 4 Degrees 37 Minutes 25 Seconds Skew	76.07	Over	I-24	17997
2	SM	024	0024	B00125	P	402	0	3	0	100	247	WBL [11] 0.95 Mile northwest of KY 107 O	70', 100', 70' Continuous Plate Girder Spans; 30 Degrees Skew	78.93	On	Little River	
2	SM	024	0024	B00126		402	0	3	0	100	246	EBL [10] 0.90 Mile northwest of KY 107 O	70', 100', 70' Continuous Plate Girder Spans; 15 Degrees Skew	78.93	On	Little River	
2	SM	024	0107	B00127		402	0	2	0	100	244	0.1 Mile north of Junction KY 345	2 - 100' Continuous Plate Girder Spans; 2 Degrees 35 Minutes 31 Seconds Skew	79.93	Over	I-24	17999

[1] Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
[2] County 017 and 024 stand for Caldwell County and Christian County, respectively, of western Kentucky.
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[10] EBL stands for Eastbound lane.
[11] WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 100)

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]	On / Over I-24	Feature Crossed	Drawing #
2	SM	024	0024	B00128		402	104	2	2	135	296	1.8 Mile west of Junction US 41A	117', 135' Continuous Composite Plate Girder Spans; 31 Degrees 10 Minutes 18 Seconds	82.82	Over	I-24	18000
2	SM	024	0024	B00129		402	0	2	0	125	314	EBL [10] - US 41A Interchange	2 - 125' Continuous Composite Plate Girder Spans; 38 Degrees 49 Minutes 23 Seconds	85.56	On	US 41-A	
2	SM	024	0024	B00129	P	402	0	2	0	125	314	WBL [11] - US 41A Interchange	2 - 125' Continuous Composite Plate Girder Spans; 38 Degrees 49 Minutes 23 Seconds	85.56	On	US 41-A	
2	SM	024	0024	B00130	P	602	0	3	0	56	174	WBL [11] 0.10 Mile east of US 41A	55.63', 56.25', 55.63' Continuous Prestressed I-Beam Spans; 41 Degrees 54 Minutes	86.01	On	ND (NAT Defense) Railroad	
2	SM	024	0024	B00130		602	0	3	0	56	174	EBL [10] 0.10 Mile east of US 41A	55.63', 56.25', 55.63' Continuous Prestressed I-Beam Spans; 41 Degrees 54 Minutes	86.01	On	ND (NAT Defense) Railroad	
2	RP	024	0115	B00131		402	0	2	0	103	250	1 Mile south of Junction KY 109	2 - 103' Continuous Composite Plate Girder Span; 12 Degrees 30 Minutes Skew	88.72	Over	I-24	18471
2	SM	024	0024	B00132	P	402	0	3	0	130	325	WBL [11] 2.0 Mile northwest of Tenn. ST	94.96', 129.94', 94.96' Continuous Composite Plate Girder Spans; 0 Degree	91.35	On	West Fork Red River	
2	SM	024	0024	B00132		402	0	3	0	130	325	EBL [10] 2.0 Mile northwest of Tenn. ST	94.96', 129.94', 94.96' Continuous Composite Plate Girder Spans; 0 Degree	91.35	On	West Fork Red River	
2	SM	024	0024	B00133		402	104	2	2	147	358	1.2 Mile southwest of Junction KY 1881	2 - 147' Continuous Composite Plate Girder Spans; 46 Degrees 20 Minutes Skew	91.56	Over	I-24	18474
2	SM	024	0024	B00134		402	104	2	2	133	318	0.2 Mile north of Tenn. State Line	2 - 133' Continuous Composite Plate Girder Spans; 40 Degrees 10 Minutes Skew	92.98	Over	I-24	18476

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[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] EBL stands for Eastbound lane.
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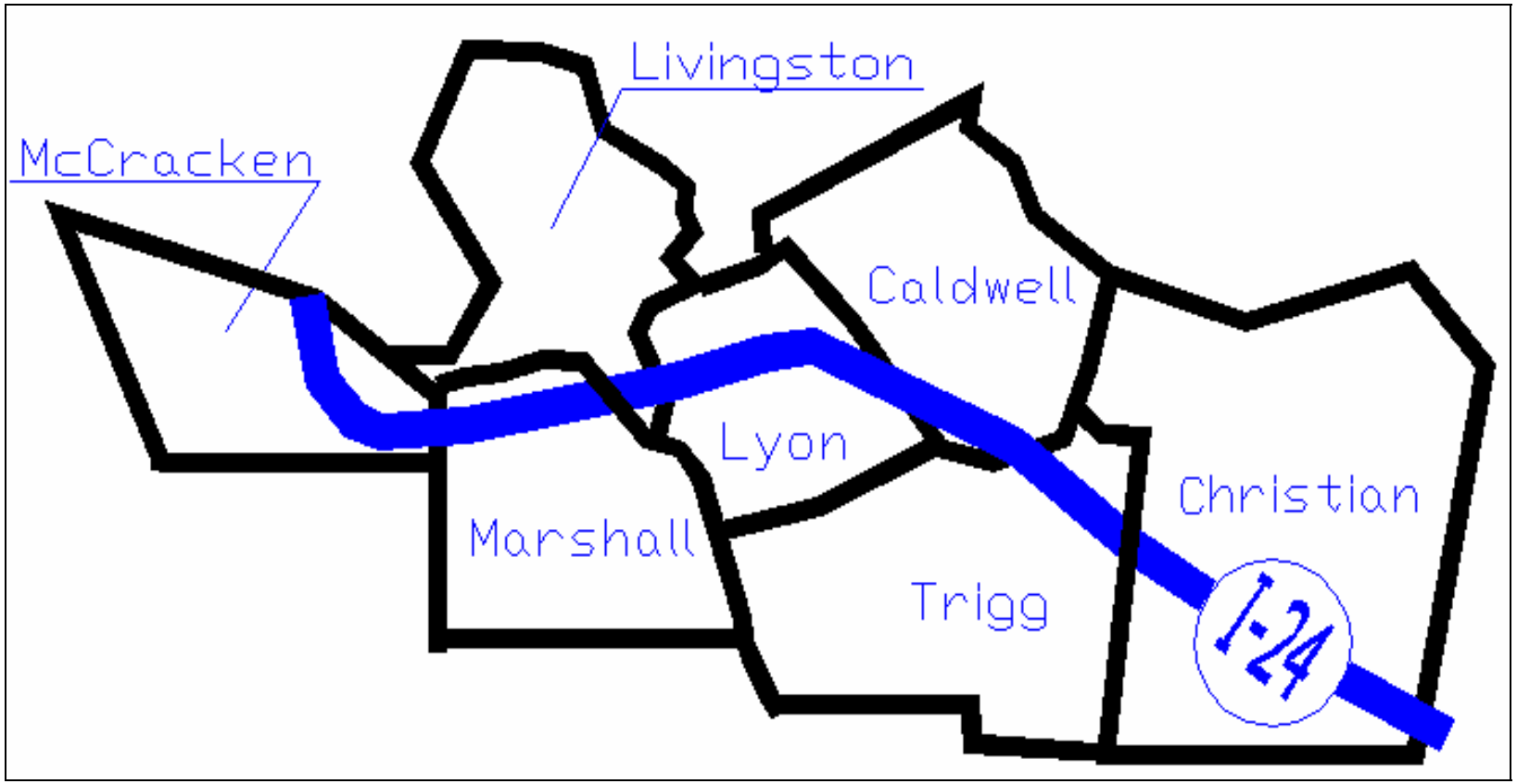

Figure 1 Interstate Highway 24 Crossing Kentucky

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